

**Wan Chai Development Phase II Review**  
**Draft Revised Wan Chai North Outline Zoning Plan No. S/H25/1C**

**HONG KONG PLANNING AREA NO. 25**

**DRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/1C**

**EXPLANATORY STATEMENT**

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## **HONG KONG PLANNING AREA NO. 25**

### **DRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/1C**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

#### **EXPLANATORY STATEMENT**

(Note: For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the draft plan.)

#### **1. INTRODUCTION**

This explanatory statement is intended to assist an understanding of the draft Wan Chai North Outline Zoning Plan (OZP) No. S/H25/1C. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

#### **2. AUTHORITY FOR THE PLAN AND PROCEDURES**

- 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 masterplan in a further consultancy study, entitled 'Central and Wan Chai Reclamation Development – Development of Urban Design Parameters Study' (DUDPS), which was completed in 1993.
- 2.2 The CWRFS proposed that the reclamation development was to be carried out in five phases. Central Reclamation Phases I and II (CRI and II) was completed in 1998 and 1997 respectively. Central Reclamation Phase III (CRIII) is in progress. For the reclamation in Wan Chai, Wan Chai Reclamation Phase I (WDI) for the extension to the Hong Kong Convention and Exhibition Centre (HKCEC) was completed in July 1997. The Wan Chai Development Phase II (WDII) (formerly known as Wan Chai Reclamation Phase II) is the last phase of the Central and Wan Chai Reclamation.
- 2.3 On 30 June 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 December 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.

- 2.4 In June 1999, the Government commissioned a Comprehensive Feasibility Study to further review the WDII project with the main objectives to provide land for key transport infrastructure, including the Central-Wan Chai Bypass (CWB), the North Hong Kong Island Line (NIL) and the proposed fourth rail harbour crossing, and for re-provisioning the affected waterfront facilities, as well as to develop an attractive waterfront for the enjoyment of the public. The RODP prepared under that study was adopted to prepare an OZP for the Wan Chai North area.
- 2.5 Under the power delegated by the then Governor which was deemed to have been made by the Chief Executive, the then Secretary for Planning, Environment and Lands, directed the Board on 11 July 2001, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for the Wan Chai North area which will be a new Planning Area No. 25. It includes new reclamation along the Wan Chai and Causeway Bay waterfront and existing areas to the north of Gloucester Road excised from the former draft Wan Chai OZP No. S/H5/20 and draft North Point OZP No. S/H8/16.
- 2.6 On 19 April 2002, the draft Wan Chai North OZP No. S/H25/1 (the original draft OZP), incorporating a proposed reclamation of about 26ha and the adjoining existing area to the north of Gloucester Road, was exhibited for public inspection under section 5 of the Ordinance. Upon expiry of the two-month exhibition period, 778 objections were received. 1 objection was withdrawn before preliminary consideration by the Town Planning Board (the Board) and 25 were subsequently identified not to be genuine as the concerned persons had confirmed that they had never lodged any objections to the original draft OZP. The Board gave preliminary consideration to the objections on 6 September 2002 and decided not to propose amendment to the draft OZP to meet/partially meet the objections. It gave further consideration to the objections on 29 November and 6 December 2002, and decided to propose amendments to meet 1 objection and to partially meet 10 objections. On 3 January 2003, the proposed amendments to meet/partially meet the objections were notified in the Gazette under section 6(7) of the Ordinance. Upon expiry of the notification period, two further objections were received. On 14 February 2003, the Board considered the further objections and decided to propose further amendment to partially meet one of the further objections. The Board also agreed that the proposed amendments under section 6(7) of the Ordinance and arising from the hearing of the further objections should form part of the original draft OZP under section 6(9) of the Ordinance.
- 2.7 On 27 February 2003, one of the objectors sought a judicial review of the decisions of the Board made on 6 December 2002 and 14 February 2003. The High Court handed down the judgment on 8 July 2003 whereby the decisions of

the Board were quashed. The Board subsequently appealed to the Court of Final Appeal (CFA). On 9 January 2004, the CFA ruled that the presumption against reclamation in the Protection of the Harbour Ordinance can only be rebutted by establishing “an overriding public need” test and quashed the decisions of the Board. The original draft OZP and the previous objections to the draft OZP have to be re-considered.

