

**立法會**  
**Legislative Council**

LC Paper No. CB(1)580/07-08

Ref : CB1/PS/1/05

**Panel on Development**

**Report of Subcommittee to Review the Planning for the  
Central Waterfront (including the Tamar Site)**

**Purpose**

This paper reports on the deliberations of the Subcommittee to Review the Planning for the Central Waterfront (including the Tamar Site) (the Subcommittee) on issues relating to the planning for the Central waterfront.

**The new Central waterfront**

2. The new Central waterfront refers to the area formed/being formed through the reclamation works carried out under the following three phases of Central reclamation --

- (a) Central reclamation phase I (CRI) involved the reclamation of about 20 hectares of seabed which extended from Rumsey Street to Blake Pier. The reclamation provided land for the extension of the Central Business District and for the construction of the Hong Kong Central station of the airport railway. The engineering works commenced in September 1993 and completed in June 1998;
- (b) Central reclamation phase II (CRII) involved the reclamation of about 5.3 hectares of land in the Tamar Basin area to provide commercial development sites and public open space in the Central District. The engineering works commenced in December 1994 and completed in September 1997; and
- (c) Central reclamation phase III (CRIII) originally involved a reclamation of about 32 hectares in the central harbour for the construction of the Central and Wan Chai Bypass and other infrastructural facilities. As a result of public concerns over the need to protect and preserve the central harbour and the motion passed by the Legislative Council, the Administration subsequently scaled down the extent of reclamation from 32 to 18 hectares.

3. While a number of developments have taken place on the new reclamation area, a large portion of the area is not yet developed, in particular the land that has been and is being formed under the CRIII project. The area or sites that are not yet developed basically corresponds to the study area (see the plan in **Appendix III**) of the Central Reclamation Urban Design Study being undertaken by a consultant commissioned by the Planning Department.

### **Call for review of the planning for the new Central waterfront**

4. The Panel on Planning, Lands and Works (now renamed as "Panel on Development") (the Panel) has all along been monitoring the planning for the new harbourfront area in Central. Where the issues discussed involved harbour reclamation, the Panel held joint meetings with the Panel on Environmental Affairs or invite the latter to join the relevant discussions. For detailed background information on the relevant deliberations of the Panels for the period from July 1993 to March 2004, please refer to the Background Brief on "Central and Wan Chai reclamation" (LC Paper No. CB(1)921/04-05(02)).

5. Following a series of joint Panel meetings to discuss the reclamation issues in relation to CRIII from October to December 2003 and the subsequent close of the judicial review proceedings on the reclamation project in March 2004, the Panel's focus of its monitoring work has switched to the land use and other aspects of town planning for the land formed under the Central reclamation projects. At its meetings in October and November 2005, the Panel discussed with the Administration the planned land uses and developments at the new Central waterfront area under CRIII and the proposed re-launch of the Tamar development project. In view of the growing public concern about the planned future developments including the Tamar development project on the new Central waterfront, the Panel convened a special meeting on 17 December 2005 to receive public views. Having regard to the view of deputations, the Panel passed the following motion at the meeting --

"That, in view of the importance of the Central waterfront to the future of Hong Kong, and the Government's undertaking to develop Hong Kong into a world class city and provide a vibrant and beautiful Central waterfront for the enjoyment of the community, this Panel urges the Government to comply with the recommendations made by the Town Planning Board (TPB) on 5 August 2005 and the motion passed by this Panel on 25 October 2005 by reviewing afresh the current Tamar development project and the planned land uses for the Central waterfront, and consulting the public before taking forward any further project and planning work, and also suspending the tender procedure relating to the development of the Tamar site pending the review and public consultation; and that this Panel shall establish a subcommittee to review

the planning for the Central waterfront (including the development of the Tamar site)."

