

Wan Chai Development Phase II Review
Proposed Amendments to the North Point Outline Zoning Plan No. S/H8/19

HONG KONG PLANNING AREA NO. 8

DRAFT NORTH POINT OUTLINE ZONING PLAN NO. S/H8/19D

EXPLANATORY STATEMENT

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APPROVED DRAFT NORTH POINT OUTLINE ZONING PLAN NO. S/H8/1919D

EXPLANATORY STATEMENT

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HONG KONG PLANNING AREA NO. 8

APPROVED-DRAFT NORTH POINT OUTLINE ZONING PLAN NO. S/H8/4919D

(Being an Approved *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 Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the approved-*draft* North Point Outline Zoning Plan (OZP) No. S/H8/4919D. 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 On 29 June 1956, the North Point Outline Development Plan No. LH8/15 was approved by the then Governor in Council. On 6 July 1956, the approved plan was exhibited under section 8 of the Town Planning Ordinance (the Ordinance). Since then, the plan had been amended many times to reflect the changing circumstances.
- 2.2 On 19 April 1988, the then Governor in Council, under section 9(1)(a) of the Ordinance, approved the draft North Point OZP, which was subsequently renumbered as ~~Plan No. S/H8/4~~. On 24 October 1989, the then Governor in Council referred the approved OZP No. S/H8/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended five times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.
- 2.3 On 23 May 2000, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft North Point OZP, which was subsequently renumbered as ~~Plan No. S/H8/10~~. On 27 June 2000, the CE in C referred the approved OZP No. S/H8/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended six times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect the changing circumstances.
- 2.4 On 1 April 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft North Point OZP, which was subsequently renumbered as S/H8/17. On 9 December 2003, the CE in C referred the approved North Point OZP No. S/H8/17 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference back of the OZP was notified in the Gazette on 19 December 2003 under section 12(2) of the Ordinance.~~ *Since then, the OZP had been amended once and*

exhibited for public inspection under section 5 of the Ordinance to incorporate amendments in accordance with

- ~~2.5~~ On 19 March 2004, the draft North Point OZP No. S/H8/18 incorporating amendments to the Notes of the OZP in accordance with the revised Master Schedule of Notes to Statutory Plans (*MSN*) endorsed by the Board, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, no objection was received.
- 2.56 On 1 February 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft North Point OZP, which was subsequently renumbered as S/H8/19. *On 19 December 2006, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.* ~~On 18 February 2005, the approved North Point OZP No. S/H8/19 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance. The reference back of the OZP was notified in the Gazette on 19 January 2007 under section 12(2) of the Ordinance.~~
- 2.6 *On 3 April 2007, the Board agreed that the Recommended Outline Development Plan prepared under the Planning and Engineering Review for the Wan Chai Development Phase II (WDII Review) would form a basis for amending the North Point OZP.*
- 2.7 *On 13 April 2007, under the power delegated by the Chief Executive, the Secretary for Housing, Planning and Lands directed the Board, under section 3(1)(a) of the Ordinance, to extend the Planning Scheme Area (the Area) of the North Point OZP to incorporate the reclamation –for the construction of the Central – Wan Chai Bypass (CWB). On XXX 2007, the draft North Point OZP No. S/H8/XXX (the Plan) incorporating, inter alia, the amendment to the boundary of the Area, the CWB and associated road works and facilities, adjustment to the land uses abutting the CWB, the planned waterfront park on the new reclamation, and refinements to the Notes according to the revised MSN endorsed by the Board was exhibited for public inspection under section 5 of the Ordinance.*

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 can be put under statutory planning control.
- 3.2 The Plan is to illustrate only 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 proceed.* ~~It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.~~

- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the North Point area and not to overload the road network in this area.

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 ~~Planning Scheme 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 covers about 274277 hectares of land in the northern part of Hong Kong Island. It includes the *planned reclamation for the CWB and* existing built-up area on the northern shore and the well-wooded slope rising to the Sir Cecil's Ride in the south. To the west, the Area is bounded by Hing Fat Street/Gloucester Road/Wun Sha Street and to the east, by Mansion Street/Java Road/Hoi Yu Street.
- 5.2 There is a mixture of commercial and residential uses in the Area. Most of the commercial/residential buildings and public housing estates are found on both sides of King's Road and Java Road. Towards the mid-levels to the south of Tin Hau Temple Road, there is a ~~blend~~-mix of high-rise residential and educational developments. Government, institution or community (GIC) facilities are situated in different locations to meet local and district needs.
- 5.3 *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).*

5.4 *At the northwestern part of the Area, there will be reclamation with an area of about 3.3ha for the construction of the CWB, which would be a trunk road tunnel. The proposed reclamation is based on the WDII Review, which is to investigate the minimum practicable reclamation option 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 enhancements including waterfront promenade and waterfront open space will be the main use on the land formed for the construction of the CWB.*

6. POPULATION

According to the 2001 Population Census, the population of the Area was about 185,000. It is estimated that the planned population of the Area would be about 188,000.

