

HONG KONG PLANNING AREA NO.25

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

Notes

Schedule of Uses

Explanatory Statement

HONG KONG PLANNING AREA NO.25

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

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

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments which are permitted at all times in the various zones on the Plan and the uses or developments which may be permitted by the Town Planning Board, with or without conditions on application. Where the permission of the Town Planning Board for a use or development is necessary, the application for such permission should be addressed to the Secretary of the Town Planning Board, from whom the appropriate application forms may be obtained.
- (2) Any use or development which may be permitted in accordance with these Notes must also conform to any other relevant legislation and to the conditions of the Government lease concerned.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a change of use or the building is redeveloped.
 - (b) Any change of use, and any other development (except minor alteration) or redevelopment, in respect of the land or building must be permitted in terms of the Plan or, if permission is required, is in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” includes -
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan and that use has continued since it came into existence; or
 - a use approved under the Buildings Ordinance; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan and was effected during the effective period of that plan and the use has continued since it was effected; or
 - a use approved under the Buildings Ordinance and permitted under a plan prevailing at the time when the use was approved under the Buildings Ordinance.
- (4) Except as otherwise specified by the Town Planning Board, when a use or change of use is effected or a development or redevelopment is undertaken as permitted in terms of the Plan or is in accordance with a permission granted by the Town Planning Board, all

permissions granted by the Town Planning Board in respect of the site of the use or change of use or development or redevelopment shall lapse.

- (5) Road junctions, alignments of roads, mass transit railway and tram tracks, and boundaries between zones may be subject to minor alterations as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or buildings are permitted in all zones as long as they comply with other Government requirements and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) In all zones, the following uses are always permitted:

Amenity Area, Bus/Tram/Public Light Bus Stop or Layby, Cycle Track, Footbridge, Footpath, Mass Transit Railway Station Entrance, Mass Transit Railway Structure below Ground Level, Nullah, Open Space, Pedestrian Area, Pedestrian Subway, Promenade, Public Utility Pipeline Reserve, Service Lane, Street, Taxi Rank.

- (8) In the area shown as 'Road', uses except those listed in paragraph (7) above and those listed below require permission of the Town Planning Board:

Central Divider, Drive Way, Elevated Road, On-street Car Park, Rail Track, Road Tunnel, Tram Track.

- (9) Unless otherwise specified, all uses, including storage and caretakers' quarters, directly related and ancillary to the permitted use are always permitted and no separate planning permission is required.

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Broadcasting, Television and/or Film Studio
Ancillary Car Park	Flat
Bank	Government Refuse Collection Point
Barber Shop	Mass Transit Vent Shaft and/or Other
Beauty Parlour	Structure above Ground Level other than Entrances
Canteen	Motor-vehicle Showroom
Clinic/Polyclinic	Petrol Filling Station
Commercial Bathhouse	Place of Recreation, Sports or Culture
Educational Institution	Public Convenience
Exhibition or Convention Hall	Public Transport Terminus or Station
Fast Food Shop	Religious Institution
Government Use (not elsewhere specified)	Residential Institution
Hotel	Staff Quarters
Massage Establishment	
Money Exchange	
Off-course Betting Centre	
Office	
Pawn Shop	
Photographic Studio	
Place of Public Entertainment	
Police Reporting Centre	
Post Office	
Private Club	
Private Swimming Pool	
Public Car Park	
Public Library	
Public Utility Installation	
Restaurant	
Retail Shop	
School	
Service Trades	
Showroom excluding Motor-vehicle Showroom	
Social Welfare Facility	
Utility Installation for Private Project	

Remarks

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- (1) On land designated “Commercial (1)”, no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum building height of 60 metres above Principal Datum.
- (2) Minor relaxation of the stated restriction in paragraph (1) above, based on the merits of individual development or redevelopment proposal, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ancillary Car Park
	Bank
	Barber Shop
	Beauty Parlour
	Clinic
	Commercial Bathhouse
	Educational Institution
	Exhibition or Convention Hall
	Fast Food Shop
	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Hotel
	Mass Transit Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Massage Establishment
	Money Exchange
	Off-course Betting Centre
	Office
	Photographic Studio
	Place of Public Entertainment
	Place of Recreation, Sports or Culture
	Police Reporting Centre
	Post Office
	Private Club
	Private Swimming Pool
	Public Car Park
	Public Convenience
	Public Library
	Public Transport Terminus or Station
	Public Utility Installation
	Religious Institution
	Restaurant
	Retail Shop
	Service Trades
	Showroom excluding Motor-vehicle Showroom
	Staff Quarters
	Utility Installation for Private Project