- 2.8 In response to the request of the Board made in October 2003 in the light of the High Court ruling and because of the CFA ruling, the Government commissioned a Wan Chai Development Phase II Planning and Engineering Review (WDII Review). The WDII Review is to investigate the minimum practicable reclamation option for providing 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. Under the WDII Review, harbour-front enhancement proposals have also been formulated. Under the WDII Review, a RODP was produced in early 2007 and. On 3 April 2007, the Board agreed the RODP to serve as the basis for amending the original draft OZP.
- 2.9 On x.x.2007, the Board agreed to adopt the draft revised Wan Chai North OZP No. S/H25/1C (the draft revised OZP) incorporating the proposed amendments as a basis for the re-consideration of the previous objections.

### **3. OBJECT OF THE PLAN**

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment within the Planning Scheme Area (the Area) can be subject to statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development within the Planning Scheme Area. As it is a small-scale plan, the road and railway alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning and development proceeds.

### **4. NOTES OF THE PLAN**

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

## **5. THE PLANNING SCHEME AREA**

- 5.1 The Planning Scheme Area (the Area) is shown by a heavy broken line on the Plan. The Area covering about 55.31 ha is bounded by Hing Fat Street to the east, Victoria Park Road and Gloucester Road to the south, and Fenwick Pier Street to the west. It includes the existing Wan Chai area to the north of Gloucester Road and Island Eastern Corridor and the proposed reclamation area to the north of the existing seawall.
- 5.2 The Area covers about 5.7 ha of reclamation area, the extent of which has been determined by the minimum extent required for providing the essential transport infrastructure, namely the CWB and associated road connections, and for re-provisioning the affected facilities. Other than meeting infrastructure needs, harbour-front enhancement will be the main use on the land formed for the construction of the CWB.
- 5.3 The Area also covers the existing built-up area comprising commercial and office developments including the Hong Kong Convention and Exhibition Centre (HKCEC), art and cultural developments including the Hong Kong Academy for Performing Arts (HKAPA) and the Hong Kong Arts Centre (HKAC), government office buildings, and government, institution and community (GIC) facilities including Harbour Road Sports Centre (HRSC), Wan Chai Swimming Pool (WCSP) and Wan Chai Sports Ground (WCSG).
- 5.4 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Cap. 531).

## **6. POPULATION**

The population of the Area in 2006 was about 1,900. No additional land has been designated for residential use under the Plan. The employment of the Area in 2006 is 44,000. The number of jobs to be generated by the planned developments would be approximately 530 and the total employment figure for the Area would be about 44,530.

## 7. PLANNING AND URBAN DESIGN FRAMEWORK

### 7.1 Overall Concept

7.1.1 The WDII offers an opportunity for harbour-front enhancement in the Wan Chai and Causeway Bay area and bringing the 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.

7.1.2 Due regard has been given to the Vision and Goals for Victoria Harbour of the Board, the Harbour Planning Principles promulgated by the Harbour-front Enhancement Committee, and the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines as well as community aspirations. The overall planning and urban design objective is to create a waterfront with attraction and distinctive character 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. The specific 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 in the form of a continuous waterfront promenade extending from Wan Chai to North Point;
- to create a harmonious visual and physical relationship between the new developments and 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.

