

HONG KONG PLANNING AREA NO. 24

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

(Being an Approved 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 which are permitted at all times in the various zones on the Plan and the uses or developments which may be permitted by the Town Planning Board, with or without conditions on application. Where the permission of the Town Planning Board for a use or development is necessary, the application for such permission should be addressed to the Secretary of the Town Planning Board, from whom the appropriate application forms may be obtained.
- (2) Any use or development which may be permitted in accordance with these Notes must also conform to any other relevant legislation and to the conditions of the Government lease concerned.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a change of use or the building is redeveloped.
 - (b) Any change of use, and any other development (except minor alteration) or redevelopment, in respect of the land or building must be permitted in terms of the Plan or, if permission is required, is in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” includes –
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan and that use has continued since it came into existence; or
 - a use approved under the Buildings Ordinance; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan and was effected during the effective period of that plan and the use has continued since it was effected; or
 - a use approved under the Buildings Ordinance and permitted under a plan prevailing at the time when the use was approved under the Buildings Ordinance.
- (4) Except as otherwise specified by the Town Planning Board, when a use or change of use is effected or a development or redevelopment is undertaken as permitted in terms of the Plan or is in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or change of use or development or redevelopment shall lapse.

- (5) Road junctions, alignments of roads, railway, tram tracks and boundaries between zones may be subject to minor alterations as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or buildings are permitted in all zones as long as they comply with other Government requirements and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) In all zones, the following uses are always permitted :

Amenity Area, Bus/Tram/Public Light Bus Stop or Layby, Cycle Track, Footbridge, Footpath, Railway Station Entrance, Railway Structure below Ground Level, Nullah, Open Space, Pedestrian Area, Pedestrian Subway, Promenade, Public Utility Pipeline Reserve, Service Lane, Street, Taxi Rank.
- (8) In the area shown as 'Road', uses except those listed in paragraph (7) above and those listed below require permission of the Town Planning Board :

Central Divider, Drive Way, Elevated Road, On-street Car Park, Road Tunnel, Tram Track, Rail Track.
- (9) Unless otherwise specified, all uses, including storage and caretakers' quarters, directly related and ancillary to the permitted use are always permitted and no separate planning permission is required.

HONG KONG PLANNING AREA NO. 24

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

Schedule of Uses

	<u>Page</u>
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	2
GOVERNMENT, INSTITUTION OR COMMUNITY	4
OPEN SPACE	6
OTHER SPECIFIED USES	7

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 Ancillary Car Park Bank Barber Shop Beauty Parlour Canteen Clinic/Polyclinic Educational Institution Exhibition or Convention Hall Fast Food Shop Government Use (not elsewhere specified) Hotel Money Exchange Off-course Betting Centre Office Photographic Studio Place of Public Entertainment Police Reporting Centre Post Office Private Club Private Swimming Pool Public Car Park Public Library Public Utility Installation Restaurant Retail Shop School Service Trades Showroom excluding Motor-vehicle Showroom Social Welfare Facility Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Commercial Bathhouse Government Refuse Collection Point Massage Establishment Motor-vehicle Showroom Petrol Filling Station Place of Recreation, Sports or Culture Public Convenience Public Transport Terminus or Station Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Religious Institution Residential Institution Staff Quarters

Remarks

On land designated “Commercial”, no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum building height of 131 metres above Principal Datum.

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
	Ancillary Car Park Bank Barber Shop Beauty Parlour Clinic Educational Institution Exhibition or Convention Hall Fast Food Shop Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Money Exchange Office Photographic Studio Place of Public Entertainment Place of Recreation, Sports or Culture Police Reporting Centre Post Office Private Club Private Swimming Pool Public Car Park Public Convenience Public Library Public Transport Terminus or Station Public Utility Installation Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Religious Institution Restaurant Retail Shop Service Trades Showroom excluding Motor-vehicle Showroom Social Welfare Facility Staff Quarters Utility Installation for Private Project

Remarks
(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, an applicant for permission for development on land designated “Comprehensive Development Area” shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information :
 - (i) the areas of proposed land uses, the nature, position, dimensions and heights of all buildings to be erected on the area;
 - (ii) the proposed total gross floor areas for various uses;
 - (iii) the details and extent of Government, institution or community, recreational and public transport facilities, parking spaces, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscaping proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an urban design study report to explain the urban design concept;
 - (viii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development and the proposed mitigation, monitoring and audit measures to tackle them;
 - (ix) a traffic impact assessment report to show that the development mix/intensity is sustainable by the capacity of the transport and road proposals; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which should contain an adequate explanation of the development proposal including such basic information as land tenure, relevant lease conditions, existing condition of the site, the character of the site in relation to the surrounding areas, principles of the layout design, assumptions, design population, type of Government, institution or community, recreation and open space facilities.
- (3) On land designated “Comprehensive Development Area”, no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development 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.

