

Paper No. WD 3/2007  
For discussion  
on 14 May 2007

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

**Proposed Amendments to the  
North Point Outline Zoning Plan No. S/H8/19**

**Purpose**

The purpose of this paper is to consult Members on the proposed amendments to the North Point Outline Zoning Plan (OZP) No. S/H8/19. The proposed amendments are shown on the draft North Point OZP No. S/H8/19D 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. WD 1/2007 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 EDII 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. On 20.4.2007, the TPB considered the proposed amendments to the North Point OZP No. S/H8/19 prepared on the basis of the RODP, i.e. the draft North Point OZP No. S/H8/19D (the draft OZP) at **Annex I** and agreed that the draft OZP was suitable 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 proposed amendments to the North Point OZP on 20.4.2007 and considered that they 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 structures, 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 reclamation area of 3.3 ha (0.4 ha of water area affected by flyover structures) shown in the draft OZP is the minimum area required for constructing the Trunk Road.

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.

### **WDII Proposals in North Point**

9. According to the RODP, the following land uses are proposed under WDII Review:

#### **Trunk Road and associated structures and road re-alignment**

- The eastern tunnel portal of the CWB with landscape planting above is located at the existing land in the vicinity of Watson Road and Oil Street.
- The administration building of the CWB is located underneath the westbound lanes of the IEC.
- The ventilation building of the CWB is located at the north of Food and Environmental Hygiene Department's Whitfield Depot (FEHD Depot) and the exhaust vent located at the eastern breakwater of the CBTS (in the Wan Chai North OZP area). To address the local residents' concern on the air quality and noise impacts of the exhaust vent, the exhaust vent has been separated from the ventilation building in the current design and located at the northern tip of the eastern breakwater of CBTS. Government will adopt an appropriate design to reduce the noise impact of the ventilation building on the nearby residents. Taking account of local residents' comments expressed at the briefings on 14 and 15.4.2007, Government will further consider the arrangement for the ventilation building and exhaust vent in detail. A detailed study on the air quality and noise impacts will also be carried out to ensure compliance with the statutory standards of the Environmental Impact Assessment Ordinance.
- To avoid reclamation, Slip Road 8 south of CBTS will extend along the northern part of Victoria Park before it submerges for connection with the Trunk Road tunnel. A bowling green in Victoria Park will need to be relocated and the slip road will affect some trees in the Park and nearby facilities. To minimise the impacts on Victoria Park and the adjacent streets, the alignment of the slip road and the design of the adjacent streets are being further investigated.

#### **Harbour-front Enhancements**

- A proposed waterfront park with an area of about 3.27 ha will be provided on the reclamation area and on the existing land under and adjacent to the north of the westbound lanes of the IEC. The park forms part of the continuous promenade from Central to North Point and alleviates the shortfall of open space in North Point.

- A landscaped deck across Victoria Park Road is proposed to connect Victoria Park with the CBTS.

#### Existing Land Affected by WDII and CWB

- The northern edge of the FEHD Depot will be required for constructing the realigned eastbound lanes of the IEC, the ventilation building of the CWB and the waterfront park. The existing depot facilities will be rebuilt and the site boundary will be adjusted.

#### Rationalisation Boundaries of Private Land East of Watson Road

- The boundaries of the sites currently occupied by Sea View Estate and Harbour Heights and Manulife Tower and to be affected by the CWB project will be rationalised and GFA and/or height restrictions will be included in the draft OZP.

#### Proposed Amendments Items

10. The proposed amendments based on the proposals above are shown on the draft OZP(Annex I) with the details explained below:

**Amendment Item A:** Three amendments are proposed to reflect the proposed tunnel portal of the Trunk Road and its associated landscaped deck, service road and amenity area (1.64ha):

Item A1 : To zone part of the proposed reclamation area as and rezone part of the “Comprehensive Development Area (1)” (“CDA(1)”) to “Other Specified Uses” (“OU”) annotated “Landscaped Deck Over Central – Wan Chai Bypass Tunnel Portal”.

Item A2 : To zone part of the proposed reclamation area as and rezone part of the “CDA(1)” to ‘Road’.

Item A3 : To zone part of the proposed reclamation area as and rezone part of the “CDA(1)” to “OU (Amenity Area)”.