## 7.2 Character Precincts

7.2.1 Along the new waterfront, four Character Precincts are defined to reflect different planning emphasis and identities that would be adopted to provide a vibrant and attractive waterfront (Figure 1). Each precinct has been 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:

- **Arts and Culture Precinct:** This precinct covers the HKCEC and the area to its west. The intention is to reinforce existing arts, cultural and convention related uses including HKAPA, HKAC and HKCEC extending arts and cultural uses to the new waterfront and to improve the waterfront open space in the precinct 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-Public Cargo Working Area (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 SCL/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, creating a water activity node for the public. 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 compatible with the adjacent Royal Hong Kong Yacht Club (RHKYC).
- **Heritage Precinct:** This precinct covers the Causeway Bay Typhoon Shelter (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 sampan tour could be provided within the typhoon shelter to



promote the local heritage. A site at the southeastern corner of the CBTS has been reserved for relocating the floating Tin Hau Temple if required. If the temple remains in the typhoon shelter, the site would be developed into an open space for public enjoyment. Boardwalk may be provided around the typhoon shelter to emphasise the marine theme.

### 7.3 Urban Design and Landscape Framework (Figures 1 and 2)

- 7.3.1 In the new waterfront, the developments are low-rise and low-density to respect the waterfront setting. 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.
- 7.3.2 The building height strategy for the Area has been formulated with due regard to protect the integrity of the ridgeline, to maintain clear views towards the Harbour from inland, and to respect the waterfront setting. To promote diversity and avoid a monotonous building height profile, a stepped building height profile is adopted with heights ranging from 10 to 50 metres above Principle Datum (mPD) proposed 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.
- 7.3.3 A large and continuous public open space at the waterfront provides a green and unifying edge to the new waterfront. It is linked to the network of parks, gardens and amenity areas in the hinterland. The small-scale, low-rise and low-density developments in the new waterfront enhance visual permeability to and from the Harbour and hinterland. View corridors are mainly aligned along major north-south roads in Wan Chai, the pedestrian desire lines or at major open spaces. These corridors and pedestrian circulation routes are integrated with the open space network to enhance the legibility of the urban structure, visually connect the waterfront with the hinterland, and provide visual relief to the existing congested hinterland.

### 7.4 Pedestrian Links (Figure 3)

- 7.4.1 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.

7.4.2 New pedestrian links are proposed to facilitate public access to the waterfront and to enhance the existing north-south circulation. They are in the form of 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 to the harbour-front include:

- a landscaped deck from the garden adjacent to Grand Hyatt Hotel, over Road P2 and the slip roads of CWB, to the waterfront promenade area serving the “Arts and Culture Precinct”;
- two pedestrian crossings and a landscaped deck across the re-aligned Hung Hing Road serving the “Water Park Precinct”;
- a footbridge along Wan Shing Street connecting to the “Water Recreation Precinct”; and
- a landscaped deck from the northern edge of the Victoria Park that will extend to the “Heritage Precinct”.

7.4.3 Further enhancements of pedestrian linkages along the waterfront and for north-south connections between the waterfront and hinterland would be considered for longer term improvements.

## 8. LAND USE ZONINGS

### 8.1 Commercial (“C”) - Total Area 3.23 hectares

This zone is intended primarily for existing commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). The existing commercial/office developments are concentrated around the Central Plaza and Sun Hung Kai Centre to the north of Gloucester Road. They are well connected to the HKCEC and the adjacent Government, Institution and Community (GIC) uses by integrated walkways to form one of the major commercial centres in the district.

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

8.2.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or

the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. Within the Area, there are a number of existing GIC buildings/uses such as the HKAPA, HKAC, Telecom House, Revenue Tower, Wanchai Tower, Immigration Tower, Kwong Wan and Tung Lo Wan Fire Stations, Society for Prevention of Cruelty to Animals Headquarters, WCSG, Wan Chai East Sewage Screening Plant (WCESSP) and electricity sub-stations.

