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港島及離島拓展處
Hong Kong Island and Islands Development Office

Supplemental Agreement No. 1
to
Agreement No. CE 54/2001 (CE)

Wan Chai Development Phase II Planning and Engineering Review

INCEPTION REPORT

April 2004

MAUNSELL CONSULTANTS ASIA LTD

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to
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**WAN CHAI DEVELOPMENT PHASE II
PLANNING AND ENGINEERING REVIEW**

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Wan Chai Development Phase II Comprehensive Feasibility Study (the “WDII Study”) was commissioned by Territory Development Department in June 1999. The main purpose of the assignment was to make provision for key transport infrastructure and facilities along the north shore of Hong Kong Island, in Wan Chai and Causeway Bay. The key transport infrastructure which needed to be provided comprised the Central-Wan Chai Bypass, the Island Eastern Corridor Link and their associated connections to the existing road network, the proposed North Hong Kong Island Line and the proposed fourth rail harbour crossing section of the Shatin to Central Link. In addition, the assignment also included the reprovisioning of any existing waterfront facilities affected by the WDII project as well as any necessary measures to improve the resultant shoreline so that an attractive waterfront can be created for the enjoyment of the public.
- 1.1.2 Under the WDII Study, a recommended Trunk Road layout was derived, comprising the Central-Wan Chai Bypass which runs along the Wan Chai shoreline in tunnel, and the Island Eastern Corridor Link which runs behind the Causeway Bay typhoon shelter on elevated roadway. New land was proposed along the Wan Chai and Causeway Bay shoreline, primarily for the construction of the Trunk Road and other key infrastructure, and to provide an attractive waterfront with a new public promenade. A total reclamation area of some 28.5 ha was envisaged, with the new reclamation forming a narrow strip of land along the existing Wan Chai and Causeway Bay shorelines, from the interface with the Central Reclamation Phase III (CRIII) project west of the Hong Kong Convention and Exhibition Centre (HKCEC) Extension to the east of the Causeway Bay Typhoon Shelter.
- 1.1.3 The Trunk Road and the associated land use proposals for the WDII project were incorporated in a Recommended Outline Development Plan (RODP), which illustrated the broad long term land use planning intentions for the Wan Chai waterfront area. A draft Outline Zoning Plan (OZP) was produced by Planning Department on the basis of the RODP and in April 2002 this was submitted to the Town Planning Board for gazettal under the Town Planning Ordinance. At the same time, submissions were also made for gazetting the proposed reclamation and road works under the Foreshore and Seabed (Reclamation) Ordinance and the Roads (Works, Use and Compensation) Ordinance respectively.
- 1.1.4 Objections to the draft Wan Chai North OZP were received and considered by the Town Planning Board, which decided to propose amendments to the draft OZP to meet/partially meet some of the objections.
- 1.1.5 In February 2003, the Society for the Protection of the Harbour Limited sought a judicial review of the decisions of the Town Planning Board in connection with the draft Wan Chai North OZP and its compliance with the Protection of the Harbour Ordinance. The hearing in the Court of First Instance was held in April 2003. Judgement was given on 8 July 2003, whereby the decisions of the Town Planning Board in respect of approval of

the draft OZP were quashed. Subsequently, the Town Planning Board appealed directly to the Court of Final Appeal; the appeal was heard in December 2003.

- 1.1.6 Objections were also received for the WDII reclamation and road works schemes gazetted under the Foreshore and Sea-bed (Reclamations) Ordinance and Roads (Works, Use and Compensation) Ordinance. In view of the on-going legal proceedings, it was considered not appropriate to submit the reclamation and road work schemes to the Chief Executive in Council for consideration. The above gazettals lapsed on 18 and 19 September 2003 respectively. The WDII project will therefore need to be re-gazetted under the relevant ordinances at a later stage.
- 1.1.7 In October 2003, the Town Planning Board considered the findings of a preliminary planning assessment on the draft OZP conducted by Planning Department according to the High Court's Judgment on the judicial review, and requested Government to conduct a review of the planning for the WDII project in the light of the Court's ruling.
- 1.1.8 On 9 January 2004, the Court of Final Appeal handed down its judgment on the judicial review. The Court of Final Appeal ruled that the presumption against reclamation in the Protection of the Harbour Ordinance can only be rebutted by establishing an overriding public need for reclamation (the "Overriding Public Need Test"), and that there must be cogent and convincing materials available to enable the decision-maker to be satisfied that the test is fulfilled for rebutting the presumption against reclamation.

