

Paper No. WD 2/2007
For discussion
on 14 May 2007

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

Draft Revised Wan Chai North Outline Zoning Plan No. S/H25/1C

Purpose

The purpose of this paper is to consult Members on the proposed amendments to the draft Wan Chai North Outline Zoning Plan (OZP) No. S/H25/1. The proposed amendments are shown on the draft Wan Chai North OZP No. S/H25/1C at **Annex I**, its Notes at **Annex II** and Explanatory Statement (ES) at **Annex III**.

Background

2. The Government commissioned the Planning and Engineering Review for Wan Chai Development Phase II (WDII Review) in March 2004. In the course of the Review, extensive public engagement has been undertaken under the steer of the Sub-committee titled “Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas” (HER). The Town Planning Board (TPB), the Planning, Lands and Works Panel of the Legislative Council (PLW Panel of LegCo), the four District Councils (DCs) of the Hong Kong Island and other stakeholders have been consulted at key stages of the WDII Review.

3. Extensive public engagement activities on the Concept Plan of the WDII Review were organized under HER from October to December 2006. The PLW Panel of LegCo and the DCs were consulted. In the consensus building town hall meeting held in December 2006, a majority of the participants supported to proceed to the last stage of HER, i.e. the Detailed Planning Stage, on the basis of the Concept Plan. Accordingly, the Recommended Outline Development Plan (RODP) for the WDII has been completed. It shows more detailed planning proposals and serves as a basis for amending the relevant OZPs to reflect the views and consensus of the public (Paper No. WD1/2007 refers). Cogent and convincing materials (CCM) for the reclamation required for the Trunk Road (comprising the Central – Wan Chai Bypass (CWB) and Island Eastern Corridor Link (IECL),) demonstrating that Trunk Road Tunnel Variation 1 can meet the “overriding public need test” as laid down by the Court of Final

Appeal has also been prepared under the WDII Review.

4. On 3.4.2007, the TPB considered the RODP and the CCM and agreed to adopt the RODP as a basis for amending the draft Wan Chai North OZP No. S/H25/1.

5. According to the judgment of the Court of Final Appeal of 9.1.2004 which quashed the decisions of the TPB on the previous objections to the draft Wan Chai North OZP No. S/H25/1, the OZP and the objections to it have to be reconsidered. On 20.4.2007, the TPB considered the proposed amendments to the draft Wan Chai North OZP No. S/H25/1 prepared on the basis of the RODP, i.e. the draft Wan Chai North OZP No. S/H25/1C (the draft OZP) at **Annex I** and agreed that the draft OZP was suitable to serve as the basis for the reconsideration of the previous objections and for consultation with the HEC Sub-committee on WDII Review and the relevant DCs. Members of the HER Expanded Task Force were briefed on the draft revised Wan Chai North OZP on 20.4.2007 and considered that it in general reflected the consensus reached and public views collected at the Realisation Stage of HER.

Reclamation Extent and Compliance with Protection of the Harbour Ordinance (PHO)

6. The minimum extent of reclamation has been reviewed under the WDII Review and for providing land required to accommodate the Trunk Road and its associated slip roads/roads and facilities, and to re-provision the affected waterfront facilities. Having examined all feasible options for the Trunk Road, Tunnel Option Variation 1 affects the least area of the Harbour and thus serves best to comply with the principle of protecting and preserving the Harbour stated in the Protection of the Harbour Ordinance. Therefore, 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 will be extended eastwards in Wan Chai and Causeway Bay in form of tunnel. In the area immediately east of Causeway Bay Typhoon Shelter (CBTS), the Trunk Road will ascend to an elevated level for connection to the Island Eastern Corridor (IEC). The overriding and present need for building the Trunk Road, the conclusion that there is no feasible “no reclamation” option for building the Trunk Road, the identification of the alignment that would best serve to protect and preserve the harbour and the minimum reclamation for the Trunk Road, i.e. Tunnel Option Variation 1, have been justified and demonstrated in the CCM (Paper No. WD 1/2007 refers).