- 8.2.2 Within the Area, the proposed GIC sites include a site near the Tung Lo Wan Fire Station for the possible re-provisioning of the floating Tin Hau Temple to be relocated from CBTS. Should the temple continue to remain in the typhoon shelter, the site would be developed into an open space for public enjoyment. A site is earmarked at Convention Avenue for a coach park close to the Golden Bauhinia Square. A site at Wan Shing Street is reserved for re-provisioning a salt water pumping station and for the future expansion of the WCESSP. The expansion site will be temporarily used for coach parking. To facilitate the construction of the Exhibition Station of NIL/SCL underneath, the location of the existing 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.
- 8.2.3 To ensure the compatibility of these new GIC facilities with the waterfront setting and surrounding developments, they are subject to building height restrictions, namely, 50mPD for the re-provisioned HRSC, WCSP and PTI, 20mPD for the salt water pumping station and temporary coach park site at Wan Shing Street, 15mPD for the Tin Hau Temple re-provisioning site, and 10mPD for the proposed coach park at Convention Avenue.
- 8.2.4 To provide flexibility for innovative design, minor relaxation of the building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

8.3 Open Space ("O") - Total Area 8.92 hectares

- 8.3.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 8.3.2 Major existing open spaces in the Area include the garden west of the HKCEC, Harbour Road Garden and Promenade of the HKCEC.

- 8.3.3 Proposed open spaces including a new continuous waterfront promenade running along the existing promenade of the HKCEC, the proposed waterfront open space near the reprovisioned Wan Chai Ferry Pier, the ex-PCWA site and along the shore of the CBTS will be provided. This new promenade will link to the promenade in Central and extend to North Point.
- 8.3.4 The proposed promenade west of HKCEC will complement the Golden Bauhinia Square. Together with the proposed expansion of the Golden Bauhinia Square in the east, the attractiveness of this tourist area will be very much enhanced. The proposed waterfront open space near the reprovisioned Wan Chai Ferry Pier will be the major leisure and recreation venue for holding outdoor performances and activities. The new promenade is envisaged to become a new tourist attraction and an activity node for the locals.
- 8.3.5 The existing and proposed open spaces together form a coherent open space network. Integrated with the pedestrian links, they provide physical and visual access to the harbour-front. The open space network comprises the garden west of Grand Hyatt Hotel which will be linked to the waterfront open space through the landscaped deck; the open space and amenity areas along Expo Drive East; the Harbour Road Garden which will be linked to the waterfront open spaces through footbridges and a landscaped deck; and the waterside open space around the CBTS which will be connected to Victoria Park through a landscaped deck.

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

- 8.4.1 This zoning covers land annotated for the following specific uses:

Exhibition Centre

- 8.4.2 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

- 8.4.3 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 initial development of the HKCEC bounded by Harbour Road, Convention Avenue and Fleming Road.

Public Waterfront Promenade and Water Recreation Related Uses

- 8.4.4 This zone is intended primarily for the provision of public waterfront promenade and low-rise and low-density public water recreation related uses at the ex-PCWA site to serve the need of the general public. A water sports centre and a harbour education centre are also planned. Within the zone, a waterfront promenade should be provided. There is a need for proper planning control over the scale of development and building height, taking account of the waterfront setting and traffic, environmental, infrastructural and other constraints. To ensure compatibility with the waterfront setting and to preserve public views to and from the Harbour, any building development should be restricted to the landward portion of the site as delineated by a thin pecked line on the Plan, and development and redevelopment should not exceed a gross floor area (GFA) of 1,650m<sup>2</sup> and a maximum building height of 20mPD. Innovative design should be adopted to ensure visual permeability maintaining public views to and from the harbour, and the development should integrate with the waterfront promenade within the zone.
- 8.4.5 To provide flexibility for innovative design, minor relaxation of the GFA and building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Sports and Recreation Club

- 8.4.6 This zone is intended primarily for the provision of sports and recreation clubs. It covers the existing RHKYC and the Police Officers' Club (POC). The development and redevelopment on these two sites should not exceed a maximum building height of 20mPD and 25mPD respectively. This height restriction is to ensure that they will be low-rise developments and compatible with the waterfront setting. It also seeks to promote a progressive gradation in heights from the waterfront to the existing urban hinterland.
- 8.4.7 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Waterfront Related Commercial and Leisure Uses

