

## **EXPLANATORY STATEMENT**

### **WAN CHAI DEVELOPMENT PHASE II** **RECOMMENDED WAN CHAI NORTH OUTLINE DEVELOPMENT PLAN** **No. D/H25/D**

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**1. Introduction**

- 1.1 This explanatory statement is intended to assist in understanding the planning proposals contained in the Recommended Outline Development Plan (RODP) for the Wan Chai Development Phase II (WDII) area. The RODP covers the Outline Zoning Plan Planning Scheme Area of Wan Chai North (H25), North Point (H8) (part plan) and Central District (Extension) (H24) (part plan). The explanatory statement sets out the planning intention and the objectives for the various land use zonings on the RODP.

**2. Background**

- 2.1 The need for reclamation in Central and Wan Chai was first identified in the “Study on Harbour Reclamations and Urban Growth” (SHRUG) (1983). In 1987, the ‘Central and Wan Chai Reclamation Feasibility Study’ (CWRFS) was commissioned to examine the planning, engineering and financial viability of the reclamation in Central and Wan Chai. The Recommended Outline Development Plan (RODP) prepared under the study was later developed into a more detailed development master plan in a further consultancy study entitled ‘The Central and Wan Chai Reclamation Development – Development of Urban Design Parameters Study’ (DUDPS). This study was completed in 1993.
- 2.2 The CWRFS proposed that the reclamation development is to be carried out in five phases. Central Reclamation Phase I (CRI) primarily formed to accommodate the Hong Kong Central Station of the Airport Railway and Tung Chung Line was completed in June 1998. Central Reclamation Phase II (CRII) covering the former Tamar Basin was completed in September 1997. Wan Chai Reclamation Phase I (WDI) for the construction of the extension to the Hong Kong Convention and Exhibition Centre (HKCEC) was completed in July 1997. The Central Reclamation Phase III (CRIII) is currently in progress and reclamation works commenced in 2003. The Wan Chai Development Phase II (WDII) project (formerly known as Wan Chai Reclamation Phase II) is the last phase of the Central and Wan Chai Reclamation.
- 2.3 On 30.6.1997, the then Legislative Council enacted the Protection of the Harbour Ordinance. The Ordinance was later amended by the Protection of the Harbour (Amendment) Ordinance enacted on 2.12.1999, which extended its scope to cover the whole Victoria Harbour. Under the Protection of the Harbour Ordinance, the harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people and there is a presumption against harbour reclamation.

- 2.4 In June 1999, the then Territory Development Department commissioned a Comprehensive Feasibility Study to further review the WDII project. The main objectives of the study are to provide land for key transport infrastructure, including the Central-Wan Chai Bypass (CWB), the Island Eastern Corridor Link (IECL), the North Hong Kong Island Line (NIL) and the proposed Fourth Rail Harbour Crossing, and for the reprovisioning of affected waterfront facilities, as well as to offer opportunities for the development of an attractive waterfront of international standard for the enjoyment of the public. The study findings and recommendations and the RODP were adopted as a basis to prepare the Outline Zoning Plan (OZP) for the Wan Chai North area.
- 2.5 On 19.4.2002, the draft Wan Chai North OZP No. S/H25/1 (the draft OZP) covering a new reclamation area of about 26 ha and the adjacent existing areas to the north of Gloucester Road was exhibited for public inspection under Section 5 of the Town Planning Ordinance (the Ordinance). Objections to the draft OZP were received. The Town Planning Board (the Board) gave preliminary consideration to the objections on 6.9.2002 and further considerations on 29.11.2002 and 6.12.2002, and decided to propose amendments to meet or partially meet some of the objections. On 14.2.2003, the Board considered the further objections and decided to propose further amendments to partially meet one of the further objections and agreed that the proposed amendments to meet or partially meet some original objections and those arising from the hearing of the further objections to form part of the draft OZP under section 6(9) of the Ordinance.
- 2.6 In February 2003, the Society for the Protection of the Harbour Limited, one of the objectors, sought a judicial review of the decisions of the Board made on 6.12.2002 and 14.2.2003. Judgment was handed down by the High Court on 8 July 2003, whereby the decisions of the Board was quashed. The Board subsequently appealed to the Court of Final Appeal (CFA). On 9.1.2004, the CFA ruled that the presumption against reclamation in the Harbour Ordinance could only be rebutted by establishing “an overriding public need test” and quashed the decisions of the Board. The draft OZP and the previous objections to the draft OZP were remitted to the Board for reconsideration. In response to the request of the Board made in October 2003, the Government commissioned a planning and engineering review study, i.e. “Wan Chai Development Phase II Planning and Engineering Review (WDII Review) in March 2004.
- 2.7 The WDII Review was commissioned by Civil Engineering and Development Department (CEDD) to investigate the minimum practicable reclamation option for the essential transport infrastructure and reprovisioning the affected waterfront facilities that can meet the “overriding public need test” and to provide input for the Board to reconsider the draft OZP and the objections to it in accordance with the CFA judgment. It also has the following major objectives:
- provide a high quality and sustainable waterfront which does not contravene the PHO;

- take cognisance of the Board's Vision Statement for Victoria Harbour and the Harbour-front Enhancement Committee's (HEC's) Harbour Planning Principles (HPP);
  - create a vibrant waterfront which enhances and emphasises the cultural and heritage elements of the Harbour;
  - provide a positive interface with Central Reclamation Phase III (CRIII) and North Point; and
  - the waterfront should be highly integrated with the hinterland.
- 2.8 Under the WDII Review, a RODP showing land use, transport and harbour-front enhancement proposals has been produced.

### **3. Objectives of the Plan**

- 3.1 The RODP shows the existing uses and broad long-term land use planning proposals for the WDII area and the adjoining waterfront areas on the basis of which more detailed planning and design work can proceed.
- 3.2 This explanatory statement accompanying the RODP provides a written elaboration of the planning and engineering proposals for the WDII Area. Although the RODP has no statutory effect, it serves as a basis for the preparation and updating of the Outline Zoning Plans (OZPs) for the relevant Planning Areas and provides guidance for the detailed planning, programming, development control, site reservation and public works planning. All development and redevelopment in the area should conform to the statutory requirements of the relevant statutory plans.

### **4. Preparation of the Plan**

- 4.1 The preparation of the RODP has given consideration to the following:
- the character and form of existing building developments and open spaces in the area and the connectivity with the existing hinterland;
  - previous planning proposals for the WDII area;
  - the CFA judgment and the requirement under the Protection of the Harbour Ordinance;
  - the current proposed alignment for the NIL and the Shatin to Central Link (SCL);
  - the preferred alignment for the Trunk Road. The need of the Trunk Road has been confirmed, through a district traffic study and the Expert Panel on Sustainable Transport Planning and Central-Wan Chai Bypass under the HEC Sub-committee on WDII Review, that a dual 3-lane Trunk Road, together with intermediate slip roads, is required to divert traffic away from the existing east-west corridor (Connaught Road Central/Harcourt Road/ Gloucester Road) to provide adequate relief to the corridor and the local road network; and

- comments and suggestions on the harbour-front enhancements from the public engagement exercise carried out in parallel with the WDII Review, under the steer of the HEC's Sub-committee on WDII Review.