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	Bank
Ancillary Car/Lorry Park	Broadcasting, Television and/or Film Studio
Canteen	Fast Food Shop
Clinic/Polyclinic	Helicopter Landing Pad
Cooked Food Centre	Hotel
Driving Test Centre	Marine Fuelling Station
Educational Institution	Off-course Betting Centre
Exhibition or Convention Hall	Office (other than Government Office)
Fire Station	Petrol Filling Station
Government Refuse Collection Point	Photographic Studio
Government Staff Quarters	Place of Public Entertainment
Government Use (not elsewhere specified)	Private Club
Hospital	Radar, Telecommunications Electronic
Judicial Facility	Microwave Repeater, Television and/or Radio
Pier	Transmitter Installation
Place of Recreation, Sports or Culture	Railway Vent Shaft and/or Other Structure
Police Reporting Centre	Above Ground Level other than Entrances
Police Station	Residential Institution
Post Office	Restaurant
Private Swimming Pool	Retail Shop
Public Car/Lorry Park	School (other than in free-standing purpose-
Public Convenience	designed school building)
Public Library	Service Trades
Public Swimming Pool	Sewage Treatment/Screening Plant
Public Transport Terminus or Station	Showroom excluding Motor-vehicle Showroom
Public Utility Installation	Staff Quarters
Religious Institution	Utility Installation for Private Project
School (in free-standing purpose-designed school building only)	
Social Welfare Facility	
Underground Pumphouse	

Remarks
(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

On land designated “Government, Institution or Community” (“G/IC”), no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development 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

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
<hr/>	
Ancillary Car Park	Exhibition or Convention Hall
Changing Room	Fast Food Shop
Park and Garden	Government Refuse Collection Point
Playground/Playing Field	Government Use (not elsewhere specified)
Public Convenience	Pier
Refreshment Kiosk	Place of Public Entertainment
Underground Pumphouse	Place of Recreation, Sports or Culture
	Public Car Park
	Public Transport Terminus or Station
	Public Utility Installation
	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Restaurant
	Road Vent Shaft and/or Other Structure above Ground Level
	Utility Installation for Private Project

OTHER SPECIFIED USES

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

For “Elevated Walkway” Only

As Specified on the Plan	Bank Exhibition Hall Fast Food Shop Restaurant Retail Shop Service Trades Utility Installation not ancillary to the Specified Use
--------------------------	---

For “Pier” Only

As Specified on the Plan Government Use	Bank Exhibition or Convention Hall Fast Food Shop Marine Fuelling Station Restaurant Retail Shop (not elsewhere specified) Service Trades (not elsewhere specified) Showroom excluding Motor-vehicle Showroom Utility Installation not ancillary to the Specified Use
--	---

Remarks

- (1) No new development or addition, alteration and/or modification to the existing building(s)/structure(s) including roof-top structures, projections and advertisement signs shall result in a height in excess of 13 metres above Principal Datum or the height of the existing building(s)/structure(s) whichever is the greater.
- (2) Minor relaxation of the stated building height restriction as stated in paragraph (1) above, based on the merits of individual development or redevelopment proposals, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (3) Kiosks not greater than 10m² each in area and not more than 10 in number for use as retail shop and service trades are considered as ancillary to “Pier” use.
- (4) Mobile communication radio base station(s), with an equipment cabinet not bigger than 4.5 metres x 4.5 metres x 3.2 metres (length x width x height) within or on the roof-top of a pier, and antenna(e) not bigger than 0.6 metre x 0.6 metre x 2.5 metres (length x width x height) at the side or on the roof-top of a pier, are always permitted.