- 8.4.8 This zone is intended for the provision of low-rise and low-density

waterfront related commercial developments and leisure uses. These developments will form an integral part of the waterfront open space near the reprovisioned Wan Chai Ferry Pier adding variety and vibrancy to the waterfront. In view of the prominent waterfront location and to promote visual interest, these commercial developments should be small scale and the development intensity is limited to a maximum GFA of 1,800m<sup>2</sup>, 1,100m<sup>2</sup> and 1,000m<sup>2</sup> and a maximum building height of 15mPD, 10mPD and 10mPD for the sub-areas (1), (2) and (3) respectively as specified in the Notes of the Plan.

- 8.4.9 To provide flexibility for innovative design, minor relaxation of the GFA and building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

#### Amenity Area

- 8.4.10 This zone is intended for the provision of roadside amenity areas and other landscape planting areas. The amenity areas complement the public open space to enhance the greenery of the Area.

#### Cross Harbour Tunnel Vent Shaft

- 8.4.11 This zone is intended for the provision of the Cross Harbour Tunnel vent shaft at Kellett Island.

#### Landscaped Elevated Walkway

- 8.4.12 This zone is intended for the provision of landscaped elevated walkways to provide a safe, convenient and pleasant setting for pedestrians. They will form part of the comprehensive pedestrian network providing connection between individual developments as well as connection between the existing urban hinterland to the harbour-front. Each should be specially designed and landscaped to suit their individual site contexts.

#### Helipad

- 8.4.13 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. As the site is located at a prominent waterfront location and an important visual corridor to the

Harbour, developments within the zone are subject to a maximum building height of 20mPD and a maximum GFA of 400m<sup>2</sup>. The helipad should be designed to minimise the impact on the nearby developments including the Golden Bauhinia Square.

- 8.4.14 To provide flexibility to cater for operational need, minor relaxation of the GFA and building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Petrol Filling Station

- 8.4.15 This zone is intended for the provision of petrol filling station to the east of Wan Chai Sports Ground.

Pier

- 8.4.16 This zone is intended for the provision of ferry pier to facilitate marine access to Wan Chai North. The pier development on the site is for reprovisioning the existing Wan Chai East Ferry Pier. To ensure compatibility with the waterfront setting while allowing flexibility in the design such as providing a feature roof and observation deck, the site is subject to a maximum building height of 20mPD.
- 8.4.17 To provide flexibility for innovative design, minor relaxation of building height restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Railway Ventilation Building

- 8.4.18 This zone is intended for the provision of the railway ventilation buildings for SCL/NIL. They will be located adjacent to the re-provisioned PTI and the HKCEC. To minimise the visual impact of the building structures, they are subject to a maximum building height of 25mPD.
- 8.4.19 To provide flexibility for innovative design, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Railway Station Facilities

- 8.4.20 This zone is intended for the provision of the railway station facilities including electrical and mechanical installations for SCL/NIL. It will be located adjacent to the re-provisioned PTI. To minimise the visual impacts of the building structures, they are subject to a maximum building height of 25mPD.
- 8.4.21 To provide flexibility for innovative design, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Central-Wan Chai Bypass Exhaust Vent

- 8.4.22 This zone is intended for the provision of the road tunnel exhaust vent of the CWB. It will be located at the eastern breakwater of the CBTS and will be subject to detailed design at the detailed planning stage. To minimise the visual impact of the building structures, they are subject to a maximum building height of 25mPD.
- 8.4.23 To provide flexibility for innovative design, minor relaxation of the building height restriction may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

**9. ENVIRONMENT**

- 9.1 Environmental Impact Assessment (EIA) studies for the WDII and CWB are being carried out to confirm the environmental acceptability under the EIA Ordinance.

**10. COMMUNICATIONS**

10.1 Road

- 10.1.1 Gloucester Road is the existing principal east-west route through the Area. It provides connections to the Cross-Harbour Tunnel, the Island Eastern Corridor 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. Other key east-west roads include Convention Avenue, Harbour Road and Hung Hing Road.