(Translation)<sup>1</sup>

## The Subcommittee

6. Pursuant to the above decision of the Panel, a Subcommittee was formed to review the planning for the Central waterfront including the Tamar site. Hon LAU Wong-fat was elected Chairman of the Subcommittee. The terms of reference and membership lists of the Subcommittee are in **Appendices I and II** respectively. Since its establishment in January 2006, the Subcommittee has held nine meetings in total.

## Deliberations of the Subcommittee

### Tamar development project

7. In view of the Administration's plan to submit the funding proposal for the Tamar development project, which comprises the design and construction of the Central Government Complex, Legislative Council Complex, open space and associated facilities at the Tamar site, to the Finance Committee for approval in June 2006, the Subcommittee's deliberations at its first four meetings had mainly focused on the Tamar development project. In April 2006, the Subcommittee submitted a report (LC Paper No. CB(1)1320/05-06(04)) on its deliberations in relation to the project to facilitate the Panel's discussion when the latter was consulted by the Administration on the funding proposal for the project on 25 April 2006. On 23 June 2006, the Finance Committee approved the funding for the project at an estimated cost of \$5,168.9 million in money-of-the-day

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<sup>1</sup> The terms of the original motion passed are as follows --

"鑑於中環海濱對本港未來的重要性，以及政府承諾使香港成為一個達世界級的城市和為市民建設一個朝氣蓬勃、可供大眾享用的優美中環海濱，本事務委員會敦促政府遵從城市規劃委員會於2005年8月5日<sup>1</sup>所作出的建議及履行本事務委員會於2005年10月25日<sup>2</sup>所通過的動議，重新檢討現時的添馬艦發展及中環海濱土地用途規劃，和在採取任何進一步的工程及規劃前向公眾諮詢；並在作檢討及公眾諮詢前，暫停有關添馬艦發展的招標程序；以及本事務委員會須成立小組委員會，檢討中環海濱的規劃(包括添馬艦發展)。"

註釋：

1 城規會於2005年8月5日會議上，討論有團體申請修改中環及灣仔大綱圖的要求時，作出了下列的建議：

城規會同意要求政府為此重要的海旁，特別是「橫向型樓宇」及與海旁有關的商業及休憩用途地帶，制訂或修改規劃/設計大綱，以確保將來的發展融入海旁的環境、方便市民到達海旁，以及令視野更廣闊。

2 規劃地政及工程事務委員會於2005年10月25日所通過的動議：

"本事務委員會要求政府大幅減低中環填海計劃第三期內的商業用地，不容許任何寫字樓、酒店等商業樓宇，把土地轉為休憩用地。所有填海土地均應以以民為本的原則歸公眾使用。"

prices for the project. The Government invited tenders for the project in September 2006. In March 2007, the government launched a two-month exhibition for the public to view and provide comments on the design proposals for the Tamar development project submitted by the four prequalified tenderers.

8. In view of the new developments, the Subcommittee had invited the Administration to attend the Subcommittee meeting on 7 May 2007 to discuss the planning issues relating to the Tamar development project. While providing an information paper to address members' concern about the coordination between the Tamar development and the planning for the future Central Waterfront Promenade, the Administration declined to send representatives to attend the discussion, on grounds that it was necessary to avoid any perception of the Government favouring any particular tenderer or misrepresenting any tender details.

9. At the Subcommittee meeting, members expressed disappointment that there was no opportunity for them to understand more about the proposals and related planning issues. They also expressed the view that being the future users of the new Legislative Council Complex under the Tamar development project, there should be opportunities for Legislative Council Members to seek relevant information about the design proposals for the new Complex and express views on related planning issues, such as details of the environmental protection features proposed for the new Complex, the connectivity between the new Complex and its adjoining developments/sites, and the design of the facilities within the Complex for use by the public etc. It was agreed that The Legislative Council Commission should be requested to convene a meeting to provide a forum for Members to seek clarification from the Administration in respect of the information on the new Legislative Council Complex already in the public domain.