7. LAND USE ZONINGS

7.1 Commercial ("C") : Total Area ~~4,554.62~~ ha

- 7.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as regional or district commercial/shopping centre(s). These areas are usually major employment nodes.
- 7.1.2 This zone covers two major shopping centres at Cloud View Road and Braemar Hill Road to provide retail facilities for residents in the area south of the Tin Hau Temple Road. The commercial sites on Whitfield Road, Electric Road and King's Road to the east of Kam Hong Street are intended for retail shop and office purposes. City Garden Hotel at City Garden Road is also included in this zone.
- 7.1.3 Although some of the "C" sites (on King's Road/Java Road near Healthy Street East ~~and Watson Road~~) are currently occupied by industrial buildings, they are planned for commercial/office developments. The intention to include these sites in this zoning is to encourage their redevelopment to commercial/office uses.
- 7.1.4 *At Watson Road, a site is designated as "C(1)". Although being occupied by an industrial building, the site is planned for commercial/office development. The development or redevelopment of the site is subject to a maximum gross floor area (GFA) of 109,120m². For the northern part of the zone as demarcated by a thin pecked line on the Plan, there is a maximum building height restriction of not exceeding the soffit level of the Island Eastern Corridor (IEC). The GFA restriction is to reflect the maximum GFA permitted under the existing leases and Building (Planning) Regulations, and the height restriction is to maintain a buffer from traffic on the IEC.*

7.1.5 *In order to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA and building height restrictions as mentioned above may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.*

7.2 Comprehensive Development Area ("CDA") : Total Area 1.48-19 ha

7.2.1 The "CDA" zone covers a site located at Oil Street which was previously occupied by the Government Supplies Department as headquarters and storage depot. This zone is intended for comprehensive redevelopment of the site for a mix of residential, office, hotel, retail uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

7.2.2 Since the site is subject to development constraints, including the severe noise impact and the adverse air quality from the adjacent ~~Island Eastern Corridor~~ (IEC and CWB), the capacities of the existing infrastructure provisions such as the local road network and the drainage and sewerage systems, the development of the site requires comprehensive planning to take into account such factors. The designation of a "CDA" zoning for this site can achieve such purpose.

7.2.3 ~~The maximum gross floor area (GFA) of this "CDA" site is specified in the Notes under the "CDA" zoning. A Master Layout Plan (MLP) submission for the Board's approval is required for developments in the "CDA" site. A revised planning brief for guidance of prospective developers in preparing the MLP for the "CDA" site is available. The development intensity, building height and open space provision of the future development should be in line with the planning brief. It is the Board's intention that building(s) within this zone should be in line with the building height restriction imposed on the southern part of the nearby "CDA(1)" zone.~~

7.3 Comprehensive Development Area ("CDA(1)") : Total Area 1.84-0.69 ha

7.3.1 The "CDA(1)" zone covers ~~three~~ two sites as demarcated by a chain-dotted line on the Plan. ~~The one adjoining the "CDA" site at Oil Street is intended for retail, leisure and tourism related uses. The one at the junction of Oil Street and King Wah Road is intended to facilitate a proposed hotel development with cultural, commercial, leisure and tourism related uses on the waterfront. The one adjacent to the Harbour Heights at the junction of King Wah Road and Fook Yum Road is intended to encourage comprehensive development of similar nature.~~

7.3.2 ~~Within the "CDA(1)" zone, a waterfront promenade with a minimum width of 10m should be provided. Further widening of the promenade, e.g. in the form of ground floor set back of the adjoining building, if~~

~~any, is also encouraged. The promenade should be connected to the one to be provided on the waterfront sites to its south-west.~~