- 10.1.2 The CWB in dual 3-lane will provide relief to the traffic of these existing east-west links, particularly the overloaded Gloucester Road. Without the new Trunk Road, the existing east-west links would not be able to accommodate the traffic demand. The CWB will comprise a trunk road tunnel running from the Central Interchange through CR11 and the Wan Chai North area and would connect with the existing Island Eastern Corridor in North Point. Slip roads of the CWB will be provided near HKCEC and Victoria Park.
- 10.1.3 There is also a ground level road network to complement the CWB. A primary distributor Road P2 in dual 2-lane serves both local east-west traffic drawing local traffic away from Gloucester Road and as an alternative route for distributing the north-south traffic. To better utilise land resources, Road P2 will be built above the CWB tunnel. The existing Hung Hing Road to the east of Expo Drive East will be realigned slightly to match with Road P2 and the existing road network will also be modified.
- 10.1.4 The area shown as “Road” includes substantial area reserved for roadside planting and footpaths. Provision of street tree planting, amenity planting strips and street furnitures is encouraged to improve the streetscape quality and pedestrian environment.

## 10.2 Road Transport

A relatively large number of franchised bus routes are serving the Area, including those connecting to many areas on the Hong Kong Island and those providing cross harbour services. Bus services are mainly contributed in the Gloucester Road corridor.

## 10.3 Public Transport Interchange

A PTI will be provided on the existing site of HRSC and WCSP to replace the existing bus terminus to the immediate west and the terminal facilities to be relocated from Expo Drive East.

## 10.4 Railway

The Wan Chai District adjoining the Area is currently served by the existing MTR Island Line. The future NIL and SCL will provide further direct rail access to the Area from other parts of Hong Kong Island and Kowloon. The building structures of the re-provisioned HRSC, WCSP and PTI will be integrated with the proposed Exhibition Station.

#### 10.5 Ferry Services and Other Waterborne Transport

The Wan Chai East Ferry Pier currently provides ferry services between Wan Chai and Tsim Sha Tsui and between Wan Chai and Hung Hom and harbour tour service. These services will be re-provisioned in the new ferry pier. A number of public landing steps will be re-provisioned along the new waterfront.

#### 10.6 Pedestrian Connection

The proposed waterfront promenade provides a continuous linkage along the waterfront. The proposed pedestrian links together with existing walkway systems within buildings provide safe and convenient pedestrian linkages between individual developments as well as connections of the hinterland to the new waterfront.

### 11. UTILITY SERVICES

- 11.1 A number of major drainage reserves dissect the Area. They are required for extensions of the existing drainage systems within the existing Wan Chai area.
- 11.2 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 be discharged through the Wan Chai East Sewage Screening Plant and the Wan Chai East sewage outfall. A new sewage outfall will be constructed under the WDII project to replace the existing Wan Chai East sewage outfall to cater for the longer term demand.

### 12. CULTURAL HERITAGE

The Kellett Island Archaeological Site is located within the Area and the Noon-Day Gun and the floating Tin Hau Temple are of special historical interest. Prior consultation with the Antiquities and Monuments Office should be made if any development or rezoning proposals may affect these sites. For the Tin Hau Temple, it could be relocated to a land based site at the southeastern corner of CBTS.

### 13. IMPLEMENTATION OF RECLAMATION

- 13.1 The proposed reclamation for the CWB and the related works are anticipated to commence in late 2008 and be completed in phases. Temporary reclamation is required at the CBTS and ex-PCWA basin, and they will be reinstated after completion of the CWB. A temporary typhoon shelter will be provided north of the existing breakwater. The CWB is scheduled for completion by 2015/2016.