10. In response to the Subcommittee's request, the Chairman of the Legislative Council Commission conducted a consultative meeting to discuss matters relating to the new Legislative Council Complex held on 1 June 2007. The meeting was open to all Members, but the Administration again declined to send any representatives to attend the meeting. The questions raised by Members at the meeting were subsequently forwarded to the Director of Administration for response and the views expressed by Members were forwarded to the Special Selection Board for the Tamar Development for consideration.

11. The Subcommittee has noted that the Government issued on 17 July 2007 a non-binding Letter of Intent to Gammon-Hip Hing Joint Venture, which has obtained the highest combined technical and price scores under the marking scheme for assessment of the tenders for the project. However, the tender process is yet to be completed until the formal award of contract which will be subject to the final decision of the Special Selection Board. Gammon-Hip Hing Joint Venture submitted a planning application for their

design scheme to TPB on 6 August 2007. The Administration has indicated that it would be in a position to provide a detailed update to the Legislative Council or the relevant Panel upon the award of the contract for the project. The Administration would also release the report of the consultant for the public viewing exercise as soon as practicable after contract award.

#### Planning for the new Central waterfront

12. In reviewing the planning for the new Central waterfront, the Subcommittee has specifically examined the following matters--

- (a) the objective of and issues to be examined under the Urban Design Study for the New Central Harbourfront (the Study);
- (b) the planning for the Comprehensive Development Area (CDA) adjoining Central Piers No. 4 to No. 6 and the commercial site to the north of Two International Finance Centre; and
- (c) the design and alignment of Road P2.

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

13. According to the Administration, the Study is conducted in response to the request of TPB made on 5 August 2005 to refine the existing urban design framework and to prepare planning/design briefs to guide future development of the key sites in the Central reclamation. The study area (shown in Appendix III) covers the entire planning scheme area of the approved Central District (Extension) Outline Zoning Plan, the adjacent waterfront area of Central Reclamation Phase I around the Central Piers and a portion of Wan Chai Development Phase II. The Planning Department commissioned the Study in late March 2007, and launched the Stage 1 Public Engagement for the Study on 3 May 2007.

14. The four main tasks of the Study are --

- (a) identification of the urban design objectives and urban design issues within the study area and the key sites;
- (b) refinement of the urban design framework;
- (c) refinement of design concepts of the key sites; and
- (d) preparation of design briefs and identification of design control mechanisms.

15. The public engagement programme under the Study has different stages. The Stage 1 public engagement would focus on issues of general principles, including the urban design objectives, urban design issues, and sustainable design assessment framework for the study area and the key sites. The next stage would focus on formulating proposals for the refined overall urban design framework, design concepts and design briefs for the key sites.

16. According to the Administration, the Study is to be conducted within the land use and planning framework of the current Outline Zoning Plans (OZPs)<sup>2</sup>, and that unless there are very strong reasons, the Study should not result in any major change to the maximum gross floor areas (GFAs) and building heights specified in the relevant OZPs. Some members have raised queries on why the Study and the associated public engagement exercise should be subject to this pre-determined limitation. The Administration's explanation is that the land use zonings on the Central reclamation are based on the relevant statutory OZPs which had undergone a due process under the Town Planning Ordinance before approval. As the maximum GFAs and building heights are statutory controls specified in the relevant OZPs, they cannot be amended administratively in the Study. Notwithstanding the Administration's explanation, the Subcommittee passed a motion at the meeting on 6 October 2006 urging the Administration to re-designate the land uses to reduce the amount of area for commercial uses and increase that for green belt and open space purposes, and delete from the study outline the abovementioned limitation. The terms of the motion are in **Appendix IV**. The Administration has provided a written response to the motion vide LC Paper No. CB(1)193/06-07(01).