**Amendment Item B:** Two amendments are proposed to accommodate the administration building of the CWB under the IEC

which is subject to a height restriction of maximum 15 metres above Principal Datum (mPD) to ensure compatibility with the waterfront setting (0.58ha):

Item B1 : To zone part of the proposed reclamation area as “OU(Central – Wan Chai Bypass Administration Building)”.

Item B2 : To rezone part of the “CDA(1)” site to “OU(Central – Wan Chai Bypass Administration Building)”.

**Amendment Item C:** To rezone part of the “CDA(1)” site to the north of Oil Street to “OU(Amenity Area)” (0.13ha).

**Amendment Item D:** Two amendments are proposed to accommodate the ventilation building of the CWB which should be subject to a building height restriction of maximum 14mPD to ensure compatibility with the waterfront setting (0.08ha):

Item D1 : To zone part of the proposed reclamation area to the east of the existing breakwater at Tin Hau as “OU(Central – Wan Chai Bypass Ventilation Building)”

Item D2 : To rezone part of the FEHD Depot site from “Government, Institution or Community” (“G/IC”) to “OU(Central – Wan Chai Bypass Ventilation Building)”

**Amendment Item E:** Two amendments are proposed to accommodate the proposed waterfront park (3.27ha):

Item E1 : To zone part of the proposed reclamation area between Tin Hau and City Garden as “Open Space” (“O”)

Item E2 : To rezone part of the “G/IC” zone of the FEHD Depot site, the ‘Road’ of the northern end of Watson Road, part of the private land zoned “OU(Cultural and/or Commercial Leisure and Tourism Related Uses)” and the northern part of the “CDA(1)” to “O”

**Amendment Item F:** To rezone an area west of Watson Road from “O” to “G/IC” to reflect the reconfigured FEHD Depot site (0.27ha).

**Amendment Item G:** To rezone the portion of private land zoned “OU(Cultural and/or Commercial Leisure and Tourism Related Uses)” and the “Commercial” (“C”) site currently occupied by Sea View Estate to “Commercial(1)” (“C(1)”) (about 0.79ha).

To impose a maximum GFA restriction of 109,120m<sup>2</sup> on the new “C(1)” zone. To maintain a buffer from the traffic on the IEC, the northern part of the site as demarcated by the thin pecked line on the Plan is subject to a maximum height restriction of not exceeding the soffit level of the IEC. The height restriction is similar to the existing restriction under the current OZP.

**Amendment Item H:** To rezone the “OU(Cultural and/or Commercial Leisure and Tourism Related Uses)” site occupied by Harbour Heights and Manulife Tower adjacent to the IEC to “Commercial/Residential (2)” (“C/R(2)”) (about 0.13ha).

To maintain a buffer from the traffic on the IEC, the northern part of the site as demarcated by the thin pecked line on the Plan is subject to a maximum height restriction of not exceeding the soffit level of the IEC. The height restriction is similar to the existing restriction under the current OZP. There are already maximum GFA restrictions stipulated under the “C/R(2)” zone under the OZP.

**Amendment Item J:** To rezone two sites between Victoria Park Road and Tsing Fung Street, and to the south of Tsing Fung Street from “O” to areas designated as ‘Road’ to reflect the alignment of Slip Road 8 and the associated road realignment (about 0.54ha).

**Amendment Item K:** To rezone two strips of land at the western end of Tsing Fung Street from areas designated as 'Road' to "O" to reflect the new boundary of Victoria Park as a result of the construction of Slip Road 8 and the associated road realignment (about 0.11ha).

**Amendment Item L:** To rezone part of Victoria Park Road from an area designated as 'Road' to "OU(Landscaped Elevated Walkway)" to reflect the proposal for a landscaped deck leading from Victoria Park to the CBTS (about 0.03ha).

11. 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.

**Proposed Amendments to the Notes (Annex II) and ES (Annex III) of the draft OZP**

12. The major proposed amendments to the Notes of the OZP are listed below:

- Updating to reflect the amendments shown on the draft OZP
- Amendments to paras 3 and 10 of the covering Notes and the Notes for the "R(E)" zone according to the revised Master Schedule of Notes to Statutory Plans

13. The ES has been amended according to the proposed amendments mentioned in the paragraphs above.

**Next Step**

14. 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**

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

**Annexes**

- Annex I            Draft North Point Outline Zoning Plan No. S/H8/19D
- Annex II           Notes for the draft North Point Outline Zoning Plan No.  
S/H8/19D
- Annex III         Explanatory Statement for the draft North Point Outline Zoning  
Plan No.S/H8/19D

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