## **5. The Planning Area (Hong Kong Planning Areas 8 (Part Plan), 24 (Part Plan) and 25)**

- 5.1 The Planning Area is bounded by Hing Fat Street to the east, Victoria Park Road and Gloucester Road to the south, and the eastern construction limit of the CRIII project near Lung King Street to the west. It includes a portion of the existing Wan Chai district that lies to the north of Gloucester Road and Island Eastern Corridor and the proposed reclamation to the north of the existing seawall. The Planning Areas comprises approximately 70.80 ha.
- 5.2 The extent of reclamation has been determined by the minimum extent of land required to accommodate essential infrastructure requirements and to re-provision the affected waterfront facilities. The proposed reclamation will extend from the current seawall northwards. The area of reclamation will amount to some 12.7 ha. The extent of reclamation is reduced from previous planning proposals for WDII and is limited to that which is required to construct essential transport infrastructure and utilities and to re-provision the affected waterfront facilities.

## **6. Population and Employment**

- 6.1 The population of the WDII Planning Area in 2006 was 1,900. No additional land within the Planning Area has been designated for residential purposes under the RODP. Thus no increase in the residential population is anticipated. The working population of the new development sites within the Planning Area will amount to approximately 530.

## **7. Planning and Urban Design Framework**

### **Overall Framework**

- 7.1 The WDII offers an opportunity for harbour-front enhancement in the Wan Chai, Causeway Bay and adjoining areas and bringing people to the harbour and the harbour to the people. A holistic approach has been adopted by integrating the provision of essential transport infrastructure with the planning and improvement of the harbour-front area.
- 7.2 Due regard has been given to the Vision Statement for Victoria Harbour of the Board, the HPP promulgated by the HEC, the Urban Design Guidelines (UDG) of the Hong Kong Planning Standards and Guidelines (HKPSG) as well as the community aspirations. 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. Specific objectives are:

- to create a vibrant and attractive harbour-front with different character precincts and a diversity of uses;
- to provide a unifying edge to the harbour in the form of a continuous green waterfront public space extending from Wan Chai to North Point;
- to capitalise on the dramatic visual and physical relationships of the new developments with the Harbour, the dynamic skyline of the business districts along the north shore and the mountain backdrop of Hong Kong Island;
- to rationalise the existing land use patterns and phase out incompatible uses from the harbour-front;
- to enhance the visual and physical access to the harbour-front and the functional relationship and connectivity with the hinterland; and
- to achieve a sustainable development that meets the needs of the public, is commensurate with the traffic, environmental and infrastructural capacity of the area and preserves the cultural heritage of the Harbour.

### Major Character Precincts

7.3 The physical context of WDII has been divided into five Character Precincts. The character of each precinct has been largely defined by the character and setting prevailing in the adjoining hinterland. The precincts are as follows:

- **Arts and Culture Precinct:** This precinct reinforces and builds on the existing arts and exhibition/convention related developments (e.g. Hong Kong Academy for Performing Arts (HKAPA), Hong Kong Arts Centre, Hong Kong Convention and Exhibition Centre (HKCEC) and could provide for complementary uses such as the possible HKAPA Extension, possible HKAC extension, waterfront open space, outdoor performance areas, street markets and waterfront related commercial uses. The primary objective is to create a new distinctive activity node that complements and enhances the existing arts and exhibition uses. It will also create a positive interface with the waterfront related uses along the CRIII waterfront, including the OU (Waterfront related Commercial and Related Uses) area. A landscaped deck is proposed to link up with the hinterland. The specific enhancement proposals will be considered in the detailed planning stage.
- **Water Park Precinct:** The proposed Trunk Road alignment will require land formation at the Wan Chai North waterfront. The new land will enable the creation of a new activity hub at the Wan Chai North waterfront and the re-provisioned Wan Chai Ferry Pier. A leisure and recreation node could be provided, with outdoor performance areas, landscaped areas, and with complementary waterfront food and beverage and retail facilities, etc, that are geared towards activating the water edge. A landscaped link is proposed over the re-provisioned Wan Chai North Public Transport Interchange (PTI) and the future Exhibition Station of NIL/SCL to provide ready access from the Harbour/Great Eagle Centres to the new waterfront. The area would include

passive recreation and extensive use of inland water features e.g. power fountains, ponds, water jets, play pools, etc. This has the advantage of increasing the area of water body within the reclamation area and increasing the attractiveness and recreation potential of the waterfront. The proposed emphasis of water features is only one of the development concepts for the enhancement of this part of the harbour-front. The specific enhancement proposals will be considered in the detailed planning stage.

- **Water Recreation Precinct:** The planning intention of this precinct is to enhance the potential of the former Public Cargo Working Area (PCWA) marine basin for water sports and recreation. Possible uses may include a water sports centre and a harbour education centre. Landing steps and floating pontoons will provide access to vessels. The proposed uses would be complementary to the adjacent Royal Hong Kong Yacht Club (RHKYC). The specific enhancement proposals will be considered in the detailed planning stage.
- **Heritage Precinct:** Within this area the intention is to preserve and enhance the historical elements of the Causeway Bay Typhoon Shelter (CBTS) and provide improved access from Victoria Park to the new waterfront via a landscaped deck. The existing moorings within the typhoon shelter, and Noonday Gun, would not be affected. Complementary facilities such as seafood sampans and sampan tour could be provided within the typhoon shelter to promote the local heritage of the site. A Tin Hau Temple is proposed at the south-eastern edge. This will re-provision the existing floating temple. Heritage water tours could be provided around the typhoon shelter and to the breakwater. The existing typhoon shelter breakwater will be upgraded to provide a new open space for residents and visitors to enjoy views of the harbour, Hong Kong Island and Kowloon. Boardwalks around the typhoon shelter may be provided to emphasise the marine theme. The specific enhancement proposals will be considered in the detailed planning stage.
- **Leisure and Recreation Precinct:** The proposed Trunk Road alignment will require land formation at the North Point waterfront. The planning intention for the new land is to provide a new landscaped leisure area, mainly for passive recreation. This area could be promoted as a new waterfront park in North Point to help address the current shortfall in open space provision. The proposed Trunk Road portal with a landscaped deck and the Trunk Road ventilation and administration building would be located within this area. These would need to be sensitively designed to ensure that they do not impact negatively on the surrounding area. The specific enhancement proposals will be considered in the detailed planning stage.

#### *Connecting Victoria Park to the Waterfront*

- 7.4 The WDII project provides the opportunity to connect Victoria Park with the waterfront. This would largely be achieved via a new pedestrian connection from the northern side of Victoria Park, across Victoria Park Road to the Causeway Bay Typhoon Shelter promenade. A purpose designed landscaped pedestrian deck connection is proposed, that will create a convenient connection to the waterfront.