**14. IMPLEMENTATION OF THE PLAN**

- 14.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 14.2 This Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used by the Government as the basis for public works planning and site reservation. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and other works department, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Wan Chai District Council and the Eastern District Council would also be consulted as appropriate.
- 14.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering planning applications, will take into account all relevant planning considerations which may include the outline development plan and the Guidelines published by the Board. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board, and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

Index of Figures (All figures are for indicative purpose only)

Figure 1 - Character Precincts and Urban Design Plan

Figure 2 - Building Height Profile

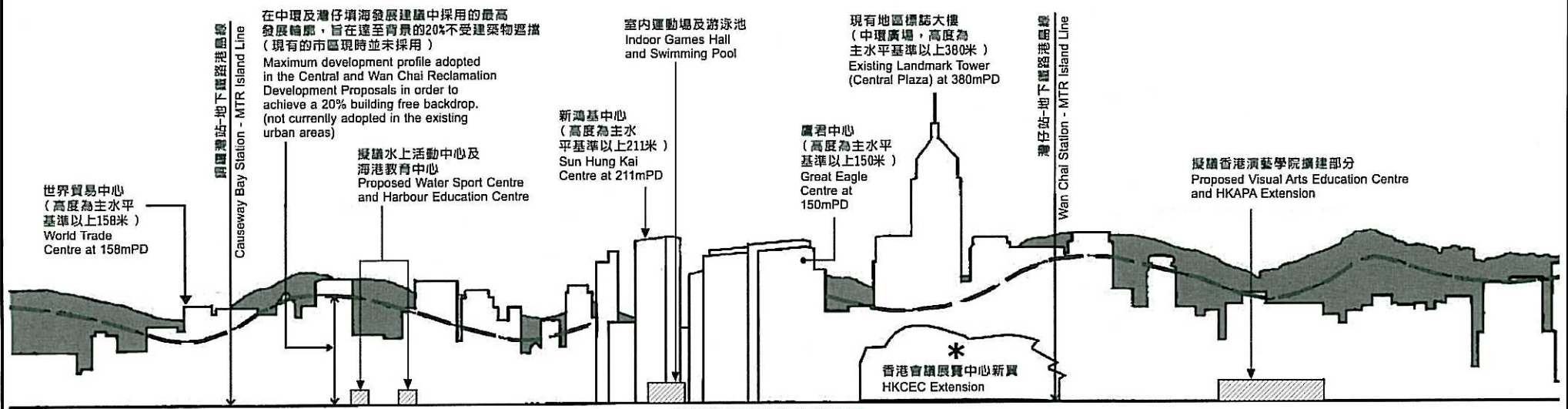
Figure 3 - Key Pedestrian Linkages





**TOWN PLANNING BOARD  
APRIL 2007**









-  擬議20%不受建築物遮擋地區  
Proposed 20% Building Free Zone
-  現有不受建築物遮擋地區  
Existing Building Free Zone
-  山脊線附近的發展管制，鼓勵現有地盤進行低矮建築物的發展／重建發展，  
避免新地盤增加及新發展佔據現有在山脊線和半山區之間的景觀保護區及郊野公園地區  
Control of development in the vicinity of the Ridgelines, promoting low-rise development / redevelopment of existing sites, discouraging the creation of new additional sites and discouraging the encroachment of new development on the existing landscape protection and country park areas between the ridgelines and mid-levels.
-  主要景觀／發展地點  
Key Visual / Development Nodes