1.2 The WDII Review

- 1.2.1 In response to the request by Town Planning Board, and in the light of the ruling by the Court of Final Appeal, Government has undertaken to conduct a planning and engineering review (the "Review") of the development and reclamation proposals for the WDII project.
- 1.2.2 The study assignment comprises reviewing individually the current purpose and extent of the reclamation from the eastern construction limit of the CR III project near Lung King Street to the eastern breakwater of the Causeway Bay Typhoon Shelter (that is, the area to be reviewed includes the planning scheme area of the draft Wan Chai North OZP and part of that of the Central District (Extension) OZP), by reference to the Overriding Public Need Test. Cogent and convincing materials will be required for justifying the conclusion of the Review.
- 1.2.3 The planning review area is shown in **Figure 1.1**.
- 1.2.4 The Government of the Hong Kong Special Administrative Region, represented by Project Manager, Hong Kong Island and Islands Development Office of Territory Development Department, has awarded the assignment to Maunsell Consultants Asia Limited under Supplemental Agreement No. 1 to Agreement No. CE 54/2001 (CE).
- 1.2.5 The commencement date of the WDII Review is 11 March 2004 and submission of the Final Report together with the necessary materials for starting the consultation process prior to gazettal of the WDII project is expected within 16 months.

- 1.2.6 In undertaking this Review, the assessments will focus on the reappraisal of the Trunk Road and WDII project proposals in respect of the Court of Final Appeal ruling, specifically to confirm that all proposals requiring reclamation will comply with the Overriding Public Need Test. As defined in the Court of Final Appeal ruling, ‘public needs’ are community needs and include the economic, environmental and social needs for the community. A need will only be regarded as ‘overriding’ if it is compelling and present and if there is no reasonable alternative to reclamation.
- 1.2.7 In the event that reclamation is required, the extent of reclamation should not go beyond the minimum of that which is required by the overriding need. Each area proposed to be reclaimed must be justified.
- 1.2.8 When considering Trunk Road and WDII proposals, “no reclamation” scenarios must be considered as a starting point; only if the need for reclamation can be demonstrated to be necessary, and in compliance with the Overriding Public Need Test, will scenarios involving minimum reclamation be contemplated.
- 1.2.9 It is also worth noting Government’s stated intention that WDII, along with the CRIII and South East Kowloon Development (SEKD) projects, will be the only remaining reclamation projects to be carried out in Victoria Harbour.

1.3 Report Contents

- 1.3.1 This Inception Report outlines the objectives and scope of work to be covered by the WDII Review, and gives the broad approach which will be followed in undertaking the Review.
- 1.3.2 **Section 2** summarises the objectives of the Review and outlines the scope of work to be covered by the study. Key issues and assumptions, to be taken on board in the Review, are listed.
- 1.3.3 **Section 3** outlines the approach to the study and the methodology to be followed in meeting the study objectives.
- 1.3.4 **Section 4** sets out the overall study programme which needs to be followed for timely completion of the assignment.
- 1.3.5 **Section 5** itemises the main reports and deliverables to be produced under the study.

2 SCOPE OF THE REVIEW

2.1 Introduction

2.1.1 The Review is a planning and engineering review of development and reclamation proposals for the WDII project in accordance with the judgement of the Court of Final Appeal in the judicial review on the decisions of the Town Planning Board in relation to the draft Wan Chai North OZP.

2.1.2 This section outlines the objectives of the Review and sets out the scope of the study, along with the issues to be addressed during the course of the study and the assumptions to be taken on board in the study, in meeting these objectives.

2.2 Objectives of the Review

2.2.1 The main purpose of the WDII project is to provide land for the construction of the Trunk Road comprising the Central-Wan Chai Bypass (CWB) and the Island Eastern Corridor Link (IECL) and other key transport infrastructure including necessary ground level roads for connection to the Trunk Road and for through traffic from Central to Wan Chai and Causeway Bay, the Hong Kong Island section of the Shatin to Central Link (SCL) and the future Mass Transit Railway North Hong Kong Island Line (NIL).

2.2.2 The land formed for the above transport infrastructure will provide opportunities for the development of an attractive waterfront promenade, intended to be of international standard, for the enjoyment of the public.

2.2.3 The overall objective of this assignment is to carry out the Review which seeks to assess individually the purpose and extent of each proposed reclamation by reference to the Overriding Public Need Test and, if needed, to make recommendations on the revised alignment for the Trunk Road and at-grade roads, extent of reclamation and/or the land uses for the Review area covered by this assignment.

