

**HEC Sub-committee on
Wan Chai Development Phase II Review**

Recommended Outline Development Plan

1. Purpose

The purpose of this paper is to brief Members on the Recommended Outline Development Plan (RODP) (**Annex A**) for Wan Chai Development Phase II (WDII) which forms the basis for preparing the amendments to the relevant Outline Zoning Plans (OZPs).

2. Background

- 2.1 Public engagement activities of the Realization Stage of Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas (HER) project were completed in December 2006 and the report was endorsed by the Sub-committee on WDII Review (Sub-committee) at its meeting of 28 March 2007.
- 2.2 Most of the comments received in the public engagement exercise are related to the detailed design of the waterfront as well as the implementation arrangements. They would not affect the land use planning and will be addressed at the detailed design stage. It is considered that maximum flexibility should be allowed in the RODP for creative and better quality detailed design of the waterfront promenade with the proposed five character precincts serving as a broad guideline. Comments on implementation issues would be considered by the relevant government bureaux/departments in planning the implementation of the WDII proposals.

3. The Trunk Road and Extent of Reclamation

- 3.1 Tunnel Option Variation 1 is adopted as a basis for the planning of WDII. Under this scheme, the Trunk Road tunnel to be constructed under Central Reclamation Phase III (CRIII) will be extended eastward to pass underneath the existing rock anchors of the Cross Harbour Tunnel portal structure, continues to the east of the Causeway Bay Typhoon Shelter (CBTS) and connects to the northern side of the existing Island Eastern Corridor (IEC).

- 3.2 As the Sub-committee has been briefed, having examined all feasible options for the development of the Trunk Road and given the constraints imposed by the Mass Transit Railway Tsuen Wan Line tunnel, the need to provide slip roads at Wan Chai and the need to connect to the existing IEC, there is no feasible “no reclamation” alignment for constructing the Trunk Road. Under Tunnel Option Variation 1, the minimum extent of reclamation required is 12.7 hectares with an additional water area of 0.4 hectares affected by new flyover structures at the eastern end where the Trunk Road joins to the existing IEC.
- 3.3 The previous WDII proposal and CRIII project included a Marine Basin to the west of the Hong Kong Convention and Exhibition Centre (HKCEC) and an openable causeway was proposed across the front of it. Although the causeway was proposed as a piled structure, it nevertheless affects that part of the Harbour over which it passes. As such, to comply with the Protection of the Harbour Ordinance (PHO), the openable causeway has been deleted from the current proposal. Consequently, the reclamation associated with the Marine Basin can be slightly reduced.
- 3.4 In accordance with the Court of Final Appeal judgment, there should be “cogent and convincing materials” (CCM) before the decision-maker to satisfy him that there is an overriding public need for reclamation so as to rebut the presumption against reclamation under the PHO. Members may wish to note the CCM report at **Annex B**. In the CCM report, the overriding and present need for building the Trunk Road was justified; the conclusion that there is no feasible “no reclamation” option for building the Trunk Road was explained; the process of identifying the alignment that would best serve to protect and preserve the Harbour, i.e. Tunnel Option Variation 1, was described and the minimum extent of reclamation required for building the Trunk Road was determined.
- 3.5 The extent of the reclamation that can be reduced is covered in the CCM report and fully supported by cogent and convincing evidence. The revised extent of reclamation is shown on the RODP.

4. The RODP

- 4.1 A copy of the RODP, prepared on the basis of the Concept Plan and comments received in the public engagement exercise, and the corresponding Explanatory Statement are at **Annexes A and C** respectively for Members’ reference. Members of the HER Task Force were briefed on 3 April 2007 on the RODP and CCM report before the Town Planning Board (TPB) was briefed on the same day on the same as well as the outcome of the Realization Stage of HER. The Task Force agreed that the RODP has in general reflected the public views collected at the Realization Stage of the HER project.