17. Dr KWOK Ka-ki, Mr Abraham SHEK, Prof Patrick LAU and Mr Alan LEONG have expressed concern about the development intensity in the waterfront areas. They consider that the Administration should keep up with the times and try to understand the aspirations of the public and respond to those aspirations in a concrete way. It would be meaningless to conduct the Study if the development intensity could not be reduced. Dr KWOK Ka-ki has criticized the Administration for failing to introduce enhancements to waterfront areas and reduce commercial developments in Central.

18. The Administration's stance is that there have been extensive consultations on the planning for the Central harbourfront and objections and public comments had been considered by TPB before approval was given by the Chief Executive in Council to the relevant existing OZPs. The extent of reclamation had been substantially reduced and the land use proposals significantly adjusted. The OZPs were accepted by various parties concerned and the Administration would continue to listen to the views of the public and could strike a proper balance. The Study would identify the appropriate design concepts and built form for the various development sites and the public would

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<sup>2</sup> The relevant OZPs are the approved Central District (Extension) OZP No. S/H24/6 and the approved Central District OZP No. S/H4/12, which were approved in 2002 and 2003 respectively under the Town Planning Ordinance.

be duly engaged in the process. Based on the planning parameters of the relevant approved OZPs, the Study aims to derive an optimum design that would be feasible for development and could meet public aspirations. The Consultants would be independent in providing their advice and the study findings and recommendations would be submitted to TPB for consideration.

19. In response to the Subcommittee's request, the Administration has provided the updated estimated GFAs of the planned developments in the study area and a comparison with the previous figures vide LC Paper No. CB(1)2192/06-07(01). The paper (without Annexes)<sup>3</sup> is reproduced at **Appendix V**.

20. The Subcommittee held a meeting on 28 June 2007 to receive views from interested parties on the matters under consultation and other issues in relation to the Study. The following are the major common concerns/views expressed by the deputations --

- (a) While there was strong support within the community for in-situ reconstruction of the clock tower of the old Star Ferry Pier and in-situ preservation of the Queen's Pier, it was questionable why the Administration's consultation document did not include such a proposal.
- (b) The development intensity of the future developments at the Central waterfront should be reduced and large sites should be broken up into smaller sites to allow for more diverse types of developments and to ensure that there are no high-rise and large scale structures. To achieve these goals, it may be necessary to make amendments to the relevant OZPs to incorporate relevant development restrictions.
- (c) There should be a comprehensive review of the transport system in Central, and that vehicle-oriented town planning would only lead to further increase in vehicular traffic.
- (d) The waterfront promenade should not be dissected and there should be good pedestrian facilities for access to the waterfront.
- (e) The planning for the Central waterfront should respect cultural heritage, maintain visual permeability and preserve the ridgeline of the Victoria Peak.

21. In response to the views expressed by deputations, the Administration made the following response --

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<sup>3</sup> Annex I to the paper is a copy of the consultancy agreement for the Study and Annex II is the plan at Appendix III of this report.

- (a) deputations and the Administration had the same objective of creating a high quality harbourfront, and the Administration would adopt a people-oriented approach and widely canvass public views in achieving that objective;
- (b) the footprints of buildings to be developed would not necessarily fully occupy the sites concerned and drawings presented by a deputation showing 100% site coverage might be misleading;
- (c) the developments on the 5.23-hectare CDA to the north of the Statue Square could be in the form of several smaller buildings and one of the objectives of the Study would be to identify an appropriate form and design of the development;
- (d) proposals related to urban design aspects could be accommodated without amendments to the relevant existing OZPs;
- (e) the maximum allowable GFA of all the proposed developments would only be about 500 000 m<sup>2</sup> and not all the developments would be commercial developments; and
- (f) the Administration did not have any pre-determined stance on the locations for the reconstruction of the clock tower of the old Star Ferry Pier and the reassembling of the Queen's Pier.