2.2.4 Specific objectives include:

- to confirm the optimum Trunk Road layout with respect to the functionality and traffic performance of the Trunk Road and, where there may be consequential reclamation (including reclamation for reprovisioning necessitated by the Trunk Road), with respect to the avoidance or minimisation of reclamation wherever possible, so as to meet the Overriding Public Need Test;
- to confirm the layout of the at-grade and elevated roads (the “ground level roads”) with respect to their functionality and traffic performance and, where there may be consequential reclamation, to justify the need for these roads and the associated reclamation in compliance with the Overriding Public Need Test;
- to confirm any necessary reprovisioning requirements arising from the implementation of either the Trunk Road or the ground level roads and, should these in turn result in further reclamation, to justify the need for this reprovisioning and the associated reclamation in compliance with the Overriding Public Need Test;

- to update the land use planning proposals to reflect the changes in planning in compliance with the Overriding Public Need Test, and to produce a master landscape plan for the waterfront promenade (which must be developed within the extent of land formed for the transport infrastructure);
- to confirm that the new project proposals are viable in respect of engineering feasibility, environmental impacts, land requirements, costs and implementation aspects.

2.3 Outline Scope of Work

2.3.1 The scope of work which will be undertaken in meeting the objectives of this Review is outlined below, and provides an indication of the range of services which will be provided under this study:

- (i) to liaise and review with concerned bureaux and departments on available materials for justifying the need for each area of reclamation;
- (ii) to review and update existing traffic data and review the configuration of the Trunk Road and the related road links;
- (iii) to review the alignment, configuration, road connectivity and the like of the Trunk Road, including the various options previously investigated under the WDII Study, and to determine the alignment and configuration of the Trunk Road, including essential connections with the elevated and at-grade roads, and the extent of reclamation required for the Trunk Road by reference to the Overriding Public Need Test;
- (iv) if the Royal Hong Kong Yacht Club (RHKYC) site is affected, to examine whether the Club can or cannot operate effectively on the reduced area and, if it cannot operate effectively on the reduced area, formulate reprovisioning proposals, including like with like reprovisioning and other options of limited reprovisioning requiring less or even no additional reclamation into the harbour;
- (v) to review the scope of reprovisioning works resulting from reclamation for the Trunk Road, the means of reprovisioning and the extent of additional reclamation required, all by reference to the Overriding Public Need Test;
- (vi) to ensure that the proposed reclamation for the helipad site at the north-eastern corner of the HKCEC Extension can satisfy the Overriding Public Need Test and, if this test cannot be satisfied, propose an alternative site with reference to the Overriding Public Need Test;
- (vii) to assess the water quality impacts for the Causeway Bay Typhoon Shelter quantitatively and examine the feasibility of different measures such as diversion of existing drainage culverts to outside the typhoon shelter, engineering structures to intercept the pollutants in the drainage culverts, tackling the pollution at source, etc, and recommend necessary mitigation, if there are:
 - reclamation or structural features in the typhoon shelter which could impede the dilution of the pollutants from the existing drainage culverts or affect the water quality within the typhoon shelter, or
 - additional pollution sources into the typhoon shelter due to WDII development, or

- new planning intentions around the typhoon shelter which call for higher water quality standards within the typhoon shelter;
- (viii) to review the requirements of elevated and at-grade roads and reclamation required in addition to that for the Trunk Road for the baseline scenario of assuming that all developments within the adjacent approved outline zoning plans, in particular the Central District OZP and Central District (Extension) OZP, are fully developed but with no new development at the Wan Chai North OZP area and the land reclaimed for the Trunk Road will be zoned as open space;
- (ix) to review and consider development proposals for the draft Wan Chai North OZP area;
- (x) to determine the additional road requirements, if any, and corresponding additional reclamation, if any, for developments proposals for the draft Wan Chai North OZP area and to review the additional reclamation required by reference to the Overriding Public Need Test;
- (xi) to prepare a preliminary master landscape plan for a waterfront promenade confining to the land formed by reclamation under (iii) to (viii) above;
- (xii) to review the overall land use planning of the area within the boundaries of the draft Wan Chai North OZP;
- (xiii) to propose measures to address the constraint that the Harbour Road Indoor Games Hall and Wan Chai Training Pool will be affected by the NIL and no additional reclamation will be allowed unless the additional reclamation proposed can satisfy the Overriding Public Need Test;
- (xiv) to prepare a conceptual scheme of the Trunk Road, elevated and at-grade roads, reprovisioning works required, waterfront promenade and land use planning of the draft Wan Chai North OZP area;
- (xv) to check preliminarily the proposed conceptual scheme against the various engineering requirements;
- (xvi) to recommend the strategy for consulting the public on the conceptual scheme;
- (xvii) to assist Government in conducting consultation on the conceptual scheme;
- (xviii) to prepare reports on comments received from consultation;
- (xix) to amend the conceptual scheme incorporating comments received from consultation;
- (xx) to assist Government in seeking endorsement on the amended conceptual plan;
- (xxi) to review previous findings of the various engineering impact assessments of the WDII Study and similar assessments of the Trunk Road project and, if necessary, to examine and propose measures to mitigate impacts of the revised development and reclamation proposals as recommended in the amended conceptual scheme;
- (xxii) to conduct a supplementary environmental assessment on the revised development and reclamation proposals as recommended in the amended conceptual scheme, to check whether the revised reclamation and roadworks would affect the findings and recommendations of the approved WDII EIA