Overall Planning and Urban Design Concept

- 4.2 The planning and urban design of the WDII have taken into account the public views collected during the HER Envisioning Stage and Realization Stage, the guiding principles laid down by TPB's Vision Statement for Victoria Harbour, Harbour-front Enhancement Committee's Harbour Planning Principles and the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines.
- 4.3 The overall planning and urban design objective is to create a waterfront with unique character and attraction for the enjoyment of the public, emphasizing its relation with the Harbour, the cultural and historical context of the Wan Chai and Causeway Bay hinterland, and the surrounding environment.
- 4.4 As an illustration of possible planning of a vibrant and attractive water-front, the physical context of WDII is suggested to be divided into five Character Precincts, namely, the Arts and Culture Precinct, Water Park Precinct, Water Recreation Precinct, Heritage Precinct and Leisure and Recreation Precinct. The character of each precinct has been largely defined by the character and setting prevailing in the adjoining hinterland. Details and specific enhancement proposals will be considered and improved at the detailed planning/design stage.
- 4.5 To respect the waterfront setting, promote diversity and avoid a monotonous building height profile, a stepped building height profile is adopted along the waterfront and heights ranging from +10 to +50 mPD and descending towards the waterfront are adopted for the new developments. The proposed building height profile also gives emphasis to the HKCEC Extension and maintains its prominence as a harbour landmark and helps protect the integrity of the ridgeline. Each development site is subject to specified height controls with due regard to the development scale and the existing building heights of the nearby developments. An illustration for the building height profile is at **Annex D**.
- 4.6 A large and continuous public open space at the waterfront provides a green and unifying edge to the new waterfront. The small-scale, low-rise and low-density developments in the new waterfront enhance visual permeability as viewed to and from the Harbour. Major view corridors are mainly aligned along major north-south roads in Wan Chai or at major pedestrian links and open spaces within the planned areas. These corridors are integrated with the open space networks to enhance the legibility of the urban structure, visually connect the waterfront with the hinterland, and provide visual relief to the existing congested hinterland. An urban design plan to illustrate the point is at **Annex E**.

5. Key Land Uses

Continuous Waterfront Promenade

- 5.1 The Government has pledged that new land formed for the construction of the Trunk Road will be devoted to harbour-front enhancement and public use. This pledge has received overwhelming support during the Realization Stage of HER. A large and continuous public open space of 8.5 hectares is accordingly earmarked for this purpose with appropriate zonings as “Regional Open Space” or “District Open Space”. This waterfront promenade runs for about 4 km from Central to North Point.
- 5.2 To add vibrancy to the waterfront, three small sites for development of ancillary retail catering and leisure services are proposed at Sites WDII/12, WDII/13 and WDII/14 shown on the RODP. These developments will be low-rise (building heights ranging from +10 to +15 mPD) and low-density to respect the waterfront setting.
- 5.3 For the former public cargo working area (PCWA) basin, the planning intention is to enhance the potential for water sports and recreation. Possible uses may include a water sports centre and a harbour education centre. The land around the basin is proposed to be zoned “Other Specified Uses” annotated “Public Waterfront Promenade and Water Recreation Related Uses” and any building development is restricted to the landward portion and to a maximum height of +20mPD.

Extension of the Hong Kong Academy for Performing Arts (HKAPA) – Site WDII/3

- 5.4 The site of the existing Wan Chai West Sewage Screening Plant is proposed to be used, after decommissioning of the plant and use of the site as works area for WDII, for extension of the HKAPA as proposed by the HKAPA. Using the site for arts or cultural purposes is consistent with the overall planning intention of the area, therefore, reserving the site for “institution or community” (“IC”) on the RODP is considered appropriate.

Visual Arts Education Centre – Site WDII/4

- 5.5 In December 2006, Hong Kong Arts Centre submitted a proposal to the Sub-committee for a Visual Arts Education Centre (VAEC) at the Wan Chai waterfront. The proposed development includes galleries, studios, black box theatre and open space with public art display.
- 5.6 As the proposal fits well with the planning intention of developing the area into ‘Arts and Culture Precinct’, a site to the east of the HKAPA Extension is reserved for this purpose under “IC” zoning in the RODP.

Expansion of Golden Bauhinia Square and Coach Parking Provision

- 5.7 The existing bus terminus at Expo Drive East will be relocated as part of the modifications to the road network for connecting to the Trunk Road exit at Wan Chai North. The land, after relocating the bus terminus, is proposed to be used for expanding the Golden Bauhinia Square (GBS) into a Golden Bauhinia Plaza (GBP).
- 5.8 Tourists to the GBS (and the GBP) will be mainly by coaches. Coaches would be allowed to drop off/pick up passengers at the edge of the GBP, but they are not allowed to park there. A like-for-like reprovisioning of coach park will be provided at Wan Shing Street (Site WDII/18) for coaches to stand-by for picking up passengers when they are ready to leave the GBP, until the site is needed, in the longer term, for further extension of the Wan Chai East Sewage Screening Plant (WCESSP). This arrangement is considered preferable for a waterfront setting.
- 5.9 Additional coach parking spaces could be provided at a site to the west of the HKCEC Atrium Link Extension. The original intention to allow an area for use by HKCEC as truck marshalling area could still be provided at the area underneath the HKCEC Atrium Link Extension. Before the proposed additional coach parking spaces are available, interim coach parking demand could be made by including two coach parking areas, one at the west side of the GBS and the other at the proposed GBP.