22. Having regard to deputations' views and the Administration's response, the Subcommittee considered that the vision of creating a world-class waterfront which was vibrant, attractive, accessible and symbolic of Hong Kong could not be realized under the current planning approach and procedures given their inherent constraints. In order that the outturn new Central harbourfront would be one that Hong Kong people could take pride in, the Subcommittee considered it necessary to revamp the planning approach for the new Central harbourfront. Instead of focusing on refining the current planning and making piece-meal design briefs, the Government should go for a master design for the entire Central harbourfront area. To attain a master design of premier quality, the Subcommittee decided to propose to the Government to launch an international competition to invite design proposals and thereafter to draw up a detailed masterplan for the harbourfront area on the basis of the winning proposals. The Chairman of the Subcommittee wrote to the Chief Executive on 12 July 2007 to convey this proposal of the Subcommittee.

23. According to the reply from the Private Secretary to Chief Executive, concerns raised by the deputations to the Subcommittee will be carefully addressed in the Study. The Administration will further gauge public views when more design options are drawn up. The Administration believes that the existing planning framework allows flexibility in the design of built forms, layout of future buildings and development of public spaces. As regards the



suggestion of launching an international competition, the Administration's position is that international competition is one of the ways to produce a quality design for the harbourfront. The Administration envisages that through an open, transparent planning process with extensive public engagement, it can produce a refined urban design framework for the new Central harbourfront integrating public aspirations and innovative ideas. That said, the Administration will not preclude any possibility of adopting innovative mechanisms (e.g. through competition) to implement some of the planning proposals.

Planning for the Comprehensive Development Area adjoining Central Piers No. 4 to No. 6 and the commercial site to the north of Two International Finance Centre

24. The planning for the above two sites was discussed at the Subcommittee meeting on 8 March 2007. The two subject sites and adjoining areas were formed under the Central Reclamation Phase I project and are covered by the Central District OZP. According to the Administration, the land use zonings on the OZP basically follow the proposals in the "Central and Wan Chai Reclamation Development -- Development of Urban Design Parameters Study" completed in 1994. For the CDA site, the planning intention 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 GFA of 55 740 m<sup>2</sup> for retail shops, offices and hotels (equivalent to a plot ratio of about 2.95). The future developer will be required to submit a master layout plan for approval by TPB, and to proceed with the development after TPB's approval is granted. The commercial 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.

25. According to the illustrative design concept released by the Planning Department in late May 2006, the CDA site would have a maximum commercial GFA of 55 740 m<sup>2</sup>, 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 the commercial site, the indicative office development scheme would have 28 storeys (including a public transport interchange reprovisioned at ground level).

26. Some members including Dr KWOK Ka-ki, Miss CHOY So-yuk, Mr Alan LEONG, Mr LEE Wing-tat and Mr Abraham SHEK are of the view that the Administration should review the planning for the two subject sites in order to protect the harbourfront environment. They have pointed out that the public's consensus is that construction of buildings on the harbourfront should be avoided as far as possible, and if such buildings are necessary, they should be low rise. Mr Abraham SHEK has expressed the view that adding substantial commercial developments at the waterfront would aggravate the traffic congestion in the area and defeat the objective of creating a world-class waterfront. The waterfront

should be for public enjoyment and designed for open space use, but the current planning could not achieve the objective.

27. Mr James TO has expressed the view that the current planning is in principle not unacceptable and the proposed commercial developments near Two International Finance Centre would not have much effect on existing developments because the former would be much lower. Mr CHAN Kam-lam is of the view that the current planning for the two sites has struck a balance between protecting the harbourfront and the need to provide land for commercial developments in the Central district.

28. In response to members' request, the Administration has provided supplementary information after the meeting on the following issues vide LC Paper No. CB(1)1287/06-07(01) --

- (a) enhancement works that have been undertaken along the harbourfront area adjoining the Central Ferry Piers;
- (b) confirmation on whether the width of Road P2 can be reduced if the planned developments at the two sites in question are not implemented;
- (c) relevant data to substantiate the purported need to reserve land for commercial/hotel developments at the two sites in question; and
- (d) relevant extracts from the minutes of those meetings of the Harbour-front Enhancement Committee when the planning for the Central waterfront including the two sites in question was discussed.