7. According to the CCM, the minimum extent of reclamation required for the construction of the Trunk Road and re-provisioning of the affected waterfront facilities within the draft OZP is 5.7 ha. There is no permanent reclamation in the CBTS and ex-public cargo working area (ex-PCWA). Only temporary

reclamation for the construction of the CWB tunnel is required at CBTS and ex-PCWA. After completion of the works, all temporary reclamation materials will be removed and the seabed will be reinstated.

8. As pledged by the Government, the land formed for the construction of the CWB will be devoted for public use. On the draft OZP, all reclaimed land, after meeting specific essential infrastructural needs, is earmarked for harbour-front enhancements including public waterfront promenade and public open space.

Draft OZP

Planning and Urban Design Framework

9. The overall planning and design concept for the draft OZP is to create a waterfront with distinctive character and attraction, emphasizing its relation with the Harbour, the cultural and historical context of the Wan Chai and Causeway Bay area, and the surrounding environment. Due regard has been given to the Vision and Goals for Victoria Harbour of the TPB, the Harbour Planning Principles promulgated by the HEC, and the Urban Design Guidelines as well as community aspirations. The specific planning and urban design objectives are:

- to create a vibrant and attractive harbour-front with different character precincts and a diversity of uses for public enjoyment;
- to provide a green and unifying edge to the harbour extending from Wan Chai to North Point;
- to create a harmonious visual and physical relationship between the new developments and Victoria Harbour, the 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 from 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 Victoria Harbour.

Character Precincts

10. Along the new waterfront, there are four Character Precincts. Each

precinct is largely defined by the prevailing character and setting of the adjoining hinterland. The details and specific harbour-front enhancement proposals will be examined in the detailed planning stage. The four Character Precincts are as follows:

- **Arts and Culture Precinct:** This precinct covers the Hong Kong Convention and Exhibition Centre (HKCEC) and the area to its west. The intention is to reinforce existing arts, cultural and convention related uses by extending arts and cultural uses to the new waterfront and to provide waterfront open spaces including the Golden Bauhinia Square. A landscaped deck is proposed to link with the hinterland.
- **Water Park Precinct:** This precinct covers the new waterfront between the HKCEC and the ex-PCWA. The intention is to create a themed waterfront open space appropriate for the waterfront setting. Being in close proximity to the station of the proposed Shatin to Central Link (SCL)/North Hong Kong Island Line (NIL), the public transport interchange (PTI) and the reprovisioned Wan Chai Ferry Pier, the precinct will become a leisure and recreation node with waterfront promenade, outdoor performance areas and complementary waterfront food and beverage facilities. A landscaped deck is proposed to provide easy access from the hinterland.
- **Water Recreation Precinct:** This precinct covers the ex-PCWA site. The planning intention is to harness the potential of the water basin of the ex-PCWA 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.
- **Heritage Precinct:** This precinct covers the CBTS. The intention is to preserve and enhance the historical elements of the CBTS and to improve access from Victoria Park via a landscaped deck. The existing moorings within the typhoon shelter and Noonday Gun would be retained. The existing breakwater will be upgraded to facilitate public enjoyment of the harbour view. Complementary facilities and activities such as water tour could be provided within the typhoon shelter. A site at the southeastern corner of the CBTS has been reserved as a possible site for relocating the floating Tin Hau Temple. If the temple remains at the CBTS, the site can be used as a public open space. Boardwalk may be provided around the typhoon shelter to emphasise the marine theme.

Building Height Strategy

11. The building height strategy for the new Wan Chai waterfront has been formulated with due regard to protect the integrity of the ridgeline, to maintain clear views towards the Harbour from the inland, and to respect the waterfront

setting. A stepped building height profile is adopted with heights ranging from 10 to 50 metres above Principle Datum (mPD) for the new developments. The profile allows a gradation of building heights descending towards the waterfront. It also gives emphasis to the HKCEC Extension to maintain its prominence as a harbour landmark. Each development site in the new waterfront is subject to specified height control with due respect to the development scale and the building heights of the nearby existing developments.

Pedestrian Links

12. Pedestrian accessibility to the harbour-front will be enhanced with the proposed continuous waterfront promenade along the new shoreline, connecting the planned waterfront promenade in Central to the Oil Street area of North Point. Within the OZP area, the length of the proposed promenade is about 3km.