The deck will be sensitively designed with a view to enhancing the appearance and visual attributes of structure. The alignment of the deck has been carefully considered to minimise impacts to existing trees and pedestrian circulation routes in Victoria Park. Affected trees will be compensated elsewhere in the Park.

### **View Corridors**

- 7.5 Existing view corridors are retained and enhanced to:
- maintain, reinforce and extend existing views from the hinterland to the harbour and the waterfront; and
  - provide visual interest and character along the corridors.
- 7.6 The view corridors are mainly located along major north-south roads in Wan Chai or at major open spaces within the area. The physical functions of the view corridors are to:
- reinforce linkages along pedestrian circulation routes;
  - provide a series of interconnected open spaces that define and articulate distinctive and readable urban morphology, as part of the urban design framework; and
  - provide visual relief to the existing congested hinterland.
- 7.7 The major view corridors are located (from east to west):
- along Oil Street
  - along Watson Road
  - from Central Library to the harbour via Victoria Park
  - along Paterson Street
  - along Percival Street
  - along Marsh Road
  - along Tonnochy Road
  - along Fleming Road
  - along Fenwick Street
  - from Admiralty to the harbour along Harcourt Garden and Fenwick Pier Street
- 7.8 Measures adopted to reinforce each view corridor include:
- streetscape improvements including the provision of avenue tree planting and the introduction of distinctive paving patterns that help to define each corridor;
  - defining building edges by specifying building line restrictions and guidelines that assist in maintaining the integrity of the view; and
  - introduction of development controls to ensure that intervening structures that would compromise the integrity of the view corridor are not encouraged.



## **Building Height Strategy**

- 7.9 In accordance with the UDG of the HKPSG, a minimum 20% building-free area will be preserved to protect the integrity of the ridgeline, to maintain a clear view towards the harbour from the upper slopes of the ridgeline as far as possible, to respect the waterfront setting and to promote diversity in building forms. Low-rise developments with stepped heights generally ranging from 10 to 25mPD are proposed in the new waterfront. The profile allows a gradation of building heights descending towards the waterfront, and this also engenders development at a more human scale which is in keeping with promoting a pedestrianized environment along the waterfront. Another guiding principle adopted is to give emphasis to the HKCEC Extension and maintain its prominence as a harbour landmark. Accordingly no significant development volume is proposed in the new waterfront. The design of the developments should complement the respective Character Precincts and relate well to the adjacent developments in the hinterland. The building mass should enhance visual permeability and avoid creating wall effect.
- 7.10 Building height restrictions have been applied to developments within the Planning Area with due regard to the development scale and the building heights of the nearby existing developments and the considerations stated in para. 7.9 above. Waterfront related commercial and leisure uses, the Harbour Education Centre and Water Sports Centre, the reprovisioned site for the floating Tin Hau Temple, the proposed reprovisioned Wan Chai Ferry Pier, the reprovisioned Harbour Road Sports Centre and Wan Chai Swimming Pool, the possible sites for the HKAPA Extension and the Hong Kong Visual Arts Education Centre, as well as ancillary administration and/or ventilation buildings/structures related to the Central-Wan Chai Bypass and railways are all subject to building height restrictions.

## **8. Land Use Budgets**

- 8.1 The approximate distribution of various land uses and their site areas are as follows:

**Table 8.1: Land Use Budget**

<u>Uses</u>	<u>Hectares</u>	<u>%</u>
Commercial	3.21	4.53
Government	7.33	10.35
Institution or Community	3.86	5.45
Regional Open Space	6.31	8.92
District Open Space	7.14	10.08
Local Open Space	2.09	2.95
Amenity	3.91	5.52
Other Specified Uses	17.01	24.03

Road	19.95	28.17
<b>TOTAL DEVELOPMENT AREA</b>	70.80	100.00

## 9. Land Use Zonings

### **Commercial ('C') : Total Area 3.21 ha**

- 9.1 This zone is intended primarily for commercial developments. A number of sites along Gloucester Road, between Fleming Road and Tonnochy Road, are zoned 'C' to reflect the existing office and commercial uses. Existing buildings include the Sun Hung Kai Centre, China Resources Building, Shui On Centre, Central Plaza, Great Eagle Centre, Harbour Centre, etc. They are well linked by an elevated walkway systems to form one of the major commercial centres in the district.

### **Government ('G') : Total Area 7.33 ha**

- 9.2 The planning intention of the "G" zone is for the provision of Government facilities. A number of existing Government buildings/facilities lies within the Planning Area. These include Revenue Tower, Wan Chai Tower, Immigration Tower, Kwong Wan and Tung Lo Wan Fire Stations. These sites are not affected by the WDII proposals and have been zoned 'G' to reflect the existing government uses. The Wan Chai Sports Ground is located on a site designated as 'G'. The NIL/SCL reserves would diagonally dissect the site. However, no permanent impacts would be caused to the facilities at grade.
- 9.3 The principal new government reserves proposed under WDII are outlined below.

#### *Reprovisioned Harbour Road Sports Centre and Wan Chai Swimming Pool*

- 9.4 The existing Harbour Road Sports Centre and Wan Chai Swimming Pool will be affected by the construction of the NIL and SCL. It is proposed that the Sports Centre and Swimming Pool be relocated to the existing PTI site (WDII/15), located north of the Harbour Centre and Great Eagle Centre. The facilities will be accommodated within a multi-level sports complex. The new complex is to be completed prior to the demolition of the existing facilities. To be compatible with the surrounding developments, a maximum building height restriction of 50mPD is imposed on the site. A landscaped deck will be provided above the Sport Centre to ensure a continuous link from the hinterland to the future waterfront and pier. The NIL/SCL Exhibition Station will be located beneath the site. Station entrances will be provided at grade.

#### *Reprovisioned Wan Chai North PTI*

- 9.5 The Wan Chai North Public Transport Interchange (PTI) will be relocated to the site currently occupied by the Harbour Road Sports Centre and Wan Chai Swimming Pool (WDII/16). The PTI will be provided at-grade and will reprovide the existing bus terminis at Wan Chai Ferry Pier and Expo Drive East. The proposed NIL and

SCL Exhibition Station will be located beneath the PTI. Station entrances will be provided at grade.

*Reprovisioned Salt Water Pumping Station, Extension of Wan Chai East Sewage Screening Plant and Coach Park*

- 9.6 Site WDII/18 is located to the west of the existing Wan Chai East Sewage Screening Plant (WCESSP) along Wan Shing Street. The southern part of the site has been reserved for the reprovisioned WSD Salt Water Pumping Station. The central part of the site is reserved for the future extension of the Sewage Screening Plant. A site for coach park has also been reserved at the northern part of the site. This coach parking site can be released for further extension of the WCESSP if necessary in the long-term. A footbridge is provided adjacent to these sites. The footbridge forms an extension of the existing footbridge from Canal Road through Wan Shing Street to the new waterfront. A height restriction of 20mPD has been imposed on WDII/18.