(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

As Specified on the Plan	Bank Exhibition or Convention Hall Fast Food Shop Government Use (not elsewhere specified) Marine Fuelling Station Restaurant Retail Shop (not elsewhere specified) Service Trades (not elsewhere specified) Showroom excluding Motor-vehicle Showroom Utility Installation not ancillary to the Specified Use
--------------------------	---

Remarks

- (1) Except the Clock Tower, no new development or addition, alteration and/or modification to the existing building(s)/structure(s) including roof-top structures and advertisement signs, shall result in a height in excess of 21 metres above Principal Datum or the height of the existing building(s)/structures(s) whichever is the greater.
- (2) Minor relaxation of the stated building height restriction in paragraph (1) above, based on the merits of individual development or redevelopment proposals, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (3) Kiosks not greater than 10m² each in area and not more than 10 in number for use as retail shop and service trades are considered as ancillary to “Pier” use.
- (4) Mobile communication radio base station(s), with an equipment cabinet not bigger than 4.5 metres x 4.5 metres x 3.2 metres (length x width x height) within or on the roof-top of a pier, and antenna(e) not bigger than 0.6 metre x 0.6 metre x 2.5 metres (length x width x height) at the side or on the roof-top of a pier, are always permitted.

(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 “Waterfront Related Commercial and Leisure Uses” Only

As Specified on the Plan Government Use	Public Car Park Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Road Vent Shaft and/or Other Structure above Ground Level Utility Installation not ancillary to the Specified Use
--	--

Remarks

On land designated “Other Specified Uses” (“OU”) annotated “Waterfront Related Commercial and Leisure Uses”, no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development 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

For All Other Sites (Not Listed Above)

As Specified on the Plan	Government Use (not elsewhere specified) Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Staff Quarters Utility Installation not ancillary to the Specified Use
--------------------------	---

HONG KONG PLANNING AREA NO. 24

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

EXPLANATORY STATEMENT

HONG KONG PLANNING AREA NO. 24

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

EXPLANATORY STATEMENT

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

HONG KONG PLANNING AREA NO. 24

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

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the approved Central District (Extension) Outline Zoning Plan (OZP) No. S/H24/6. 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.
- 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, Government reviewed the requirements for the remaining CRIII and Wan Chai Development Phase II (WDII) proposed in the CWRFS. Having had regard to the Harbour Ordinance and having evaluated the implications for the provisions of key transport infrastructure and land for expansion of the Central Business District (CBD), the Executive Council (ExCo) agreed that there was a need for further reclamation in both Central and Wan Chai. Government also studied the proposed land use options to provide land necessary to meet the transport infrastructure needs and further development of the CBD with the required public facilities.
- 2.6 In March 1998, the ExCo agreed that OZP(s) based on the “streamlined option” for CRIII (which was based on the originally planned reclamation for CRIII under the CWRFS but with a smoothed out shoreline) be prepared and gazetted for public consultation. Considering the prime location of the new reclamation area, the existing area north of Connaught Road / Harcourt Road corridor including the Tamar Basin and the area to be formed by CRIII were excised from the draft Central District OZP No. S/H4/4. Together with the proposed reclamation area to the west of the Hong Kong Convention and Exhibition Centre (HKCEC) Extension which was part of WDII under the CWRFS, these reclamation areas formed the new Planning Area No. 24.
- 2.7 On 27 April 1998, the Chief Executive, under section 3(1)(a) of the Ordinance, directed the Board to prepare an OZP for the extended area of the Central District.
- 2.8 On 29 May 1998, the draft Central District (Extension) OZP No. S/H24/1 was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, 70 valid objections were received.
- 2.9 On 23 October 1998, the Board gave preliminary consideration to the objections. While the Board was prepared to re-consider the reclamation proposals, further deliberation on the extent of proposed reclamation and the proposed land-uses thereon was considered necessary. The Government also carried out a further study to investigate the minimum practicable reclamation option.
- 2.10 On 30 March 1999, the Board gave further consideration (hearing) to the objections. After thorough discussion on the points raised by the objectors and the minimum reclamation option proposed by the Government, the Board decided to propose amendments to the draft Plan to meet/partially meet the objections.
- 2.11 On 28 May 1999, in response to the public concerns, the Board agreed on a statement of vision and goals on the Victoria Harbour which would serve as a basis for formulating the long term planning strategy for the harbour and refining the land-use proposals for the Central and Wan Chai reclamation. These vision and goals have 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, under section 9(1)(a) of the Ordinance, approved the draft Central District (Extension) OZP, which was subsequently renumbered as S/H24/2. On 3 March 2000, the approved Central District (Extension) OZP No. S/H24/2 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.15 On 10 October 2000, the Chief Executive in Council referred the approved Central District (Extension) OZP No. S/H24/2 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.16 On 27 October 2000, the draft Central District (Extension) OZP No. S/H24/3, incorporating an amendment to delete the term 'Service Apartment' from the Notes, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, no objection was received.
- 2.17 On 24 August 2001, the draft Central District (Extension) OZP No. S/H24/4, incorporating amendments to the covering Notes mainly to clarify the Board's intention with respect to "existing use" in the Planning Scheme Area, was exhibited for public inspection under section 7 of the Ordinance. During the exhibition period, three objections were received but all were subsequently withdrawn.
- 2.18 On 22 February 2002, the draft Central District (Extension) OZP No. S/H24/5, incorporating mainly amendments to include Pier 7 and its adjoining area, and the Wan Chai West Sewage Screening Plant and its adjoining open space into the Planning Scheme Area, to rezone several sites at the waterfront to "Other Specified Uses" and to revise the Notes for the "Commercial" zone, was exhibited for public inspection under section 7 of the Ordinance. No objection was received during the exhibition period.
- 2.19 On 17 December 2002, the Chief Executive in Council, under section 9(1)(a) of the Ordinance, approved the draft Central District (Extension) OZP, which was subsequently renumbered as S/H24/6. On 27 December 2002, the approved Central District (Extension) OZP No. S/H24/6 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.