Report and the Trunk Road EIA Report and to propose additional mitigation measures, if necessary;

- (xxiii) to liaise and take all necessary steps for demonstrating to the Director of Environmental Protection that the same environmental performance requirements in the approved WDII EIA Report and the Trunk Road EIA Report can be met by equivalent or additional measures as recommended in the supplementary environmental assessment;
- (xxiv) to assist Government in conducting a supplementary sustainability assessment on the revised development and reclamation proposals as recommended in the amended conceptual scheme;
- (xxv) to review the construction programme for WDII, with due consideration of the latest development programmes of the SCL and NIL, and the Trunk Road project, and, if necessary, recommend measures including entrustment arrangements between Territory Development Department and Highways Department for achieving the target of commissioning the Trunk Road in 2012;
- (xxvi) to review the land requirements, including works areas, for the projects and ensure minimum land impact on affected lots;
- (xxvii) to review the excavation and fill quantities and to seek endorsement from the Marine Fill Committee and Public Fill Committee as appropriate on the revised dredging quantity/mud disposal and public fill requirements respectively;
- (xxviii) to review the cost estimate of the WDII project and entrusted works;
- (xxix) to prepare gazettal plans and information and to assist Government in seeking endorsement of the gazettal plans;
- (xxx) to recommend the strategy for consulting the public on the gazettal plans and to assist Government in consulting the public on the gazettal plans;
- (xxxi) to amend the gazettal plans to incorporate comments received during consultation and to assist Government in seeking endorsement of the amended gazettal plans;
- (xxxii) to assist Government in gazetting the plans and in resolving objections received;
- (xxxiii) to assist in the production of a computer animation of the revised reclamation and development proposal; and
- (xxxiv) to assist in the production of a new physical model for Central and Wan Chai Reclamation.

2.4 Key Issues and Assumptions

- 2.4.1 The key issue that needs to be addressed in reviewing the provision of land for essential transport infrastructure is that reclamation must be minimised or even eliminated wherever possible, and any necessary infrastructure requiring reclamation must be justified in respect of the Overriding Public Need Test.
- 2.4.2 In approaching this Review, the starting point in assessing the implementation of transport infrastructure and any associated reprovisioning of affected facilities will be a “no reclamation” scenario. This is in line with the principle of presumption against

reclamation in the Protection of the Harbour Ordinance. Should reclamation be deemed necessary, it must be clearly demonstrated that there is an overriding public need for this reclamation, in accordance with the judgement of the Court of Final Appeal.

- 2.4.3 In assessing whether there is an overriding public need for providing infrastructure or facilities which involve reclamation, it will be necessary to establish that the need is a public need, and it is compelling and present. Public needs are community needs and include the economic, environmental and social needs of the community. Furthermore, there must be no reasonable alternative to reclamation, and any proposed reclamation must be the minimum extent.
- 2.4.4 The need for the Trunk Road has been established by Transport Department, who will provide substantiation in this regard for the Trunk Road project in compliance with the Overriding Public Need Test. For the purpose of this Review, the Trunk Road shall be deemed to include the slip roads from the Trunk Road up to or down to ground level.
- 2.4.5 Similarly, Highways Department will prepare a report on the need for the SCL project in compliance with the Overriding Public Need Test, and a report on the need for the NIL project in compliance with the Overriding Public Need Test.
- 2.4.6 A number of starting assumptions need to be made in order to progress the Review (although these may be reappraised if necessary, depending on the findings of the study). For the purpose of this Review, the following constraints shall be taken into account:
- (i) the alignment and configuration of the CWB within the CRIII area shall be regarded as fixed;
 - (ii) the alignment of layout of Road P2 within the CRIII area shall be regarded as fixed;
 - (iii) the alignment of and associated reclamation required for the SCL, to be confirmed by Highways Department, shall be regarded as fixed;
 - (iv) the alignment of and associated reclamation required for the NIL, to be confirmed by Highways Department, shall be regarded as fixed;
 - (v) the Harbour Road Indoor Games Hall and Wan Chai Training Pool will be affected by the construction of NIL;
 - (vi) allowance for the proposed North-South Link is required so far as it will not require additional reclamation;
 - (vii) the following water works should be considered in the Review:
 - the laying of fresh water mains and salt water mains within WDII;
 - the reprovisioning of Causeway Bay Water Selling Kiosk;
 - the reprovisioning of Central Twin Cross Harbour Watermains; and
 - the reprovisioning and uprating of Wan Chai Salt Water Pumping Station and the associated mainlaying works.
 - (viii) reprovisioning of the Wan Chai East Ferry Pier in the vicinity is required;