*Coach Park near HKCEC*

- 9.7 A “G” site located to the west of the the Atrium Link Extension is reserved for a coach parking area close to the waterfront visitor attractions and leisure uses. The site is subject to a maximum building height restriction of 10mPD.

*FEHD Depot in Tin Hau*

- 9.8 The FEHD depot site will be affected by the realigned IECL. However, the area underneath the IECL will still be allocated to the FEHD and a new site boundary has been agreed with FEHD.

**Institution or Community (‘IC’) : Total Area 3.86 ha**

- 9.9 The “IC” zone includes the institution and community facilities not operated by the Government.

*Electricity Sub-Station (ESS)*

- 9.10 An existing ESS (Wan Chai Zone Electricity Substation) is located to the east of the Wan Chai Sports Ground, in the central part of the Planning Area. The designation reflects the current land use. A second existing ESS is located at the eastern end of the Planning Scheme Area, at the eastern edge of the Causeway Bay Typhoon Shelter. This has also been designated 'IC' to reflect its existing use.

*Society for Prevention of Cruelty to Animals (SPCA)*

- 9.11 The SPCA is located to the east of the Wan Chai Sports Ground, just to the south of the ESS. The zoning reflects the current use of the site.

### *Electricity Receiving Station*

- 9.12 The site is located to the east of the Wan Chai Sports Ground. It will accommodate a Hong Kong Electric receiving station. This is required to ensure adequate electricity supplies along north shore Hong Kong Island. The proposed NIL alignment will encroach onto the site. A railway reserve has already been included and has been specified as a no-build zone in the land license.

### *Hong Kong Academy for Performing Arts (HKAPA) and Possible Future Extension*

- 9.13 The HKAPA is currently zoned as "IC". The Wan Chai West Sewage Screening Plant (WCWSSP) site located north to the HKAPA (WDII/3) will be decommissioned upon diversion of sewage flows to the WCESSP and the new outfall. The site has been identified suitable for arts related waterfront development as it is in line with the character of the Arts and Culture Precinct. One of the identified possible uses for the site is for future HKAPA Extension, the development programme of which is to be firmed up. The proposed HKAPA Extension would alleviate the under provision of space at the existing HKAPA premises. The proposed Extension is compatible with the surrounding arts and cultural uses. It is proposed to include community arts facilities, graduate education centre, school of drama, entertainment technology laboratory, student amenities, etc. A maximum GFA restriction of 13,000 sq.m and a height restriction of 25 mPD have been imposed. This will assist in providing a more pedestrian scale development near the waterfront. The proposed SCL reserve will encroach onto the site. Basement floors are not to be located above the railway reserve.

### *Hong Kong Arts Centre and Proposed Hong Kong Visual Arts Education Centre (HKVAEC)*

- 9.14 The HKAC is zoned "IC". Site WDII/4 located southeast of the existing sitting out area (east of the WCWSSP) has been designated for the possible extension of the HKAC for an arts-related use, which is in line with the character of the Arts and Culture Precinct. One of the identified possible uses for the site is for a future HKVAEC. The site is located adjacent to the HKAPA and will provide a range of arts and cultural activities to draw locals and tourists to the area. The HKVAEC is proposed to include galleries, studios for various uses, multi-purpose Black Box Theatre (which can also be used as lecture theatre), multi-purpose activities rooms/classrooms and open spaces for public art display, garden, cafes and other amenities. The total GFA of the site should not exceed 2600m<sup>2</sup> and the building height should not exceed 20mPD.

### *Reprovisioned Tin Hau Temple*

- 9.15 Site WDII/23 has been allocated for possible reprovisioning of the present floating Tin Hau Temple. It is intended that a land-based shrine would be constructed to replace the existing floating temple which is currently located in the Causeway Bay Typhoon Shelter. This will facilitate the accessibility to the public, especially to elderly and handicapped people. The temple is proposed at the site currently

occupied by the A. King Shipyard located at the south-eastern edge of the typhoon shelter. The temple should be constructed to a high architectural standard and it is intended that the temple will create a focal point at the eastern edge of the typhoon shelter. A height restriction of 15 mPD has been imposed on the site. It is anticipated that pedestrians will walk to the temple from Victoria Park in the south or along the promenade.

### **Regional Open Space ('RO') : Total Area 6.31 ha**

- 9.16 The planning intention of the "RO" zone is to provide large scale recreational open space in the urban area to serve population in the territory and tourists. The "RO" designation (Site WDII/1) has been applied to the majority of open space along the new waterfront in Wan Chai including the Golden Bauhinia Square and the proposed Water Park north of Hung Hing Road. Together with the proposed expansion of the Golden Bauhinia Square (the Golden Bauhinia Plaza), the attractiveness of the area will be very much enhanced. It would be the major leisure and recreation venue for holding large scale outdoor performances and activities.
- 9.17 Some kiosks and cafes may be provided within the RO to provide refreshments for local residents and tourists. To enhance the vibrancy of the waterfront, the area on the western edge of the planning scheme boundary will include outdoor performance areas and street markets. An integrated design should be adopted to maximise the opportunity for greening.
- 9.18 The viability of the waterfront for intensive screen and other planting is constrained in places by the limited width of the waterfront area (due to the limitations on new reclamation) and infrastructural requirements (e.g. drainage reserves). Nevertheless, hard and soft landscape treatments, including paving, will be applied wherever practicable, to enhance the quality and utility of the waterfront.
- 9.19 The "RO" is connected to adjacent hinterland areas by landscaped decks, footbridges and at-grade crossings. The "RO" together with the waterfront open space along the Causeway Bay and North Point would form a new continuous waterfront promenade in the Planning Area. This new promenade will link with the promenade in Central and extend to North Point and is envisaged to become a major tourist attraction and activity node for the locals.

### **District Open Space ('DO') : Total Area 7.14 ha**

- 9.20 The "DO" is intended for medium-sized recreation open space to meet the needs of the district. The existing open space located to the west of the HKCEC is designated as 'DO'. This site is not affected by the proposed WDII works, and the zoning reflects the existing use.
- 9.21 Site WDII/2 comprising the existing Fleet Arcade and Servicemen's Guides site and reclamation required for the Trunk Road construction is designated for district open space use. The site is zoned as district open space and will complement the possible HKAPA Extension located to the east. This broadly conforms to the zoning shown

on the approved Central District (Extension) OZP. It is envisaged that the open space would contain soft and hard landscape treatments and would provide a strategic link to the waterfront promenade. An at-grade pedestrian crossing will provide access to the waterfront area.

- 9.22 Site WDII/21 comprises the CBTS promenade and is designated as “DO”. The breakwaters at north and east of the typhoon shelter are also zoned as “DO”. A 5m wide cantilever deck will be provided for a section of the typhoon shelter to widen the existing narrow promenade. This will become a new viewing platform for residents/visitors. It is envisaged that sampans could be used to bring visitors to the breakwaters. Two landing steps located at the south-west of the typhoon shelter may be closed, subject to surveys to be conducted to confirm their low usage, to provide a wider 4.5m promenade along the southeast corner of the typhoon shelter. The Whitfield Road Rest Garden located at the south-eastern corner of the typhoon shelter has been zoned as “DO” to form part of the promenade area.
- 9.23 Site WDII/25 comprises the North Point waterfront reclamation area located north of Tin Hau and Fortress Hill, and is designated as “DO”. This area will provide a new passive recreation area for Fortress Hill and North Point residents. The area beneath the IECL (section between Watson Road and Oil Street) zoned “DO” will be developed as a public landscaped area connecting the hinterland to the “DO” at the North Point waterfront from Oil Street.