3. OBJECT OF THE PLAN

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

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a Schedule of Notes indicating the uses which are always permitted in a particular zone and other uses for which the Board's permission must be sought. The provision for application for planning permission under section 16 of the Town Planning Ordinance allows greater flexibility in land use planning and better control of developments to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explain some of the terms used in the Notes may also be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Plan covers the Planning Scheme Area (the Area) of about 46.70 hectares, of which about 23.11 hectares are reclaimed land. It is bounded by the Hong Kong Convention and Exhibition Centre (HKCEC) Extension to the east, the Connaught Road Central/Harcourt Road corridor to the south and Connaught Place and Airport Railway Hong Kong Station to the west. To the north, it extends to the waterfront.
- 5.2 The Area provides land for important transport infrastructure including the proposed Central - Wan Chai Bypass, the proposed North Hong Kong Island Line, the overrun tunnel of the Airport Railway as well as land for the provision of cultural and Government, institution or community (GIC) facilities, much-needed open space and some commercial developments.

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 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,

and a buffer area from the major distributor Road P2 and areas for recreation and leisure uses.

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

7.2 Design Corridors

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

The Statue Square Corridor (Figure 4)

- (a) The Statue Square Corridor comprises the Statue Square Open Space Corridor and the Historic Corridor, extending across Road P1, Road P2 and the Airport Railway Extended Overrun Tunnel. The Statue Square Open Space Corridor is a linear park, extending at the full width of the Statue Square to the new waterfront along the central axis of the Hongkong Bank Building. For much

of its length, this Corridor will be developed as a continuous landscaped pedestrian deck in the form of a roof-top garden over two levels of retail uses. The landscaped pedestrian deck will be fully integrated with commercial developments along its western edge and will include small sunken plazas which provide access to the retail areas under and will be directly linked to the commercial developments along its western edge. Sections of the deck over roadways will integrate ventilation and lighting slots for improving the visual and environmental quality of the streets at ground level.

- (b) As part of a comprehensive development area, it is envisaged that the landscaped pedestrian deck will become an important open space element and will support a wide range of passive recreational uses. Its design should integrate a balanced mix of soft and hard landscape and make provision for a variety of outdoor activities rather than just through circulation. The retail spaces beneath will be fully integrated with the commercial developments to its west. Based on the ‘groundscraper’ concept, the commercial development should be medium-rise structures with a maximum height of 50 metres above Principal Datum (mPD). The whole development area is designated as a “Comprehensive Development Area” (“CDA”) and its design details are elaborated in section 7.3.
- (c) To the east of the landscaped pedestrian deck, the Historic Corridor is a corridor between the existing urban area and the waterfront promenade along the central axis of the old Bank of China, the Legislative Council Building and the Cenotaph. It will take the form of a tree-lined boulevard bounded by low-rise historic and cultural buildings to the east (including the Memorial Garden) and the ‘groundscraper’ and Statue Square Open Space Corridor to the west.
- (d) It is proposed that the Statue Square Open Space Corridor and the Historic Corridor could terminate at the reprovisioned Star Ferry Pier and the public piers with provision of public landing steps. In recognition of its importance as a landmark and major tourist attraction with historical significance, the existing Star Ferry icon and identity would be recreated in the new Central Waterfront. An area abutting the reprovisioned public piers on this part of the waterfront would be developed for waterfront related commercial and leisure uses. In order to ensure a clear view towards the waterfront, future development above the Star Ferry piers and the public piers (including the adjacent commercial and leisure uses) should not exceed maximum building heights of 21mPD and 13mPD respectively.