~~7.3.3~~ In view of its waterfront location and the need to preserve public views ~~to and from the harbour~~ **To maintain a buffer between the IEC and the developments within the "CDA(1)" zone**, the southern and northern parts ~~within of the "CDA(1)" zone~~, as demarcated by a thin pecked line on the Plan, are subject to different building height and/or plot ratio restrictions. Building(s) on the southern part is subject to a maximum building height of 165 metres above Principal Datum and a maximum plot ratio of 15. To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the building height restriction for the southern part of the site may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits. Building(s) on the northern part is subject to a maximum building height of not exceeding the mean level of the IEC. Since the northern part is close to the IEC **and CWB**, non air-sensitive uses should be placed or appropriate air mitigation measures should be provided. **For any scheme involving development underneath and abutting the IEC, due regard shall be given to the engineering and environmental constraints imposed by the IEC. Future widening of this section of the IEC shall also be taken into account.** The ~~three-two~~ sites within this zone demarcated by the chain-dotted line on the Plan are currently held under different ownership. In submitting a MLP to the Board for consideration, the MLP could cover the whole zone or either one of these ~~three-two~~ sites.

7.3.43 Planning applications to the Board in the form of MLP submissions are required for any developments within the "CDA(1)" zone. In considering such submission, the Board will take into account the compatibility of the proposed development with the existing and planned developments in the vicinity in terms of land use, scale, intensity, layout and design. ~~For any scheme involving development underneath and abutting the IEC, due regard shall be given to the engineering and environmental constraints imposed by the IEC. The future widening of this section of the IEC shall also be taken into account. If pier use is proposed along the waterfront, a marine impact assessment to demonstrate that the proposal would not adversely affect the marine traffic shall be included in the submission.~~

7.4 Commercial/Residential ("C/R") : Total Area ~~19.25~~ **19.38** ha

7.4.1 This zone is intended primarily for commercial and/or residential development. Commercial, residential and mixed commercial/residential uses are always permitted.

7.4.2 This zone comprises a mixture of shops, restaurants, banks, offices and residential developments. The majority of the built-up areas along King's Road, the southern parts of Electric Road and Java Road and the

northern part of Fort Street have been zoned for this purpose to reflect the general character of the existing developments.

7.4.3 King's Road is heavily trafficked generating adverse traffic noise impacts on the developments along the road. Therefore, mitigation measures should be considered for new residential developments along King's Road to address the traffic noise impact and indirect mitigation measures, in the form of air-conditioning systems and insulation, should be considered as the last resort.

7.4.4 Three sites covering the comprehensive developments of Victoria Centre at Watson Road, Harbour Heights and Manulife Tower at Fook Yum Road as well as Island Place and Island Place Tower at Tin Chiu Street are designated "C/R(1)", "C/R(2)" and "C/R(3)" respectively. Maximum domestic and non-domestic GFA as well as requirements for GIC facilities and public open space in accordance with the existing developments are stipulated in the Notes. Upon redevelopment, the building in the "C/R(2)" site should be set back from Electric Road. In order to ensure the provision of breathing space for this congested area, the extent of set-back should not be less than that of the existing building. *In addition, no buildings within the northern part of the site demarcated by the thin pecked line on the Plan should not exceed the soffit level of the IEC.* These three sites were originally zoned "Other Specified Uses" annotated "Comprehensive Redevelopment Area" ("OU(CRA)") with a restriction of maximum domestic plot ratio of 6 having regard to the traffic and infrastructure capacities/constraints and the existing and planned provisions of GIC facilities in the North Point area. The current restrictions on these sites are to reflect the existing developments. It is the planning intention to restrict the existing residential buildings for residential use and existing commercial buildings or non-domestic part of the commercial/residential buildings for commercial uses.

7.4.5 In order to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the ~~gross floor area~~ **GFA and building height** restrictions as mentioned in paragraph 7.4.4 above may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.5 Residential (Group A) ("R(A)") : Total Area 35.11 ha

7.5.1 This zone is intended primarily for high-density residential development. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

7.5.2 City Garden, Provident Centre and Tanner Garden are designated "R(A)1", "R(A)2" and "R(A)3" respectively. Developments within these sub-areas are restricted to maximum domestic and non-domestic

GFA as specified in the Notes. Requirements for public open space and/or GIC facilities are also stipulated in the Notes. These sites were originally zoned "OU(CRA)" with a restriction of maximum domestic plot ratio of 6. The current restrictions/requirements stipulated under "R(A)1", "R(A)2" and "R(A)3" zones are to reflect the existing developments. However, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

- 7.5.3 This zone includes public housing estates, such as the Healthy Village Estate and Lai Tak Tsuen, as well as some private residential developments.

7.6 Residential (Group B) ("R(B)") : Total Area 15.11 ha

- 7.6.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. This zone includes residential developments at around Tin Hau Temple Road, Braemar Hill Road, Cloud View Road and Tai Hang Road.