#### **Local Open Space (‘LO’) : Total Area 2.09 ha**

- 9.24 Local open space is intended for smaller open spaces to serve the neighbourhood. Several areas of local open space are provided on the RODP. Existing 'LO' sites include Gloucester Road Garden, Gloucester Road / Fleming Road Sitting-Out Area and the Harbour Road Garden. An existing local open space located north of HKAPA is also zoned “LO” with incorporation of existing MTR vent shafts, which the design of the vent shafts is integrated with the open space.
- 9.25 The 'LO' site is currently entrusted to Hong Kong Trade Development Council for management through a short term tenancy. The reserve will be principally occupied by buffer planting and some sitting out areas for passive recreational use.

#### **Other Specified Uses (‘OU’) : Total Area 17.01 ha**

- 9.26 The planning intention of this zone is to reserve land for specific uses in the Planning Area. This zoning covers land allocated for specific uses including the following:

##### *Waterfront Related Commercial and Leisure Uses*

- 9.27 Sites WDII/12, WDII/13, WDII/14 located along the waterfront promenade are intended for the provision of waterfront related low-rise and low-density commercial developments and leisure uses. They will provide a mix of retail, restaurant and other commercial activities to create an interesting and vibrant

waterfront, and to attract local residents and overseas tourists. The sites will comprise low-rise facilities (1 to 2 storeys) commensurate with the human scale of development that is intended for the waterfront.

- 9.28 In view of the prominent waterfront location, maximum GFA restrictions of 1,840m<sup>2</sup>, 1,120m<sup>2</sup> and 1,060m<sup>2</sup> (equivalent to plot ratio restriction of 1.5, 1.0 and 1.0 respectively) are applied to Sites WDII/12, 13 and 14 respectively. Height restrictions of 15 mPD, and 10 mPD and 10 mPD are also be applied to Sites WDII/12 to 14 respectively. These will provide a gradation of building heights to promote architectural variety and visual interest.

*Public Waterfront Promenade and Water Recreation Related Uses*

- 9.29 Site WDII/19, located at the ex-Public Cargo Working Area (PCWA) basin, is designated for 'Public Waterfront Promenade and Water Recreation Related Uses' serving the general public. A 6m wide promenade will be provided along the waterfront for public access (designated as non-building area). A number of water recreational facilities could be provided within this zone. The site is divided into two sub-areas. Sub-area (i) is located along the northern breakwater of the ex-PCWA and will be used as a promenade and viewing area. No buildings will be constructed within this area. Sub-area (ii) is located on the southern and western edges of the PCWA. This area will accommodate the water recreation facilities. A height restriction of 20mPD has been imposed upon development within this sub-area. A maximum GFA of 1,650 sq.m has been imposed on Sub-area (ii). In view of the prominent waterfront location, innovative and special architectural design should be adopted to ensure visual permeability, maintain view corridors to the harbour and to integrate the development with the waterfront promenade within the zone.
- 9.30 A 'Harbour Education Centre' is proposed at the western edge of the marine basin and will provide an interactive history of harbour and port development in Hong Kong and the role of the harbour in the development of Hong Kong. This will both educate and entertain school children, Hong Kong residents, and tourists. The building will be a low-rise development (with height restriction of 20mPD). A maximum GFA of 750 sq.m has been imposed on the building. This will accommodate displays, artifacts and others items of interests. The proposed GFA has made reference to similar facility in the territory. A 6 m wide promenade is maintained along the water edge of the site to allow a continuous public thoroughfare along the waterfront.
- 9.31 A 'Water Sports Centre' is proposed at the southern edge of the marine basin. This will provide a range of water sports facilities such as boating and sailing (except primary contact water sports which are not suitable due to water quality concerns). The sports centre will provide support facilities such as clubhouse, boat storage, convenience shops, etc. A maximum GFA of 900 sq.m and a height restriction of 20 mPD (maximum of 3 storeys) will be imposed upon the site. The number of boat storage would be limited to less than 30 boats.

- 9.32 Pedestrian connections to the sites will be provided via the waterfront promenade. No formal access roads have been provided to WDII/19 as this would impede the continuous pedestrian flow along the waterfront promenade. Pedestrians access to the Harbour Education Centre and Water Sports Centre would be along the promenade. Maintenance or service vehicles will access the site via non-building area within the waterfront (mainly during off-peak hours). A 3.5m footpath will be provided along Hung Hing Road south of the ex-PCWA area.

#### *Helipad*

- 9.33 Site WDII/7 located to the north-east of the HKCEC Extension provides a permanent Government helipad facilities for the Government Flying Services to provide emergency and other Government flying services, replacing the temporary helipad at the former PCWA. It will allow shared use by commercial operators of domestic helicopter services. Government operations shall have absolute priority in the use of the helipad over commercial operations at all times. The location of the site responds to the Government Flying Services' request that the site be at a strategic location and close to the Police Headquarters to facilitate emergency flying operations. The helipad facilities need to be carefully designed and with proper management, to minimise the impact on the public and the nearby developments such as the Golden Bauhinia Plaza. A maximum GFA of 400 sq.m has been imposed on the helipad facilities with a height restriction of 20 mPD. These restrictions are subject to the findings from the detailed assessment for the helipad.

#### *Pier*

- 9.34 The existing Wan Chai Ferry Pier will be affected by the proposed reclamation works. Site WDII/11 will provide a reprovisioning site for the existing pier. One finger pier with two berths is to be provided. Pedestrian linkages from the hinterland area to the pier will be via a wide pedestrian landscaped deck located north of the Harbour Centre, which links directly to the waterfront south of the pier. To ensure compatibility with the waterfront setting, a height restriction of 20 mPD has been imposed on the site to allow for a feature roof and observation deck.

#### *Wan Chai East Sewage Screening Plan*

- 9.35 The existing WCESSP is bounded by Wan Shing Street and Hung Hing Road and has been zoned as OU (WDII/20). The land designated as WDII/18 (central part) at Wan Shing Street is to be reserved for its extension in the future. The northern part can also be released for its extension in case it is necessary in the post-2030 period.

#### *LPG Filling Station*

- 9.36 The existing LPG filling station has been implemented within the planning area to support the Government's LPG taxi scheme. The site is located to the east of the Wan Chai Sports Ground and is well served by the surrounding road network.