#### Design and alignment of Road P2

29. At the meeting on 7 May 2007, the Subcommittee discussed the design and alignment of Road P2 with deputations and the Administration. According to the Administration, Road P2 in the Central Reclamation Phase III is an extension of the existing Man Cheung Street. It serves two main functions --

- (a) in the short term, it will provide an alternative access to the existing developments in the Central Reclamation area and relieves the congestion around the Connaught Road Central and Connaught Place junction; and
- (b) in the medium to long term, after the completion of the Central-Wan Chai Bypass, Road P2 will serve to distribute traffic from the strategic east-west traffic corridor formed by Central-Wan Chai Bypass and the Rumsey Street Flyover to the neighbouring areas including Central, Central Reclamation, Admiralty,

Mid-levels, Wan Chai and Wan Chai North, and vice versa from these areas to the corridor.

30. Regarding its layout, Road P2 is essentially a dual 2-lane road and will be operated by traffic signals at junctions. Dedicated turning pockets in front of signal controlled junctions are provided to avoid queuing problem. An extra traffic lane is also provided at some junctions to allow safe and smooth weaving of merging traffic. At-grade pedestrian crossings will be provided at junctions of Road P2 to enable unrestricted pedestrian access between the hinterland and the future waterfront. Priority will be given to pedestrians crossing Road P2.

31. Deputations are mainly concerned about the scale of Road P2 and the undesirable environmental impacts of Road P2 on the waterfront promenade, such as noise and air pollution. Some deputations have pointed out that the land reserved for Road P2 is too much even after taking into consideration the space designated for greening. There are comments that instead of designing Road P2 as a 40-metre wide road with trees planted in the middle of the road, it should be made narrower with trees planted on the two sides. The design and alignment of Road P2 should not encourage high levels of through traffic and should allow the public to access the waterfront easily. The current alignment should be amended to respond to the community's call for in-situ preservation of the Queen's Pier. Members generally share the concerns of deputations. A motion was passed at the meeting urging the Administration to, inter alia, review afresh the design and scale of Road P2. The terms of the motion are in **Appendix VI**.

32. The Administration has provided a written response to the above motion vide LC Paper No. CB(1)1962/06-07(01), and responded to the views of deputations expressed at the meeting vide the summary table LC Paper No. CB(1)1976/06-07(01). In gist, the Administration maintains that the current road layout of Road P2 is appropriate for its intended functions, but would be adjusted as appropriate if the current authorized scheme is affected by the final location for the reassembly of the Queen's Pier, which is a matter being examined under the Urban Design Study for the New Central harbourfront.

### **Decision of the Panel to wind up the work of the Subcommittee**

33. At its meeting on 23 October 2007, the Panel decided that there was no need for the Subcommittee to continue with its work, and that the Panel would follow up any outstanding issues in relation to the planning for the Central waterfront as appropriate.

**Advice sought**

34. Members are requested to note the deliberations of the Subcommittee on the planning for the Central waterfront.

Council Business Division 1  
Legislative Council Secretariat  
11 January 2008

**Subcommittee to Review the Planning for the  
Central Waterfront (including the Tamar Site)**

**Terms of Reference**

To review the planning for the Central waterfront (including the Tamar site).