Helipad – Site WDII/7

- 5.10 The temporary Government helipad at the breakwater of the former PCWA is to be relocated to the pier site at Expo Drive East to the north-eastern corner of the HKCEC Extension. The proposed helipad has to be at ground level to meet operational needs. For this reason, it cannot be located at high level, such as the roof of the reprovisioned Wan Chai ferry pier, as raised by a submission. The permanent helipad will be on a shared-use basis by Government and commercial operators of domestic helicopter services on the condition that the Government will have absolute priority at all times in the use of the helipad.

Government, Institution or Community Facilities near Exhibition Station of Shatin to Central Link (SCL)/North Hong Kong Island Line (NIL) – Sites WDII/15 and WDII/16

- 5.11 The proposed Exhibition Station of SCL/NIL is at the underground of the Wan Chai public transport interchange (PTI), Wan Chai Indoor Games Hall (IGH) and Training Pool (TP). To construct the Exhibition Station, these facilities need to be reprovided. A scheme of reproviding the facilities “in-situ” but with the locations of the IGH & TP and PTI swapped has been presented to the Sub-committee on 31.8.2006. The reprovided PTI will accommodate the bus and taxi services at the existing PTI and those along Expo Drive East. A

landscaped deck across the re-aligned Hung Hing Road over the site to the waterfront is also proposed (Site WDII/10). This scheme is incorporated in the RODP.

Reprovisioned Ferry Pier – Site WDII/11

5.12 Existing ferry pier facilities at the Wan Chai shoreline include the Wan Chai (East) ferry pier and the Wan Chai (West) ferry pier. For the continuation of the three existing ferry services, a reprovisioned ferry pier at the new shoreline is needed. The position of the reprovisioned ferry pier is determined with due consideration of the need to maintain the services at the existing facilities before the reprovisioned one is available.

Vacant Sites along Wan Shing Street – Sites WDII/18 and WDII/20

5.13 As the Sub-committee has been briefed on 31.8.2006, the vacant sites along Wan Shing Street are proposed to accommodate the following uses:

- (a) reproviding the salt water pumping station of the Water Supplies Department currently located at the harbour-front near the Wan Chai Ferry Pier which will be affected by the WDII project;
- (b) the expansion of the WCESSP to cater for long-term development in the area and to compensate the loss of treatment capacity as a result of decommissioning of the one at Wan Chai West; and
- (c) a coach park to replace the existing one at Expo Drive East, until the site is needed, in the longer term, for further extension of the WCESSP.

Tin Hau Temple – Site WDII/23

5.14 To facilitate harbour-front enhancement, it is proposed to develop the disused A. King Shipyard site (the lease of which will expire on 31 December 2010) as an open space for public enjoyment, and to allow for reprovisioning of the floating Tin Hau Temple on-shore, a vision expressed by some Eastern District Council (DC) members. On the other hand, there was the suggestion for the floating temple to remain in the typhoon shelter to retain the heritage. Should it be eventually decided that the temple should remain in the typhoon shelter, the whole site would then be developed into an open space for public enjoyment.

Trunk Road Eastern Tunnel Portal, Ventilation Building and Administration Building – Sites WDII/28, WDII/26 and WDII/29

5.15 To minimize the extent of reclamation, the eastern tunnel portal of the Trunk Road for connecting to the existing IEC is located in the vicinity of Watson Road and Oil Street. The Eastern DC has asked for the shifting of the tunnel portal eastward to the ex-North Point Estate site. However, the finding is that

any attempt to do so would result in more reclamation and run foul with the PHO.

- 5.16 With the Trunk Road being designed mainly as a tunnel, sufficient ventilation facilities including a ventilation building have to be provided. To maintain operational efficiency, it needs to be close to the tunnel portal and over or adjacent to the tunnel structure. It is proposed to locate the ventilation building at the western corner of the proposed North Point Waterfront Park so as to keep it as far away as possible from the residents.
- 5.17 The Civil Engineering and Development Department has met the representatives of some North Point local residents several times and assured them that the design of the ventilation building has to satisfy the Environmental Impact Assessment Ordinance and for this purpose, mitigation measures will be provided and its architectural design will integrate with the surrounding environment without degrading the visual amenity of the area. Their counter-suggestion of shifting the ventilation building to the car-park of Police Officers' Club or in that vicinity has also been examined. Technical considerations aside, the counter-suggestion is tantamount to shifting the issue to the Causeway Bay area with a even greater number of residents being affected.
- 5.18 To alleviate the residents' concerns, the Consultants have recommended an enhancement scheme that comprises the following five improvement measures:
- separate the ventilation exhaust opening from the main building and locate it at the northern end of the east breakwater of the CBTS;
 - introduce an electrostatic precipitator system to remove the majority of the respirable suspended particulates from the tunnel exhaust;
 - enclose ventilation fans and associated plant within the ventilation building, incorporate noise abating silencers and orientate the louvers away from the residents;
 - maximize the use of underground space to accommodate the plant in the ventilation building so as to reduce the footprint, height and bulk of the ventilation building; and
 - if technically feasible, enhance greening on the westbound carriageway of the existing IEC.
- 5.19 Two consultation forums were organized jointly by Highways Department and Civil Engineering and Development Department on 14 and 15 April 2007 respectively. The arrangement of the ventilation building will be determined only after the residents' views are carefully considered. The RODP will be amended to reflect the final arrangement later.