The Civic Corridor

- (e) In the central part of the Area, an elevated walkway is proposed from the Admiralty Centre to the proposed Government Headquarters and Legislative Council Building at the former Tamar Basin across Harcourt Road. The pedestrian connection would continue through the Government Headquarters and Legislative Council Building site to extend north into a civic square at podium level. This open space corridor with civic functions would provide a popular gathering ground for ceremonial and mass activities. The design of the corridor including the civic square should accord with that of the proposed Government Headquarters and Legislative Council Building in order to create a harmonious and coherent character as the prime civic core in Hong Kong.

- (f) The civic square gradually descends via an open space deck to the level of the waterfront promenade. Road P2 follows a depressed alignment beneath the deck to reduce the vertical transition from the deck to general ground level.
- (g) Whilst the Civic Corridor integrates elevated pedestrian links over east-west roads, the provision of a basement pedestrian link between the proposed Tamar Station beneath the Civic Square on the North Hong Kong Island Line and the Admiralty Station could be included should need arise.

The Arts and Entertainment Corridor

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

7.3 Comprehensive Development Area (Figure 5)

- 7.3.1 Various sites on the western boundary of the Area are designated as a “Comprehensive Development Area” (“CDA”). As part of the Statue Square Corridor adjacent to the Airport Railway Hong Kong Station development, these sites occupy a prominent location within the new reclamation area. Specific building height restrictions are stipulated for different parts of the “CDA” to guide development towards the envisaged building form. At the same time, sufficient flexibility and creativity would be allowed for detailed design.
- 7.3.2 The “CDA” is composed of a podium structure across Road P1 and Road P2 with the roof-top garden on the east and the ‘groundscraper’ commercial developments on the west. The maximum building height for the ‘groundscraper’ should be 50mPD. It is envisaged that the building height should gradually decrease towards the waterfront. The maximum commercial/retail gross floor area (GFA) of the “CDA” including those beneath the deck is estimated to be about 190,000 m².
- 7.3.3 The ‘groundscraper’ development is linked to the landscaped pedestrian deck which provides uninterrupted pedestrian connection from the Statue Square to the waterfront. In order to introduce interesting variations as well as to avoid the establishment of an intrusive mega-structure, it is envisaged that the deck should be divided into two different height levels, with sufficient void areas. The maximum height of the podium deck should be 16mPD. The eastern edge of the deck should be integrated with special architectural design to break the monotonous solid bulk of the gigantic podium when viewed from the street. Together with the ‘groundscraper’ development, the whole “CDA” would be composed of developments of varying stepped heights descending from south to north and from west to east.
- 7.3.4 In order to realize the planning and design intentions of the “CDA”, a planning brief would be provided by the Government to guide the development parameters and guidelines. It should ideally be developed by a consortium to ensure coherent integration in site planning and design aspects.

7.4 Building Height

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

7.5 Pedestrian Circulation

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

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

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

8. LAND USE ZONINGS

8.1 Commercial (“C”) - Total Area 0.36 hectare

This zoning is intended for commercial developments. Within the proposed reclamation area, only one development site is zoned “C” and is currently occupied by the Citic Tower at Lung Wui Road. The maximum permissible building height for this site is 131mPD.

8.2 Comprehensive Development Area (“CDA”) - Total Area 5.23 hectares

8.2.1 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.