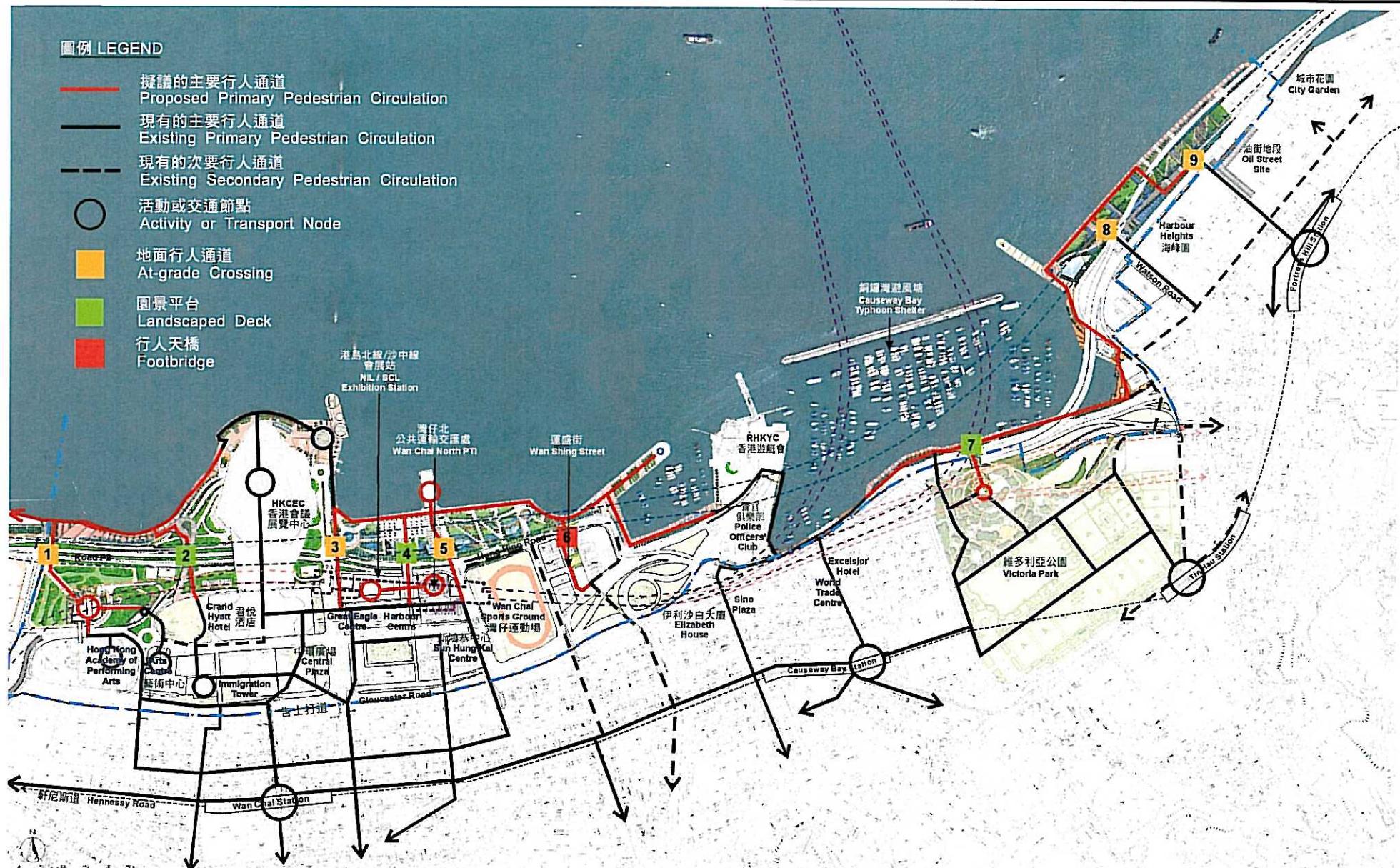
建築物高度外觀  
BUILDING HEIGHT PROFILE  
( 圖片顯示初步構思，只供參考 )  
( FOR INDICATIVE PURPOSE ONLY )

圖二  
FIGURE 2



圖例 LEGEND

- 擬議的主要行人通道  
Proposed Primary Pedestrian Circulation
- 現有的主要行人通道  
Existing Primary Pedestrian Circulation
- - - 現有的次要行人通道  
Existing Secondary Pedestrian Circulation
- 活動或交通節點  
Activity or Transport Node
- 地面行人通道  
At-grade Crossing
- 園景平台  
Landscaped Deck
- 行人天橋  
Footbridge



主要行人通道  
KEY PEDESTRIAN LINKAGES  
( 圖片顯示初步構思，只供參考 )  
( FOR INDICATIVE PURPOSE ONLY )

圖三  
FIGURE 3