- (ix) reprovisioning of the temporary government helipad at the Wan Chai Public Cargo Handling Area breakwater to the north-eastern corner of the Hong Kong Convention and Exhibition Centre Extension is required;
- (x) upgrading of the existing outfall of the Wan Chai East Sewage Screening Plant is required;
- (xi) on-site reprovisioning of the Royal Hong Kong Yacht Club site area, if affected, is required if and only if it can be demonstrated that the Club cannot operate effectively on the reduced area;
- (xii) efforts should be made to avoid affecting the mooring spaces and anchorage areas within the Causeway Bay Typhoon Shelter as far as possible;
- (xiii) no additional loading will be imposed on the MTR Tsuen Wan Line immersed tunnel structure and the Cross Harbour Tunnel immersed tunnel structure and the integrity of these structures will not be affected;
- (xiv) the marine access rights of IL 8407 RP (A King Shipyard), if affected, need not be reprovided but resumption of the land portion of IL 8407 RP should be minimised as far as possible;
- (xv) the Wan Chai West Sewage Screening Plant will be decommissioned and demolished before the commencement of the WDII construction work; and
- (xvi) all existing facilities requiring reprovisioning or upgrading will be kept in service until the reprovisioning/upgrading works are completed and put into operation.

2.4.7 The above list, whilst not exhaustive, highlights some the issues that will need to be addressed in the Review and in deriving a revised scheme for the WDII project.

3 APPROACH AND METHODOLOGY

3.1 Broad Approach to the Review

- 3.1.1 The approach to the Review is derived through the need to meet the objectives of the study which were outlined in Section 2.
- 3.1.2 The focus of the approach to this Review is that the Trunk Road, the ground level roads and any associated reprovisioning works, where they lead to reclamation, must satisfy the Overriding Public Need Test as laid down in the Court of Final Appeal judgement on 9 January 2004, such that any reclamation will comply with the provisions of the Protection of the Harbour Ordinance.
- 3.1.3 In respect of the overall approach to the Review, it is noted that the WDII project is driven by the implementation of the Trunk Road (that is, the CWB and the IECL). The derivation of a conforming alignment option for the Trunk Road is therefore a priority, with reprovisioning and land use proposals being largely a consequence of the selected Trunk Road option. A conceptual scheme will then be formulated to facilitate both the selected Trunk Road option and a ground level road layout, with the ground level road layout being derived from a baseline scenario with no new development in the Wan Chai North OZP area. Recognising the importance of involving the public in order to gain general acceptance of the project proposals, the conceptual scheme will be put to an extensive consultation exercise. Thereafter, taking into consideration the feedback received during the consultation, the project proposals will be firmed up and subjected to detailed appraisal, for the derivation of the final recommended scheme and submission for gazettal under the relevant ordinances.
- 3.1.4 In line with this approach, the study will be carried out under the following stages:
- Stage 1, the Trunk Road Options Review, will examine alternative alignment options and existing facility reprovisioning for the Trunk Road and recommend a conforming option, together with substantiation of any necessary reclamation.
 - Stage 2a, the Conceptual Scheme (Ground Level Roads), will review traffic needs and derive a ground level road layout, together with substantiation of any necessary additional reclamation to that formed for the Trunk Road.
 - Stage 2b, the Conceptual Scheme (Land Uses), will, in parallel with Stage 2a, examine land use proposals for the Wan Chai North planning area, including the waterfront promenade, together with substantiation of any additional reclamation over and above that for the Trunk Road and ground level roads. Drawing all of the above together, a Concept Plan will be formulated for presentation to the public.
 - Stage 3 is the public consultation period.
 - Stage 4, the Detailed Project Proposals, will be the detailed planning, engineering and environmental studies, the final reporting and the preparation of plans for gazettal of the project.
- 3.1.5 The following sections describe in broad terms the main tasks which will be carried out under each stage, during the course of the assignment.