**Subcommittee to Review the Planning for the  
Central Waterfront (including the Tamar Site)**

**Membership list for 2005-2006 session**

<b>Chairman</b>	Hon LAU Wong-fat, GBM, GBS, JP
<b>Members</b>	Hon Albert HO Chun-yan Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP <i>(up to 12.2.2006)</i> Hon WONG Yung-kan, JP Hon CHOY So-yuk, JP Hon Timothy FOK Tsun-ting, GBS, JP Hon Abraham SHEK Lai-him, JP Hon Albert CHAN Wai-yip Hon LEE Wing-tat Hon LI Kwok-ying, MH, JP Hon Daniel LAM Wai-keung, SBS, JP Hon Alan LEONG Kah-kit, SC Dr Hon KWOK Ka-ki Hon Patrick LAU Sau-shing, SBS, JP <i>(up to 16.2.2006)</i>
<b>Clerk</b>	Ms Anita SIT
<b>Legal Adviser</b>	Ms Bernice WONG

**Subcommittee to Review the Planning for the  
Central Waterfront (including the Tamar Site)**

**Membership list for 2006-2007 session**

<b>Chairman</b>	Hon LAU Wong-fat, GBM, GBS, JP
<b>Members</b>	Hon Albert HO Chun-yan Hon CHAN Kam-lam, SBS, JP Hon WONG Yung-kan, SBS, JP Hon CHOY So-yuk, JP Hon Timothy FOK Tsun-ting, GBS, JP Hon Abraham SHEK Lai-him, SBS, JP Hon Albert CHAN Wai-yip Hon LEE Wing-tat Hon Daniel LAM Wai-keung, SBS, JP Hon Alan LEONG Kah-kit, SC Dr Hon KWOK Ka-ki Hon CHEUNG Hok-ming, SBS, JP
<b>Clerk</b>	Ms Anita SIT
<b>Legal Adviser</b>	Miss Monna LAI





**Subcommittee to Review the Planning for the  
Central Waterfront (including the Tamar Site)**

**Motion passed at the meeting on 6 October 2006**

**(Translation)**

"That this Subcommittee requires that in conducting the urban design study for the new Central reclamation area, the Administration should:

- (a) re-designate the land uses to reduce the amount of area for commercial uses and increase that for green belt and open space purposes;
- (b) delete from the study outline the limitation that "the Study should not result in any major change to the maximum gross floor areas and building heights specified in the relevant Outline Zoning Plans";
- (c) release to the public the tender document and requirements regarding the design and construction of the new Central Government Complex; and
- (d) immediately conduct a public consultation on the design of the new Central Government Complex, in particular the facilities open to public use; and incorporate the requests made by the public into the essential requirements of the tender document, including the provision of a viewing platform, roof garden and other facilities open to public uses in the Complex."

Moved by : Dr Hon KWOK Ka-ki

**Legislative Council  
Panel on Planning, Lands and Works  
Subcommittee to Review the Planning for the  
Central Waterfront (including the Tamar Site)**

**Follow-up to meeting on 28 June 2007**

**Follow-up Actions Required**

The Administration was requested to provide the following information:

- (a) the consultancy brief and agreement for the Urban Design Study for the New Central Harbourfront; and
- (b) updated figures of the gross floor areas of various planned developments in the study area together with a comparison with the previous figures.

**The Administration's Responses**

- (a) A copy of the consultancy agreement for the "Central Reclamation Urban Design Study" (also referred to as "Urban Design Study for the New Central Harbourfront"), including the consultancy brief, is attached at Annex I for reference (English version only).
- (b) The updated estimated gross floor areas (GFAs) of the planned developments in the study area and a comparison with the previous figures are shown in the table below. A map showing the study area of the Urban Design Study with key sites in number is at Annex II.