*Central-Wan Chai Bypass (CWB) Ventilation Building and Administration Building*

- 9.37 Ventilation buildings and an administration building ancillary to the operation of the proposed Trunk Road will be provided within Sites WDII/5, 26 and 29. Site WDII/5 is located near the junction of Convention Avenue and Expo Drive whilst Site WDII/26 is located east of the eastern breakwater of the Causeway Bay Typhoon Shelter. Both ventilation buildings will have height restrictions of 25 mPD. The structures should be sensitively designed to minimise their visual bulk and sensitive chromatic treatments and gradation in building height should be adopted particularly for the ventilation building at North Point to reduce their visual impact on adjacent uses. The administration building is located beneath the IEC, northwest of the Oil Street redevelopment site, and no part of the building should be above IEC to avoid incompatibility with the waterfront setting. A height restriction of 15 mPD has been imposed on the site. It is proposed that the architectural style of the facilities should be carefully considered to ensure that they do not dominate the waterfront edge.

*Railway Ventilation Building and Exhibition Station Facilities*

- 9.38 This zone is intended for the provision of the railway ventilation buildings and station facilities for the NIL/SCL (Sites WDII/8 and WDII/17) which are to be incorporated within the reprovisioned Wan Chai North PTI (Site WDII/16) and in a site located east of the Atrium Link Extension. To minimise visual impacts of the structures, a height restriction of 25 mPD has been imposed on these sites.

*Cross Harbour Tunnel Vent Shaft*

- 9.39 Cross Harbour Tunnel vent shaft is provided on the Kellett Island and the zoning is to reflect the existing use.

*Noonday Gun*

- 9.40 The Noonday Gun site will not be affected and is under the “OU” zoning.

*Sports and Recreation Club*

- 9.41 The existing RHKYC and Police Officers’ Club facilities are zoned “OU” annotated “Sports and Recreation Club”. They will not be affected by the implementation of the WDII project. The development and redevelopment within these two sites should not exceed a maximum building height of 20mPD and 25mPD respectively. The height restrictions are to maintain the low-rise character which is compatible with the waterfront setting. They also seek to promote a progressive gradation in heights from the waterfront to the hinterland.

*Landscaped Decks*

- 9.42 A number of wide landscaped decks are proposed in the Planning Area. They will form part of the comprehensive pedestrian network providing connection between individual developments as well as connection with the existing urban area to the

harbour-front and are zoned “OU” annotated “Landscaped Deck”. Each should be specifically designed and landscaped to suit their individual contexts. Standard designs should be avoided as this would detract from the quality of development intended for the waterfront. Proposed landscaped decks include a wide landscaped deck from Victoria Park to the new waterfront; one from Harbour Centre over the reprovisioned Harbour Road Sports Centre and the Wan Chai Swimming Pool to the new waterfront, and one from Convention Centre West Garden to the waterfront. The landscaped deck above the tunnel portal of the Trunk Road to the north of the Oil Street site is zoned “OU” annotated “Landscaped Deck over Tunnel Portal” which serves as noise and visual mitigation to the surrounding developments.

#### *Exhibition Centre*

- 9.43 This zone is intended primarily for the provision of exhibition and convention facilities to meet the economic need of Hong Kong. The zone covers the HKCEC Extension and the Atrium Link Extension under construction. No office or hotel development is proposed within this zone.

#### *Exhibition Centre with Commercial Development*

- 9.44 This zone is intended for the provision of exhibition and convention facilities and commercial and business uses to meet the economic need of Hong Kong. It covers the HKCEC bounded by Harbour Road, Convention Avenue and Fleming Road.

#### **Amenity (‘A’) : Total Area 3.91 ha**

- 9.45 Amenity spaces comprise roadside landscaped/planted areas and other landscape planting areas. The amenity areas complement the public open space to enhance the greenery of the Area.

### **10. Pedestrian Links**

- 10.1 Pedestrian accessibility to the harbour-front will be enhanced with a continuous waterfront promenade along the new shoreline. This new promenade will connect the proposed waterfront promenade in Central to the Oil Street area of North Point, forming a continuous green edge along the north shore of Hong Kong Island.
- 10.2 New pedestrian connections are proposed to promote public access to the new waterfront and enhance the existing north-south circulation. New pedestrian links will be provided between the hinterland and waterfront via at-grade crossings, wide landscaped decks, footbridges and walkways integrating with the open space networks or the podium deck/pedestrian facilities in the existing buildings. These include:
- an at-grade pedestrian crossing to the harbour-front through the open space around the proposed HKAPA extension and across Road P2;
  - a landscaped deck from the garden adjacent to the Grand Hyatt Hotel, over Road P2 and the slip roads, to the promenade area west of the HKCEC;

- at-grade across the junction of Fleming Road and the realigned Hung Hing Road to the Wan Chai waterfront;
- a landscaped deck from Harbour Centre, over the realigned Hung Hing Road to the Wan Chai waterfront and ferry pier;
- at-grade across the junction of Tonnochy Road and Hung Hing Road to the Wan Chai waterfront;
- a footbridge along Wan Shing Street and over Hung Hing Road to the Wan Chai waterfront;
- a landscaped deck from the knoll located at the northern edge of Victoria Park that will extend Victoria Park to the waterfront;
- at-grade along Watson Road to the North Point waterfront; and
- at-grade along Oil Street to the North Point waterfront.

## **11. Landscape Framework**

- 11.1 The landscape framework seeks to reinforce the structure and quality of open space. The WDII project presents an opportunity to create a vibrant new quality waterfront fronting Victoria Harbour. To ensure their success, open spaces and amenity areas within WDII will require imaginative, and high quality design solutions. A co-ordinated design, construction and maintenance approach will be required.
- 11.2 The WDII waterfront will extend from that proposed for the CRIII area, helping to partially satisfy the open space and recreational needs of the Central & Western, Wan Chai and Eastern Districts. This large and continuous public open space at the waterfront provides a green and unifying edge to the new waterfront. To the south, it is linked to the network of parks, gardens and amenity areas in the hinterland.
- 11.3 The primary objective is to maximise the use of soft and hard landscape treatments along the entire waterfront, including open spaces, amenity areas, public footpaths and roadside planting areas. This will help to tie together the various components of the waterfront. Mature trees will be planted as soon as possible along the promenade to provide shading and add structure to the waterfront from the earliest possible period in which they can be planted. Improvements to paving and high quality street furniture including benches, signage, drinking fountains, lights, bins, etc, will be provided along the waterfront promenade. This would require a co-ordinated approach to maintenance and management by various relevant departments to ensure a high quality open space is provided on the new waterfront.

## **12. Transport Infrastructure**

### **Major Road Infrastructure**

- 12.1 Gloucester Road is the existing principal east-west route through the study area. It provides connections to the Cross-Harbour Tunnel, the IEC to the east, and Harcourt Road and Connaught Road Central to the west. It also provides access to Happy

Valley and Aberdeen Tunnel via the Canal Road Flyover. Gloucester Road is presently overloaded. Other key east-west roads include Convention Avenue, Harbour Road and Hung Hing Road.

- 12.2 The proposed Trunk Road in dual 3-lane will provide relief to these existing overloaded east-west links. Without the new Trunk Road, the existing east-west links would not be able to accommodate the increasing traffic demand.