- 7.6.2 For sites zoned "R(B)", developments are restricted to a maximum plot ratio of 5 and a maximum building height of 30 storeys including carports, or the plot ratio and the building height of the existing building, whichever is the greater.

- 7.6.3 Four "R(B)" sites comprising Braemar Hill Mansions, Oxford Court, 7 Wai Tsui Crescent and Lai Sang Court are designated as "R(B)1", "R(B)2", "R(B)3" and "R(B)4" respectively. Development within each sub-area will be subject to specific maximum GFA or plot ratio and building height restrictions as stipulated under the Notes of the Plan.

- 7.6.4 The planning intention of the restriction on development intensity is to preserve the local character of the long-established medium-density residential development along Tin Hau Temple Road, Braemar Hill Road and Cloud View Road. It also helps prevent the local roads from being overloaded. The building height restriction is intended to preserve the existing coherent stepping building profile.

- 7.6.5 Application for minor relaxation of the stated restrictions may be made to the Board under section 16 of the Ordinance. Consideration of such application for minor relaxation would be on individual merits, taking into account site constraints, innovative architectural design and planning merits that would enhance the amenity of the locality.

7.7 Residential (Group C) ("R(C)") : Total Area 0.80 ha

- 7.7.1 This zoning is intended primarily for low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. This zone covers the Comfort Terrace area where residential developments are restricted to a maximum plot ratio of 3.3 for Class A sites and 3.75 for Class B sites because of inadequate vehicular access. Buildings are also restricted to a maximum height of 20 storeys including carports to preserve the local character.
- 7.7.2 Application for minor relaxation of the stated restrictions may be made to the Board under section 16 of the Ordinance. Consideration of such application for minor relaxation would be on individual merits, taking into account site constraints, innovative architectural design and planning merits that would enhance the amenity of the locality.

7.8 Residential (Group E) ("R(E)") : Total Area 0.43 ha

- 7.8.1 This zone covers five industrial buildings at King's Road and Tsat Tsz Mui Road. This zoning is intended primarily for phasing out of the existing industrial uses through redevelopment (or conversion) for residential use on application to the Board. Residential development may be permitted with or without conditions on application to the Board. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.
- 7.8.2 Under this zoning, existing industrial uses will be tolerated. Yet, new industrial development will not be permitted upon redevelopment in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential development during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses within existing industrial buildings will also require the permission of the Board.
- 7.8.3 All of the existing industrial buildings in this zone are under multiple ownership. It is expected that the "R(E)" zones would contribute to phasing out these residual industrial lots by expediting their redevelopment for residential use.

7.9 Government, Institution or Community ("G/IC"): Total Area 29.6474 ha

- 7.9.1—This zone is intended primarily for *the* provision of various GIC facilities serving the needs of the local residents in the Area and, where appropriate, residents in the adjoining districts. 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. This zone includes sites for Government facilities, bus terminus,

clinic, markets, ferry concourse, community centres and schools. Uses such as temple, church, electricity substation and telephone exchange also fall within this zone.

7.10 Open Space ("O") : Total Area ~~33.135.68~~ ha

7.10.1 This zone is intended primarily for *the* provision of outdoor open-air space for both active and/or passive recreational uses serving the needs of local residents as well as the general public.

7.10.2 Victoria Park is the largest open space in the Area. It provides a wide range of active and passive recreational facilities for residents within and outside North Point. Choi Sai Woo Park, which is the second largest open space in North Point, is located in close proximity to the residential and educational developments in the North Point mid-levels.

7.10.3 *A major open space will be provided in the planned reclamation formed for the CWB project. The access to the open space will be via Hing Fat Street, Watson Road and Oil Street. Other open space sites, including sitting-out areas and rest gardens, are also provided in the immediate vicinity to meet the recreational needs of the local population and to serve as breathing space among high-rise buildings in the area. Local open spaces are also reserved within existing and new comprehensive developments although they do not fall within this zoning.*

7.11 Other Specified Uses ("OU") : Total Area ~~2.853.55~~ ha

7.11.1 This zone is ~~intended to identify~~ *covers* land reserved for purposes as specified on the plan including ferry piers, an existing funeral parlour, ~~and a sewage treatment plant, the planned landscaped deck over the CWB tunnel portal, the planned CWB ventilation building, the planned administration building, the adjacent amenity area providing access to the building and emergency access to the portal, and the planned landscaped elevated walkway extending from Victoria Park to Causeway Bay Typhoon Shelter.~~