13. New pedestrian links are proposed to facilitate public access to the waterfront and to enhance the existing north-south circulation. A new pedestrian walkway network will connect the hinterland with the waterfront through at-grade crossings, footbridges, landscaped decks, or walkways integrating with the open space network or the podium deck/pedestrian facilities in the existing buildings. The new pedestrian links include three landscaped decks (near the public garden of Grand Hyatt Hotel, at the reprovisioned PTI and at the northern part of Victoria Park), 2 at grade crossings (at the junction of Fleming Road and the realigned Hung Hing Road and the junction of Tonnochy Road and Hung Hing Road) and a footbridge along Wan Shing Street. Longer term improvements on pedestrian linkages would be further considered.

Proposed Amendments (Annex I)

14. The proposed amendments shown in the draft OZP include the following two items:

15. Amendment Item A – Revision of the planning scheme area boundary. With the reduction of the reclamation extent from 26.4 ha to 5.7 ha, the planning scheme area has been reduced from about 76.54 ha to 55.31 ha.

16. Amendment Item B – Amendments to the zonings and layout are amended based on the RODP, with the following key land uses:

Commercial (“C”) - Total Area 3.23 hectares

17. This zone includes the existing commercial/office developments concentrated around the Central Plaza and Sun Hung Kai Centre to the north of Gloucester Road.

Government, Institution or Community (“G/IC”) - Total Area 10.90 hectares

18. In addition to existing Government, Institution and Community uses, the following facilities are proposed:

- “G/IC(1)” – To facilitate the construction of the Exhibition Station of NIL/SCL underneath, the Harbour Road Sports Centre (HRSC), Wan Chai Swimming Pool (WCSP) and the existing PTI will be re-provisioned. Under the re-provisioning scheme, the location of HRSC and WCSP will be swapped with that of the existing PTI. The PTI will be expanded to include the bus and taxi services currently provided at Expo Drive East. The services of the relevant facilities will be maintained during the construction period and the actual arrangement of the re-provisioning will be considered together with the railway construction project. The site is subject to a maximum building height restriction of 50mPD.
- “G/IC(2)” – A site at Wan Shing Street is reserved for re-provisioning a salt water pumping station and for the future expansion of the Wan Chai East Sewage Screening Plant, subject to a maximum building height restriction of 20mPD. The expansion site will be temporarily used for coach parking.
- “G/IC(3)” – A site near Tung Lo Wan Fire Station for re-provisioning the floating Tin Hau Temple in CBTS, subject to a maximum building height restriction of 15mPD. Should the temple continue to remain in the typhoon shelter, the site will be developed into an open space for public enjoyment.
- “G/IC(4)” – A site is earmarked at Convention Avenue for a coach park, subject to a maximum building height restriction of 10mPD.

Open Space (“O”) - Total Area 8.92 hectares

19. This zone covers the existing open spaces and the waterfront open space with an area of about 3ha on the land to the east of HKCEC formed for the construction of the Trunk Road. In addition, there is a proposed expansion of the Golden Bauhinia Square.

20. A new waterfront promenade of about 3km in length will be provided, linking to the promenade in Central and extending to North Point.

21. Integrated with the pedestrian linkage, the existing and proposed open spaces provide physical and visual access to the harbour-front.

Other Specified Uses (“OU”) - Total Area 15.47 hectares

22. This zone covers the existing HKCEC, the vent shaft of the Cross Harbour Tunnel, petro filling station, Royal Hong Kong Yacht Club (RHKYC) and Police Officers' Club. The RHKYC and Police Officers' Club will not be affected by the draft OZP. To ensure compatibility with the waterfront setting, they are subject to a maximum building height restriction of 20mPD and 25mPD respectively.

23. This zone also includes the following proposed developments:

Public Waterfront Promenade and Water Recreation Related Uses

24. The ex-PCWA site is proposed for the provision of public waterfront promenade and low-rise and low-density public water recreation related uses. A water sports centre and a harbour education centre are planned. Any building development should be restricted to the landward portion of the site and should not exceed a gross floor area (GFA) of 1,650m² and a maximum building height of 20mPD.