3.2 Stage 1 - Trunk Road Options Review

- 3.2.1 As a starting point, the findings of the earlier WDII Study will be reviewed and the rationale for the current proposals for Trunk Road alignment, form of structure and reclamation identified and highlighted. At the same time, all available data and information relating to the new assessments to be carried out under the Review, including existing and future conditions, operations, facilities and arrangements which will have an effect on and constrain the Trunk Road alignment will be assembled and reviewed.
- 3.2.2 Key issues and constraints will be determined, with special attention paid to the existing Cross Harbour Tunnel, the connection to the existing Island Eastern Corridor (IEC), and the future rail transport infrastructure including the NIL and the fourth harbour rail crossing of the SCL. Connectivity of the Trunk Road with respect to its functionality will be reviewed.
- 3.2.3 All practical alignment options for the Trunk Road will be identified and investigated. These will include the alignment options examined under the earlier WDII Study as well as any new options derived under this Review. All alternative routes for the Trunk Road will start at the connection with the CWB immersed tube tunnel at the eastern limit of the CRIII project near Lung King Street (to the west of the HKCEC Extension), and connect with the IEC to the east of the Causeway Bay Typhoon Shelter.
- 3.2.4 As noted in Section 2, the need for the Trunk Road, in meeting the Overriding Public Need Test, will be confirmed by Transport Department. In determining the conforming option for the Trunk Road, therefore, the focus will be on the minimisation of reclamation. The Trunk Road options will be evaluated against engineering criteria to determine their technical feasibility. Those options which are deemed technically feasible, as well as practicable and reasonable, will then be carried forward for consideration in respect of their extent of reclamation; it is expected that, among the options which are technically feasible, practicable and reasonable, the one with the least reclamation would be selected as the conforming Trunk Road option.
- 3.2.5 In determining the impacts and implications of the options, any facilities or land uses which are directly affected by the Trunk Road will be identified. Their need for reprovisioning will be determined and any necessary reclamation arising from their reprovisioning will then be attributed to the associated Trunk Road option and included in the assessment for the selection of the conforming option.
- 3.2.6 Close liaison with concerned bureaux and departments on available materials for justifying the need for each area of reclamation will be maintained.
- 3.2.7 During this stage, the WDII traffic models will be updated, calibrated and validated, for review of the configuration of the Trunk Road and related road links.

3.3 Stage 2 - Conceptual Scheme

- 3.3.1 Stage 2, the development of a conceptual scheme, is viewed as two largely parallel sets of activities; firstly, the derivation of a ground level road layout (Stage 2a) and, secondly, the examination of land uses for the formulation of a Concept Plan for the WDII project (Stage 2b).
- 3.3.2 The selected Trunk Road option will form the basis of the derivation of a conceptual scheme for the WDII project, incorporating the ground level road network, reprovisioned land uses and engineering infrastructure, and waterfront promenade proposals.
- 3.3.3 In **Stage 2a**, a ground level road system will be determined with the primary intentions of extending Road P2 from the eastern limit of CRIII through to Causeway Bay and to connect the ground level roads (the local road network) with the slip roads of the Trunk Road. Compatibility with committed and planned road links is important if the functionality of the road transport system is to be maintained. The derivation of the ground level road layout and configuration will be supported by traffic modelling, to ensure that traffic needs are met. Traffic demand will be determined on the basis that there is no new development in the Wan Chai North OZP area. The traffic model analysis will also be used to re-confirm the configuration of the Trunk Road within the WDII area.
- 3.3.4 Any reclamation required for the ground level roads in addition to that for the Trunk Road will be substantiated with reference to the Overriding Public Need Test.
- 3.3.5 Reprovisioning works arising from the selected Trunk Road option, as well as any reprovisioning requirements that may arise from the implementation of the ground level roads, will be examined in greater detail in this stage, to ensure that the operational requirements of the affected facilities are appropriately catered for, and that land requirements are the minimum necessary. Reprovisioning of existing seawater cooling systems, where these may be affected by reclamation, will be carefully examined, including options that do not require reclamation. It should be noted that reprovisioning of existing facilities will not be taken for granted; where reclamation in addition to that for the Trunk Road is required, substantiation with reference to the Overriding Public Need Test will be provided.
- 3.3.6 The water quality in the Causeway Bay Typhoon Shelter is cause for concern, especially if the WDII project works result in any further deterioration of water quality. If so, the water quality models developed under the WDII Study will be used to quantify the water quality impacts and to derive necessary mitigation.
- 3.3.7 In **Stage 2b**, land uses proposed previously in the RODP under the WDII Study will be reviewed, along with the urban design parameters, to re-establish the development framework for the study area. New land use proposals within the Wan Chai North OZP area will need to be justified with respect to additional road requirements and any additional reclamation arising from these new development proposals must be substantiated with reference to the Overriding Public Need Test.