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

- 8.3.1 Land zoned for this purpose is intended for the provision of a wide range of GIC facilities.
- 8.3.2 The former Tamar Basin site is designated for GIC uses and is reserved for the proposed Government Headquarters and Legislative Council Building. The proposed Government Headquarters and Legislative Council Building is planned to accommodate the Chief Executive’s office, the Executive Council and the Government Secretariat’s office currently located in the Central Government Offices at Lower Albert Road and Murray Building at Garden Road. The proposed Government Headquarters and Legislative Council Building will meet the present and future office requirements of the Government.
- 8.3.3 In addition, four other sites are reserved for GIC uses. The “G/IC” site at the junction of Harcourt Road and Road D11 accommodates an existing fresh water pumping station, an existing electricity sub-station and its proposed extension, the existing Red Cross Headquarters and its reserved reprovisioning site. Across Lung Wui Road in the same area, another site is zoned “G/IC” and is reserved for possible future cultural and recreational facilities. The Wan Chai West Sewage Screening Plant, the existing High Block and Low Block of the City Hall Complex, City Hall Car Park and the ex-Urban Council Chambers are also zoned “G/IC”.
- 8.3.4 Maximum building height restrictions are stipulated for these “G/IC” sub-areas. While the maximum building height at 180mPD is allowed for the proposed Government Headquarters and Legislative Council Building, the restrictions for the other “G/IC” sub-areas range from 50mPD to 130mPD.

8.4 Open Space (“O”) - Total Area 14.63 hectares

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

- 8.4.3 The existing Memorial Garden is to be retained and will have an opportunity to be extended to the north and west.
- 8.4.4 The site in front of the proposed Government Headquarters and Legislative Council Building is reserved for an open-air civic square. The civic square is planned to be at podium level. It will provide a popular gathering ground for ceremonial function and general recreational activities. Integrated with the proposed in design, it forms part of the major pedestrian network in the Area from the proposed Government Headquarters and Legislative Council Building and gradually descending to join the waterfront promenade.
- 8.4.5 Another significant open space is reserved to the north of the Hong Kong Academy for Performing Arts. Elevated walkways are proposed to connect this area to both the existing hinterland and the future waterfront promenade. It will be another important link between the existing and new reclamation area. Within the open space in this area, a ventilation structure for the Central-Wan Chai Bypass will have to be incorporated, subject to planning permission from the Board, if not gazetted as ancillary facilities under the Roads (Works, Use and Compensation) Ordinance.

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

This zoning covers land allocated for specific uses including the following -

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

the concerned Government departments would be sought before the development of any of these low-rise structures.

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

9. ENVIRONMENT

- 9.1 To provide information on the nature and extent of the potential environmental impacts associated with the proposed development, an Environmental Impact Assessment (EIA) for CRIII was carried out. The EIA quantitatively assessed the scale, extent and severity of environmental impacts arising from the construction and operation of CRIII and identified the cumulative environmental impacts. The EIA concluded that when all recommended mitigation measures were appropriately implemented, the cumulative residual environmental impacts would be kept within the appropriate statutory and established environmental standards. Further results confirmed that, with the implementation of the Strategic Sewage Disposal Scheme, major reclamation projects proposed in Central would have no adverse impact on the harbour in terms of water quality. The proposed reclamation and roadworks are Designated Projects under the Environmental Impact Assessment Ordinance (EIAO) (Chapter 499) and environmental permits are required for the construction and operation of the project. After consulting the Advisory Council on the Environment, the EIA report of the above project was approved under the EIAO in August 2001 and the EIA findings will be taken into account in the detailed design of the project.
- 9.2 An environmental monitoring and audit programme will be 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 running through the whole Central and Wan Chai Reclamation is proposed. The Central - Wan Chai Bypass is a dual three-lane trunk road tunnel of approximately 2.3km in length between Central and Causeway Bay, with an interchange at CRI area. The Area provides land for the essential link for the trunk road tunnel.

10.1.2 The above ground road network in the Area is planned mainly in a grid system. Road P2, mainly an extension of Man Cheung Street in CRI, provides the essential link between Central and Wan Chai. This is essential to serve the transport needs of existing/planned developments in Central and Admiralty and would greatly relieve the congestion along Connaught Road Central and Harcourt Road. A section of this primary distributor road would be slightly depressed near the open space deck north of the civic square. An additional link i.e. Justice Drive Extension is planned to enhance the direct north-south connection between the reclamation area and the Mid-Levels Areas via Kennedy Road.