Site Ref. *	Intended Land Use	Previous Estimated GFA <sup>@</sup> (m <sup>2</sup> )	Updated Estimated GFA (m <sup>2</sup> )	Remarks
1 and 2	"Comprehensive Development Area(2)" ("CDA(2)") site adjoining Central Pier Nos. 4 to 6 and "Commercial"	92,465	92,465	The Notes of the approved Central District Outline Zoning Plan (OZP) has stipulated a maximum GFA of 55,740m <sup>2</sup> for the "CDA(2)" site and there is no maximum GFA restriction for the "C" site. The

Site Ref. *	Intended Land Use	Previous Estimated GFA <sup>@</sup> (m <sup>2</sup> )	Updated Estimated GFA (m <sup>2</sup> )	Remarks
	("C") site north of IFC II			previous transport study has assumed a total GFA of 92,465 m <sup>2</sup> for the two sites.
3	"CDA" site north of Statue Square	190,875	190,000	The approved Central District (Extension) OZP has not stipulated any restriction on the total GFA for the site. The Explanatory Statement has stated an estimated maximum commercial/retail GFA of about 190,000m <sup>2</sup> .
4	"Other Specified Uses (Waterfront Related Commercial and Leisure Uses)" ("OU(WRCLU)") site north of City Hall	40,879	14,580	The updated estimated GFA is based on the "Illustrative Design Concept for the New Central Harbourfront" promulgated by the former Housing, Planning and Lands Bureau and the Planning Department in May 2006, which was agreed by the Town Planning Board (TPB) in July 2006 to be used as a starting point for formulating the refined urban design framework for the Central harbourfront and the design briefs for the key sites in the "Urban Design Study for the New Central Harbourfront".
5	Tamar Development Site (comprising a Central Government Complex, a	342,975	125,987	The LegCo Finance Committee has approved the funding application for the Tamar development project in June 2006, with an estimated GFA of

Site Ref. *	Intended Land Use	Previous Estimated GFA <sup>@</sup> (m <sup>2</sup> )	Updated Estimated GFA (m <sup>2</sup> )	Remarks
	Legislative Council Complex, and open space)			125,987m <sup>2</sup> .
6	"Government, Institution or Community (2)" ("G/IC(2)") site	146,087	58,000	The approved Central District (Extension) OZP has not stipulated any restriction on the total GFA for the site. The estimated GFA is about 58,000m <sup>2</sup> (based on plot ratio 5) for possible cultural and recreational facilities.
7a and 7b	"OU(WRCLU)" sites north of Citic Tower and Fenwick Pier Street	7a: 14,387 7b: 10,028	-	According to the latest land use proposals of the Wan Chai Development Phase II Review, the two sites will be changed to "Open Space" use.
8	"G/IC(3)" site (part) east of Citic Tower	19,320	6,440	The approved Central District (Extension) OZP has not stipulated any restriction on the total GFA for the site. It is estimated to have a GFA of about 6,440m <sup>2</sup> (based on plot ratio 5).
9	"OU(Pier and Associated Facilities)" site adjoining Central Pier Nos. 7 and 8	2,245 <sup>^</sup>	2,521	Updated GFA is based on the latest GFA approved by TPB in 2006 (Planning Application No. A/H24/9).
	<b>Total</b>	<b>859,261</b>	<b>489,993</b>	

Footnotes:

- \* See Site Reference at Annex II.
- @ The previous estimated GFA are extracted from the Transport Department's "Harbourfront Enhancement Committee Subcommittee on Wan Chai Development Phase II Review Expert Panel Forum on Sustainable Transport Planning and Central-Wan Chai Bypass - Submission to the Expert Panel" promulgated in September 2005.
- ^ Proposed GFA in Planning Application No. A/H24/7 approved by TPB in 2002.

**Subcommittee to Review the Planning for the  
Central Waterfront (including the Tamar Site)**

**Motion passed at the meeting on 7 May 2007 in respect of the discussion  
item "Design and alignment of Road P2"**

**(Translation)**

"That, with the Central and Wan Chai planning reviews and consultation exercise still underway and the traffic flow of the district has yet to be ascertained, the Government should halt the construction of the present Road P2 to review afresh the design and scale of Road P2; the Government should also re-design Road P2 in keeping with the principles of preserving the harbour, reducing the development intensity of the new Central reclamation area and regenerating the harbourfront."

Moved by : Dr Hon KWOK Ka-ki