- 3.3.8 It is important to note that proposals for the waterfront promenade must be confined to land formed by reclamation for the transport infrastructure and associated reprovisioning of affected facilities or engineering infrastructure.
- 3.3.9 A preliminary review of the development proposals, against the earlier engineering and environmental assessments carried out under the WDII Study, will be carried out to ensure that the proposed scheme is feasible.
- 3.3.10 The conceptual scheme, including the Trunk Road, ground level roads, reprovisioned facilities, proposed land uses and waterfront promenade, will be presented in a Concept Plan. The Concept Plan will be presented to the public and, with the incorporation of feedback from consultation, will form the basis of the further detailed assessments to be undertaken in Stage 4 of the study.

3.4 Stage 3 - Consultation

- 3.4.1 The WDII project will receive close public attention and a pro-active approach to consulting and involving the public in the scheme design process is necessary. In order to foster community support and general consensus on the key issues, and to promote public participation in the process and ownership of the scheme, an extensive consultation exercise is planned.
- 3.4.2 Consultation will be undertaken with different stakeholder groups including District Councils, Legislative Council, Town Planning Board, Harbour-front Enhancement Committee and other government and/or public committees, professional institutions, green groups and key opinion formers, as well as the general public. Actual arrangements for consultation will be carefully planned beforehand.

3.5 Stage 4 - Detailed Project Proposals

- 3.5.1 Following the consultation on the conceptual scheme, comments and views received from the public and stakeholder groups will be taken on board, with the Concept Plan being amended to incorporate this feedback as appropriate. The amended Concept Plan will then be further reviewed in consultation with key concerned parties for endorsement as the basis of the formulation of detailed plans.
- 3.5.2 The previous findings of the various impact assessments of the WDII Study (that is the Engineering Feasibility Study, the Transport and Traffic Impact Assessment Study, the Drainage Impact Assessment Study and the Environmental Impact Assessment Study) and similar assessments under the Trunk Road project will be reviewed and, if necessary, additional mitigation measures determined to ensure that the impacts of the scheme recommended under this Review study will be acceptable.
- 3.5.3 Under the *Planning Review Study*, the Planning and Urban Design Report of the WDII Study will be updated to reflect the changes of land use proposals arising out of this Review. A revised RODP will be produced together with Explanatory Statement and a Master Landscape Plan for the waterfront promenade will be prepared.

- 3.5.4 Under the *Engineering Review Study*, the construction methodologies for the Trunk Road and ground level roads, engineering infrastructure (drainage culverts, water mains, sewer mains and submarine outfall, cooling water mains, etc), waterfront facilities, etc, as well as for the seawalls and reclamation, will all be examined with respect to engineering criteria, constraints and land requirements, to confirm the layout of the project works and to establish implementation solutions that will impose minimum impacts while at the same time ensuring appropriate functional and engineering performance.
- 3.5.5 Under the *Traffic Review Study*, the WDII traffic models will be updated taking into account latest planning data, and traffic projections for design years of 2011, 2016 and 2021 will be produced for the analysis of the Trunk Road and local road system in the WDII area. The traffic analysis carried out under Stage 2 of this Review for the derivation of the ground level road network will be updated if necessary to reflect any changes in the layout subsequent to the public consultation.
- 3.5.6 Under the *Environmental Review Study*, noise, air quality and water quality assessments will use as a basis the respective methodologies/numerical models developed under the WDII Study to quantify the impacts, to determine whether the findings of the previously approved WDII EIA Report and Trunk Road EIA Report need to be revised and, if so, to propose additional mitigation measures. The landscape and visual impact assessments of the WDII EIA and the Trunk Road EIA will be updated to address any change in the alignment and/or configuration of the Trunk Road and ground level roads, the extent of reclamation and land uses. Other environmental aspects such as ecology, waste management, contaminated mud disposal, cultural heritage, EM&A plan and implementation schedule, etc, will also be updated as necessary.
- 3.5.7 A *Land Requirement Review Study* will reappraise the project area requirements, including temporary works areas, and identify affected land uses. Resumption and clearance strategies will be reviewed in the light of any changes to the extent of works.
- 3.5.8 The *Implementation* aspects of the WDII project and the Trunk Road will be reviewed, including entrustment arrangements, and measures will be recommended to achieve the target of commissioning the Trunk Road in 2012. The construction programmes for the WDII project and the Trunk Road project will be updated. Project costs will be updated to reflect the latest situation. Project interfaces will be reassessed and close liaison will be maintained with all relevant parties of concurrent or planned projects in the vicinity, including CRIII, Causeway Bay Flyover Reconstruction, SCL and NIL projects (taking into account the latest development programmes and alignments of the SCL and the NIL). The findings and recommendations of EMSD's Water-cooled Air-conditioning Implementation Study for Wan Chai & Causeway Bay Districts and, in particular, the proposed District Cooling System (DCS) in Wan Chai, and of EPD's Environmental and Engineering Feasibility Assessment Study in relation to the way forward of the Harbour Area Treatment Scheme, will also be taken into account.
- 3.5.9 A *Sustainability Assessment* will be conducted using Government's Computer-aided Sustainability Evaluation Tool on the revised development proposals.
- 3.5.10 The outcomes of the above review studies, together with the findings of the earlier study phases, will be drawn together in a Final Report which will provide a comprehensive