### **Road Hierarchy**

- 12.3 Within the study area, the road network is formed by the addition of the Trunk Road and the re-configuration of a number of existing streets. Along the foreshore, the Trunk Road comprises the Central Wan Chai Bypass (CWB) from Central to North Point, and the IECL linking the CWB tunnel with the existing IEC to the east. In the westbound direction, an off-ramp connection is provided from the Trunk Road to Convention Avenue, Harbour Road and Fenwick Pier Street, and an on-ramp connection is provided at Causeway Bay from Victoria Park Road, which will provide access from Causeway Bay, Tai Hang, Fortress Hill and Tin Hau areas to the westbound Trunk Road.
- 12.4 In the eastbound direction, the Trunk Road provides an off-ramp to Expo Drive and an on-ramp connection is provided just east of the HKCEC from Road P2, which will provide access from the Wan Chai North area to the east via the Trunk Road.
- 12.5 The WDII project will also provide a ground level road network system to complement the Trunk Road. The road network comprises existing roads which need to be modified and the provision of some new roads and junctions. In general, a primary distributor, Road P2 in dual 2-lane, will be constructed in the east-west direction above the Trunk Road tunnel from CRIII in the west to connect with the realigned Hung Hing Road in the east to better utilise land resources. The existing Hung Hing Road to the east of Expo Drive East will be realigned slightly towards the north to match with the Road P2 and the existing eastbound Convention Avenue will be removed. The existing north-south distributor roads such as Tonnochy Road and Fleming Road will be extended to join the realigned Hung Hing Road and Road P2 and to form new junctions. Towards the eastern end of Hung Hing Road, the eastbound traffic connection to Victoria Park Road will be maintained.
- 12.6 The area shown as “Road” includes substantial areas reserved for roadside planting and footpaths. Provision of street tree planting, amenity planting strip and street furniture is proposed to improve the streetscape quality and pedestrian environment.

### **Provision of Public Transport**

- 12.7 The existing MTR Island Line serves the urban areas from Chai Wan to Sheung Wan. The MTR Tsuen Wan Line and Kwun Tong Line provide cross-harbour routes with interchanges with the Island Line at Admiralty and Quarry Bay respectively. The Airport Express Line and Tung Chung Line provides service from Hong Kong Station at Central to the airport and Lantau Island respectively. The

proposed NIL/SCL and the Exhibition Station will provide a further direct rail access to the Wan Chai North area. The future SCL will enhance the cross-harbour and Shatin-Kowloon rail capacities and also help to redistribute the flows and relieve the other railway lines in Hong Kong and Metro Kowloon. The building structures for the re-provisioned Harbour Road Sports Centre and Wan Chai Swimming Pool will be integrated with the Exhibition Station structure.

- 12.8 At present, a relatively large number of franchised bus routes ply the east-west corridor within the Planning Area. These buses serve the majority of the urban areas on Hong Kong Island. Several cross-harbour services are also present. Bus services within the Study Area are presently concentrated along the Gloucester Road corridor. The Wan Chai North PTI is currently provided near the Wan Chai Ferry Pier adjacent to Great Eagle Centre. This interchange will be expanded to include the franchised bus bays from the Expo Drive East bus terminus and relocated to the adjacent site of the existing Harbour Road Sports Centre and Wan Chai Swimming Pool.

#### **Ferry Services**

- 12.9 The Wan Chai Ferry Pier currently provides three ferry services, including between Wan Chai and Tsim Sha Tsui, between Wan Chai and Hung Hom and Harbour Tour Service. These services will be re-provided at the new ferry pier.

#### **Car Parking Spaces/Loading and Unloading Facilities**

- 12.10 The parking and servicing provisions should be provided in accordance to the Hong Kong Planning Standard and Guidelines. Lay-bys for loading and unloading will be provided along Road P2, realigned Hung Hing Road and Expo Drive East for access to new waterfront development. Existing coach parking spaces at Expo Drive East will be re-provided at the existing vacant lots on Wan Shing Street until there is a need to expand the existing WCESSP. A coach park is also proposed at a site adjacent to the Atrium Link Extension.

#### **Service Access**

- 12.11 Access to the HKAPA Extension site located to the west of the study area will be provided via Fenwick Pier Street. The re-provided Harbour Road Sports Centre and Wan Chai Swimming Pool site will be accessed from the realigned Hung Hing Road. The commercial users on the seafront promenade at the west of the HKCEC will be provided with a service road along the northern edge of Road P2. The commercial users on the sea front promenade at the east of HKCEC and the water recreation centre at the ex-PCWA basin will be accessed via the realigned Hung Hing Road. Access to the re-provided salt water pumping station will be via Wan Shing Street.

#### **Marine Traffic**

*Present Traffic within the Harbour*

- 12.12 Three regulated ferry routes are operated by Star Ferry between Wan Chai and Tsim Sha Tsui, between Wan Chai and Hung Hom and one Harbour Tour service. Two principal fairways, the “Central” and “Hung Hom” fairways meet at the apex of the Kowloon peninsula feeding traffic east–west through the harbour. A mid-channel buoy provides a separator between eastbound and westbound traffic, with most eastbound traffic keeping to the south of the buoy, and northbound to the west. Towards the centre and eastern end of the study area, marine traffic is dominated by vessels associated with the Causeway Bay Typhoon Shelter.

#### *Future Marine Traffic*

- 12.13 The WDII reclamation will not significantly affect the passage of marine traffic within the principal fairways as the developments are set back behind the apex of the HKCEC. Barge traffic has decreased within the study area since 2003 subsequent to the relocation of the PCWA to Chai Wan. The key change to the environment, following the WDII construction, will be in the addition of recreational marine traffic from water sports centre at the ex-PCWA basin.
- 12.14 Marine traffic generated from the water sports centre will be principally associated with weekends, while traffic from the typhoon shelter will be marginally more uniform, as a proportion of the launches are associated with commercial activity. The ferry traffic from a single pier will be of a similar nature to the present day.
- 12.15 A number of public landing steps are proposed along the waterfront for access to marine traffic via the waterfront promenade. These are shown on the RODP.

### **13. Environmental Issues**

- 13.1 An overview of the potential environmental issues associated with planning and urban design of the proposed WDII Project is provided in this section.
- 13.2 Reclamation will be included under the WDII Project to provide land for key transport infrastructure and facilities, including the Trunk Road extending from CRIII to the IEC at North Point. Key environmental issues that have been considered in the planning and urban design of WDII include:

#### *Air Quality*

- background pollutant levels within and adjacent to the WDII reclamation area;
- vehicle emissions from the open section of existing and planned road networks;
- tunnel portal and ventilation building emissions from the CWB tunnel;
- portal emissions from the existing Cross Harbour Tunnel; and
- dust impact during land formation and construction of the Trunk Road.

#### *Noise*

- road traffic noise;
- noise from ventilation buildings;

- noise from helicopters;
- construction noise.