- 5.20 The Administration Building of the Trunk Road will be located under the existing IEC near Oil Street in order to minimize the impact on the harbour-front.

Major Land Use Proposals Received that could not be Further Pursued

- 5.21 Some land use proposals received during the Realization Stage had been raised before. Having examined them again, they are considered not suitable to be further pursued and the reasons are given below.
- 5.22 The Hong Kong Regional Heliport Working Group (RHWG) has repeatedly proposed to expand the helipad to cover commercial cross-border helicopter services. With the substantial expansion at the existing heliport at the rooftop of the Macau Ferry Terminal, the Government considers that it could meet forecast cross-boundary helicopter service demand up to 2015. It should also be noted that a site at Kai Tak has already been reserved to provide an at-grade heliport facility to cater for the longer term demand.
- 5.23 Moreover, the RHWG's expansion proposal will abut upon the GBS, thereby compromising the setting of the GBS, a major tourist attraction. The harbour-front enhancement around the HKCEC Extension, including the proposed expansion of the GBS into the GBP, and the visual and physical access to the waterfront will be adversely affected. The site required for the expansion will also be in conflict with the road layout. Accordingly, it is recommended not to include the expansion proposal in the RODP.
- 5.24 In December 2006, a proposal was submitted to the Sub-committee for developing the A. King Shipyard site into a hotel with gross floor area of about 20,000 m² and retail, arts and cultural facilities. The proposed building would stand at over +125 mPD. The proposed scale of development and building height would not be compatible with the surrounding environment. It is more appropriate to reserve the site for reprovisioning the floating Tin Hau Temple on-shore as proposed in paragraph 5.14 above.

Pedestrian Links and East-West Connectivity

- 5.25 Connectivity of and pedestrian access to the new waterfront are among the key issues of public concern raised in the public engagement activities. The construction of the Trunk Road provides the opportunities to enhance the pedestrian network along the harbour-front with a continuous promenade extending from Central to the Oil Street area in North Point. The harbour-front promenade will provide an uninterrupted east-west pedestrian movement through the area. Nine new pedestrian links to the waterfront (**Annex F**), comprising five at-grade crossings, three landscape decks and one footbridge, are proposed in the RODP.

- 5.26 In addition, the existing narrow footpath along the southwest corner of the CBTS would be widened to 4.5 m with the closure of two sets of landing steps. Along the southeast shore of the CBTS, a cantilever of a few metres wide would be provided to widen the existing promenade.

Technical Feasibility

- 5.27 The technical feasibility of the above proposals have been confirmed by detailed assessments. An environmental impact assessment to confirm the environmental acceptability of the proposals would be undertaken separately.

6. Amendments to OZPs

- 6.1 The project area of WDII falls within three planning areas and thus affects three OZPs, namely, the draft Wan Chai North OZP which covers the majority part of the WDII area, the North Point OZP which covers the eastern end where the Trunk Road joins to the existing IEC, and the Central District (Extension) OZP which covers the area to the west of HKCEC. The statutory process of making necessary amendments to the draft Wan Chai North OZP and North Point OZP will proceed together with the statutory process of gazetting the reclamation scheme under the Foreshore and Seabed (Reclamations) Ordinance and the Trunk Road and surface road schemes under the Roads (Works, Use and Compensation) Ordinance.
- 6.2 The amendments to the Central District (Extension) OZP arising from the WDII Review relate mainly to the reduction in the extent of reclamation resulting from the deletion of the openable causeway and the consequential land use amendments. Amendments to the said OZP would not be undertaken at this stage pending the completion of the Urban Design Study for the New Central Harbourfront being undertaken by the Planning Department so that the outcome of the study could be taken into considerations. The relevant stakeholders in the community will be extensively engaged in the course of the Study. It is therefore sensible to await the outcome of the Study before the Central District (Extension) OZP is amended.

7. Way Forward

The Legislative Council Panel on Planning, Lands and Works and the four District Councils of the Hong Kong Island will be engaged on the RODP. Their views and those of the Sub-committee will be reported back to the TPB for their consideration prior to finalizing the proposed amendments to the OZPs.

8. Advice Sought

Members are requested to note the CCM report and comment on the RODP.

Attachment

Annex A	Recommended Outline Development Plan
Annex B	CCM report
Annex C	Explanatory Statement
Annex D	Illustration for the building height profile
Annex E	Urban design plan
Annex F	Nine new pedestrian links to the waterfront

Planning Department
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