Waterfront Related Commercial and Leisure Uses

25. This zone is intended for the provision of low-rise and low-density waterfront related commercial developments and leisure uses to provide variety and vibrancy to the waterfront. The development intensity is limited to a maximum GFA of 1,800m², 1,100m² and 1,000m² and a maximum building height of 15mPD, 10mPD and 10mPD for the sub-areas (1), (2) and (3) respectively.

Helipad

26. This zone is intended to designate land for the provision of a helipad for the Government Flying Service to provide emergency and other government flying services, replacing the temporary one at the ex-PCWA. The helipad will allow shared use by the commercial operators of local domestic helicopter services but with priority given to Government operations at all times. The development is subject to a maximum GFA of 400m² and a maximum building height of 20mPD.

Pier

27. The pier development on the site is for reprovisioning the existing Wan Chai East Ferry Pier. To allow for provision of viewing deck and special features at the rooftop, the development is subject to a maximum building height of 20mPD.

Railway Ventilation Building and Station Facilities

28. This zone is intended for the provision of the railway ventilation buildings and station facilities for SCL/NIL. The sites are subject to a maximum building height of 25mPD.

Central-Wan Chai Bypass Exhaust Vent

29. The site is intended for the provision of the exhaust vent of the CWB, subject to a maximum building height of 25mPD.

30. The “OU” sites also include amenity areas and landscaped elevated walkways to enhance the greening of the area and to strengthen the accessibility to the waterfront.

31. In accordance with the comment of the TPB mechanisms to strengthen the planning control of the design of the infrastructure facilities on the waterfront is under consideration.

Amendments to the Notes (Annex II) and the ES (Annex III) of the Draft OZP

32. Major amendments to the Notes of the draft OZP are as follows:

- Updating to reflect the amendments to the plan; and
- Incorporation of the Revised Master Schedule of Notes to Statutory Plans.

33. The Explanatory Statement of the draft OZP has been revised to update the overall concept, urban design and landscape framework and the planning intention of the land use zonings.

Major Differences from the Current Draft OZP No. S/H25/1

34. The major differences of the proposed amendments of the draft OZP from current draft OZP are as follows:

- the extent of the reclamation has been substantially reduced from 26.4 ha to 5.7 ha (78%);
- the basin of ex-PCWA and the CBTS are retained;
- the previous harbour park, new breakwater, “O(1)” zone at Expo Drive

East, "O" zone north of IECL, "G/IC(1)" for the reprovisioning of the sports centre and swimming pool, "G/IC(2)" zone for a harbour museum, "C(1)" zone and the adjoining "O" zone, "OU(Railway Vent Building and Landscaped Open Space)" zone, "OU(Leisure and Entertainment Complex and Elevated Walkway)" zone, "OU(Temple)" zone and four "G/IC" zones in the reclamation area previously proposed are deleted;

- the Trunk Road (CWB) will be entirely in tunnel form within the OZP area. The previously proposed elevated IECL and ventilation building and administrative building and tunnel portal for the CWB are deleted from the OZP;
- all reclaimed land, after meeting infrastructural needs, is put for harbourfront enhancements;
- the previous "CDA" is rezoned to "G/IC(1)" mainly for reprovisioning sports facilities and PTI and for the provision of railway facilities at the site; and
- A-King Shipyard site is now rezoned to "G/IC(3)" for reprovisioning Tin Hau Temple and "O" for public open space involving no reclamation.

Next Step

35. Comments received from the public will be submitted to the TPB for consideration prior to the gazetting of the draft OZP under the Town Planning Ordinance which is scheduled in July 2007.

Advice Sought

36. Members' views on the draft OZP, its Notes and ES are sought.

Annexes

- Annex I Draft Revised Wan Chai North Outline Zoning Plan No. S/H25/1C
- Annex II Notes of the Draft Revised Wan Chai North Outline Zoning Plan No. S/H25/1C
- Annex III Explanatory Statement of the Draft Revised Wan Chai North Outline Zoning Plan No.S/H25/1C

Planning Department
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