7.11.2 *To avoid incompatibility with the waterfront setting, the administration building should be built under the IEC and is subject to a maximum building height of 15 metres above Principal Datum. The ventilation building site is also subject to a maximum building height of 14 metres above Principal Datum. In order 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.*

~~Apart from the above, the area at the waterfront near Harbour Heights is designated for "Cultural and/or Commercial, Leisure and Tourism Related Uses", which is intended to encourage the development of this area for the specified uses such as cultural facilities, restaurants, retail shops and other leisure and recreational uses on the waterfront. In view of the prominent waterfront location, development is restricted to a~~

~~maximum building height of not exceeding the mean level of the IEC. To ensure harmonious design along the waterfront, planning permission from the Board is required for development within this area. A waterfront promenade with a minimum width of 10m should be provided to link up with the proposed promenade at the adjoining "CDA(1)" zone. Further widening of the promenade, e.g. in the form of ground floor set back of the adjoining building, if any, is encouraged. For any scheme involving development underneath and abutting the IEC, due regard shall be given to the engineering and environmental constraints imposed by the IEC. The future widening of this section of the IEC shall also be taken into account. If pier use is proposed along the waterfront, a marine impact assessment to demonstrate that the proposal would not adversely affect the marine traffic shall be included in the submission.~~

7.12 Green Belt ("GB") : Total Area 84.81 ha

7.12.1 This zone covers areas in Braemar Hill, Lin Fa Kung Hill and areas south of Braemar Hill Mansion. The planning intention of this zoning is primarily for conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type developments and to provide additional outlets for passive recreational uses.

7.12.2 These areas are generally well-wooded hill-slopes forming a green backdrop to North Point. Where appropriate, passive recreational facilities such as walking trails and sitting-out areas are provided. There is a general presumption against development within this zoning to promote conservation of the natural environment.

8. COMMUNICATIONS

8.1 Roads

8.1.1 King's Road and the IEC are the two major roads connecting North Point with the other parts of Hong Kong Island. Distributor road network for the northern coastal areas follows a grid pattern whilst that for the southern hilly areas follows the contour of the slopes.

8.1.2 *The CWB is a dual three-lane road tunnel of approximately 3.5km in length between Central and North Point. The tunnel portal in North Point will be located near Oil Street and will be covered by a landscaped deck to enhance the visual amenity and provide noise mitigation. The CWB will be connected with the IEC and sections of the IEC will be realigned. The eastbound lanes immediately east of Hing Fat Street will be diverted to the north before merging with the eastbound lanes of the CWB. The westbound lanes of the IEC north of City Garden will be connected to the CWB and the existing section of IEC. In the northeastern part of Victoria Park, a slip road will be built*

for connection to the submerged CWB. The alignment of the slip road is subject to detailed design to minimise the impact on Victoria Park.

8.2 Public Transport

8.2.1 The Area is served by various modes of public transport including Mass Transit Railway, buses, tram, public light buses, taxis and ferries.

8.2.2 Four Mass Transit Railway stations, namely Tin Hau, Fortress Hill, North Point and Quarry Bay in the vicinity provide easy access to the Area as well as to and from other districts. A significant portion of the Area is within reasonable walking distance from these stations. Passenger and vehicular ferry services are provided at the piers adjacent to the ex-North Point Estate site.

9. UTILITY SERVICES

9.1 The Area is well served with piped fresh water and salt water supply for potable and flushing purposes respectively.

9.2 The Area is served by two separate system drains and sewers. One is for the carriage and drainage of storm-water and the other for the collection of sewage from households and other premises. The Area is also adequately provided with other utilities such as electricity, gas and telephone services.

10. CULTURAL HERITAGE

There are three historical buildings in the Area, including ~~a~~*the* declared monument of Tin Hau Temple at Tin Hau Temple Road, and two graded historical buildings of Lin Fa Temple at Tai Hang and the former clubhouse of Royal Hong Kong Yacht Club at Oil Street. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development or rezoning proposals ~~might~~*may* affect these historical buildings.

11. IMPLEMENTATION

11.1 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.

- 11.2 The 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 as the basis for public works planning and site reservations within Government departments. 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 the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Eastern District Council would also be consulted as appropriate.
- 11.3 *The reclamation works in the Area for the CWB are scheduled for commencement in end 2008 and for completion by 2010/2011. The CWB is scheduled for completion in 2015/2016.*
- 11.4 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. 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, 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.