justification for the WDII project, having the minimum necessary reclamation, in respect of the Court of Final Appeal judgement and the Overriding Public Need Test. This report will gather all the cogent and convincing materials to enable the decision maker to be satisfied that the test is fulfilled for rebutting the presumption against reclamation in the Protection of the Harbour Ordinance, in line with the Court of Final Appeal ruling.

3.5.11 On this basis, new submissions for gazettal of the WDII project under the relevant Ordinances can be made.

3.6 Statutory Submissions

3.6.1 In order to facilitate the implementation of the WDII project, plans for the gazettal of the project under the Foreshore and Seabed (Reclamations) Ordinance and under the Roads (Works, Use and Compensation) Ordinance will be prepared. Information will also be provided to enable Planning Department to prepare the revised OZP for gazettal under the Town Planning Ordinance, and to enable Highways Department to prepare the revised draft Trunk Road gazettal scheme and plans.

4 PROGRAMME

4.1 **Figure 4.1** shows the Summary Review Programme which outlines the schedule of activities for undertaking the assignment. The programme follows the overall approach which was described in Section 3.

4.2 The Review commenced on 11 March 2004. Stage 1 of the study, that is, the selection of the conforming Trunk Road option and the finalisation of the Trunk Road Review Report, should be completed in July 2004. A Concept Plan will be produced by September 2004, whereupon consultation will take the study process up to February 2005. Stage 4 of the study will culminate with the issue of the Final Report in July 2005, with gazettal of the WDII and Trunk Road projects taking place thereafter.

5 DELIVERABLES

5.1 Submission of Reports

5.1.1 Table 5.1 lists the main reports that will be submitted during the course of the study, and the timing of the submissions. The delivery generally refer to the draft versions of these reports, which are circulated for comment prior to finalisation. In general, final reports are envisaged to be submitted approximately three weeks after submission of the draft report.

Table 5.1 Schedule of Main Deliverables

No.	Task	Date of Submission
	Inception Report & Programme	
1	Inception Report	18/3/04
2	Study Programme	18/3/04
	Trunk Roads Options Review	
3	Trunk Road Review Report	5/7/04
	Conceptual Scheme	
4	At-Grade Roads Review Report	6/9/04
5	Concept Plan	6/9/04
	Consultation	
6	Consultation Report	28/2/05
	Detailed Project Proposals	
7	PUD Review Report	18/4/05
8	Engineering Review Report	11/4/05
9	Traffic Review Report	11/4/05
10	Supplementary Environmental Assessment Report	2/5/05
11	Land Requirement Report	23/5/05
12	Draft Final Report	30/5/05
13	Final Report & ES	11/7/05

5.2 Steering and Working Group Meetings

5.2.1 Steering and Working Groups will be formed during the course of the study to provide guidance on the various work streams and endorsement of the study deliverables. These groups will be formed to address specific work stream/discipline needs with each working group focussed on their particular aspect of the study. Meetings would normally be held around three weeks after the draft version of the working paper or report, which requires discussion and endorsement, has been submitted (allowing two weeks for receipt of comments on the draft reports by the concerned government

departments and a further week for responses by the consultants). Timely submission of comments on study deliverables by the relevant government departments will be required to enable responses to be prepared and necessary revisions to be made for circulation prior to the consultation meetings.

- 5.2.2 An Environmental Study Management Group (ESMG) will be set up in accordance with EIAO Guidance Note No. 2/2002 to facilitate early identification of any potential difference in views and to provide a forum to resolve the issues.



— Planning Review Limit

CENTRAL RECLAMATION
PHASE III

WAN CHAI DEVELOPMENT PHASE II

SCALE	—	DATE	APRIL 2004	
CHECK	—	DRAWN	—	
JOB No.	97103	FIGURE No.	1.1	REV