10.1.3 The areas shown as 'Road' include substantial area reserved for roadside planting and footpaths.

10.2 **Railway Lines and Airport Railway Line**

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

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

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

10.3 **Ferry Services**

The existing cross-harbour ferry services affected by the Central Reclamation will be 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 Road P2, Road D8 and Road D11. A drainage reserve is also designated beneath the festival market area on Road P2 to the north of the Memorial Garden and PLA Hong Kong Garrison Headquarters. Details of the drainage reserve will be shown on the outline development plan. Subject to detailed design, the alignment of the cross-harbour water mains and the submarine pipeline reserve affected by reclamation works to the west of the HKCEC Extension, will have to be diverted.

12. IMPLEMENTATION OF RECLAMATION

The reclamation works under the Plan is proposed to commence in early 2003. It would be completed around 2007. Such timing of implementation is important to meet the safety needs of the Airport Railway to extend its overrun tunnel in 2006/07, as well as to provide temporary access roads alleviating the traffic congestion in Central when all the major developments in CRI are completed by 2006. The Reclamation will also provide land for the timely construction of Justice Drive Extension which will relieve the traffic congestion on the Cotton Tree Drive/Garden Road corridor.

13. IMPLEMENTATION OF THE PLAN

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

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

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

- Figure 5 - Perspective of the 'Groundscraper' and the Statue Square Corridor
- Figure 6 - Open Space and Pedestrian Circulation Framework

TOWN PLANNING BOARD
DECEMBER 2002

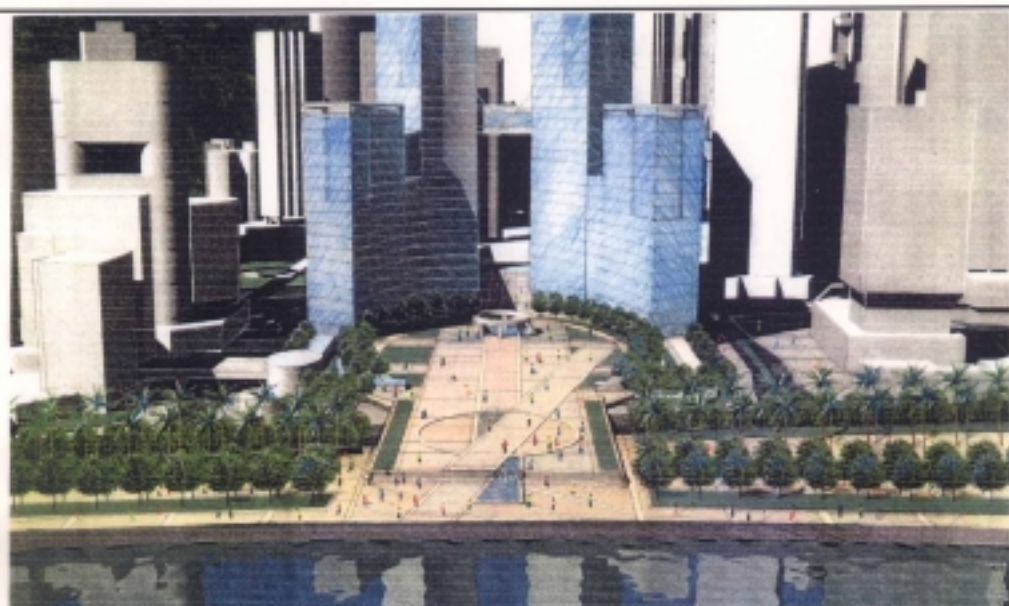


中區(擴展部分)分區計劃大綱核准編號 SH24/6 所建議的中區分區計劃第三期的鳥瞰圖
 BIRD'S EYE VIEW OF THE CENTRAL RECLAMATION
 PHASE III AS SHOWN ON THE APPROVED CENTRAL DISTRICT
 (EXTENSION) OUTLINE ZONING PLAN No. SH24/6
 (僅供參考, 不具約束力)
 (FOR INDICATIVE PURPOSE ONLY)

PLANNING
 DEPARTMENT



圖一
 FIGURE 1



文娛走廊透視圖
 PERSPECTIVE OF THE CIVIC CORRIDOR

(僅供參考, 不具約束力)
 (FOR INDICATIVE PURPOSE ONLY)

PLANNING
 DEPARTMENT



圖二
 FIGURE 2