#### Water Quality

- potential water quality impact upon the seawater intakes along the waterfronts of the Central, Wan Chai, Causeway Bay and North Point during the construction and operation of WDII.

#### Terrestrial and Marine Ecology

- no natural terrestrial habitats are present within the project site but indirect impact to the surrounding habitats due to increased background noise;
- potential impacts on marine ecological habitats/species due to marine construction works.

13.3 A statutory Environmental Impact Assessment (EIA) study is still on-going under the EIA Ordinance and would address the environmental acceptability of the WDII proposal. The public and Advisory Council on the Environment will be given the opportunity to comment on the EIA report before Director of Environmental Protection decides on the approval of the report.

13.4 The majority of land uses within WDII are not, however, sensitive and the proposed development is broadly acceptable. With the incorporation of recommended mitigation measures, good site practices and a comprehensive monitoring and audit programme, no residual construction and/or operational impacts are predicted at sensitive receivers.

### **14. Cultural Heritage**

The Kellett Island Archaeological Site is located within the WDII area. There are no declared monuments and graded historical buildings within the WDII area. The Noon-Day Gun and the floating Tin Hau Temple are of historical interest. Prior consultation with the Antiquities and Monuments Office should be made if any development or rezoning proposals may affect any of these sites. A land-based site at the south-eastern corner of CBTS has been provided for possible relocation of Tin Hau Temple.

### **15. Drainage and Sewerage**

#### **Drainage**

15.1 The existing drainage system comprises 9 major catchments which drain into Victoria Harbour through the WDII project area. The catchments vary in size, with outfalls ranging from 1,650 mm diameter pipe to a 3-cell box culvert of 3740 mm (W) × 3200 mm (H). There are 2 minor catchments situated along the existing sea-wall which drain their runoff to the neighbouring catchment and then to the Victoria Harbour.

- 15.2 The proposed reclamation to be undertaken under WDII will intersect these existing outfalls. The principle of the proposed drainage works is to extend the existing outfalls to the new waterfront of the reclaimed land, with the outfall extensions designed to minimise hydraulic head loss so as to minimise adverse flooding impacts in the hinterland area.
- 15.3 Several major drainage reserves dissect the planning area.
- a 19 metre average drainage reserve which dissects DO site WDII/2 on a north-south alignment (the width of the section dissecting WDII/2 is around 13m);
  - a 11 metre average drainage reserve which dissects RO site WDII/1 north of the roundabout at the north end of Expo Drive East on a north-south alignment;
  - a 19 metre average drainage reserve which dissects RO site WDII/1 at the east of Expo Drive East on a northeast-southwest alignment;
  - a 11 metre average drainage reserve which possess between OU sites north of the Wan Chai Sports Ground on a north-south alignment for the sewerage outfall and a 17 metre average drainage reserve which posses between OU sites from Marsh Road on a north-south alignment ;
  - a 12 metre average drainage reserve which dissects DO site WDII/25 north of Watson Street on a northwest-southeast alignment;
  - a 10 metre average drainage reserve which runs from the existing ex-Government Supplies Department site, passes through the Trunk Road Administration Building site WDII/29 and across the Trunk Road approach roads toward the new seawall on a northwest-southwest alignment.
- 15.4 All the above reserves are extensions of the existing drainage systems within the present Urban Area.

### **Sewerage**

- 15.5 The existing sewerage system in the WDII area comprises:
- local sewerage network;
  - deep trunk sewers for the diversion of sewage flows from Wan Chai West to the Wan Chai East Sewage Screening Plant; and
  - Wan Chai East Sewage Screening Plant.
- 15.6 New sewerage systems have been designed for the WDII development, which will feed into the trunk sewer system. Assessments indicate that the additional flows will not have any adverse impact to the trunk sewer system. Sewage will discharge through the WCESSP and the reprovisioned Wan Chai East sewage outfall, which will have adequate capacity to handle the additional flows from the new WDII developments.



- 15.7 Current planning intentions are to decommission the WCWSSP once flows have been diverted to the Wan Chai East Sewage Screening Plant and the new outfall. The WCESSP will have adequate capacity in the short to medium term to handle these flows. However, in the longer term, the existing Wan Chai East Sewage Screening Plant will need to be upgraded to handle future design flows. A new sewage outfall will be constructed under the WDII project to replace the existing Wan Chai East sewage outfall.

## **16. Implementation**

- 16.1 The WDII construction works are anticipated to commence on site in late 2008, with completion of the project by 2015. A brief description of the proposed works, with reference to the staging requirements, is given as below:

- 16.2 The construction works can be considered in terms of three main works areas being, from east to west, the North Point and Causeway Bay waterfront area, the Wan Chai waterfront area and the HKCEC waterfront area.

### *North Point and Causeway Bay Waterfront Area*

- 16.3 The reclamation at North Point waterfront area will be in a two stages. The central area of reclamation will commence first to provide land for temporary reprovisioning of the FEHD Depot while the new Depot is under construction. The reclamation on either side will follow subsequently but the construction of the Trunk Road tunnel structure, which is partly on existing land, will commence after the temporary relocation of the existing FEHD Depot. The land formation at the eastern end of this reclamation area will be used for the construction of the tunnel approach ramp and connections to the existing IEC.

- 16.4 The temporary reclamation in the typhoon shelter is divided into three stages to avoid creating an embayed water area with a pond of stagnant water between the temporary reclamation and the existing seawall during construction, and to allow the reuse of filling and surcharge materials between reclamation stages.

- 16.5 Works for the North Point and Causeway Bay Reclamation will commence in late 2008. The permanent land formation at North Point will be completed by mid 2010 for construction of tunnel approach ramps. The Trunk Road tunnel structure will be completed by early 2015 for tunnel installations and fitting out.

### *Wan Chai Waterfront Area*

- 16.6 Implementation of the reclamation at Wan Chai waterfront area in three stages is envisaged. The first stage is constructed between the existing Wan Chai East sewage outfall pipes and the existing seawater intakes for WSD and Sun Hung Kai building. This land needs to be formed in advance to allow the diversions of the sewage outfall and seawater intake pipelines.

- 16.7 The following stages, on either side of this advance reclamation area, are constructed subsequent to the diversion of the sewage outfall and the seawater intakes. The construction sequencing of these stages also makes provision for the drainage outfalls from Marsh Road and Canal Road and caters for the temporary relocation of the Wan Chai to Hung Hom ferry services to a temporary pontoon berth.
- 16.8 Works in this area also commence in late 2008, with land formation being completed by early 2013 and the Trunk Road tunnel structure completed by mid 2014 for tunnel installations and fitting out works.

*HKCEC Waterfront Area*

- 16.9 Reclamation of the HKCEC water channel will take place after diversion of the existing cooling water intakes to the intake chambers already provided on the north side of the HKCEC, but before adjacent reclamation to either the east or west of the HKCEC Extension so as to avoid embayment of this confined water area.
- 16.10 Reclamation in this area would commence in late 2008 and would be completed by early 2012. The Trunk Road tunnel works would be completed by mid 2013 for tunnel installations and fitting out works.