Remarks

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, an applicant for planning permission for development on land designated “Comprehensive Development Area” shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
 - (i) the areas of proposed land uses, the nature, position, dimensions and height of all buildings to be erected on the area;
 - (ii) the proposed total gross floor areas for various uses;
 - (iii) the details and extent of Government, institution or community (GIC), recreational and public transport facilities, parking spaces, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscaping proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an urban design study report to explain the urban design concept;
 - (viii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development and the proposed mitigation, monitoring and audit measures to tackle them;
 - (ix) a traffic impact assessment report to show that the development mix/intensity is sustainable by the capacity of the transport and road proposals; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which should contain an adequate explanation of the development proposal including such basic information as land tenure, relevant lease conditions, existing condition of the site, the character of the site in relation to the surrounding areas, principles of the layout design, assumptions, design population, type of GIC, recreational and open space facilities.
- (3) On land designated “Comprehensive Development Area”, no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum non-domestic gross floor area of 128,100m² and a maximum building height of 100 metres (including roof-top structures, projections and advertisement signs) above Principal Datum.
- (4) In determining the relevant maximum gross floor areas for the purposes of paragraph (3) above, any space that is constructed or intended for use solely as car/motorcycle park(s), loading/unloading bay(s), plant room(s), caretaker’s quarters, provided that such use and facilities are ancillary and directly related to the development or redevelopment, or any space that is constructed or intended for use solely as public transport interchange and GIC facilities as required by the Government, may be disregarded.
- (5) Minor relaxation of the stated restrictions in paragraph (3) above, based on the merits of individual development or redevelopment proposal, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Abattoir
Ancillary Car/Lorry Park	Animal Pound
Broadcasting, Television and/or Film Studio	Aviary
Cable Car Route and Terminal Building	Bank
Canteen	Columbarium
Clinic/Polyclinic	Correctional Institution
Cooked Food Centre	Crematorium
Driving Test Centre	Dangerous Goods Godown
Educational Institution	Fast Food Shop
Exhibition or Convention Hall	Flat
Fire Station	Funeral Depot
Government Refuse Collection Point	Funeral Parlour
Government Staff Quarters	Funeral Services Centre
Government Use (not elsewhere specified)	Garden of Remembrance
Hawker Centre	Holiday Camp
Hospital	Hotel
Judicial Facility	House
Market	Marine Fuelling Station
Pier	Mass Transit Vent Shaft and/or Other Structure above Ground Level other than Entrances
Place of Recreation, Sports or Culture	Off-course Betting Centre
Plant Nursery	Office (other than Government Office)
Police Reporting Centre	Petrol Filling Station
Police Station	Photographic Studio
Post Office	Place of Public Entertainment
Private Swimming Pool	Private Club
Public Bathhouse	Quarantine Station and Quarantine Lairage for Animals
Public Car/Lorry Park	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Public Convenience	Refuse Disposal Installation
Public Library	Residential Institution
Public Swimming Pool	Restaurant
Public Transport Terminus or Station	Retail Shop
Public Utility Installation	Sand Depot
Religious Institution	School (other than in free-standing purpose- designed school building)
School (in free-standing purpose-designed school building only)	Service Trades
Service Reservoir	Sewage Treatment/Screening Plant
Social Welfare Facility	Showroom excluding Motor-vehicle Showroom
Vehicle Pound	Staff Quarters
Wholesale Food Market	Utility Installation for Private Project
	Warehouse/Godown
	Zoo

Remarks (please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) On land designated "Government, Institution or Community (1)" ("G/IC(1)'), no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum building height of 35 metres above Principal Datum.
- (2) Minor relaxation of the stated restriction in paragraph (1) above, based on the merits of individual development or redevelopment proposal, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY (2)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Bank
	Exhibition or Convention Hall
	Fast Food Shop
	Government Use
	Mass Transit Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Place of Public Entertainment
	Place of Recreation, Sports or Culture
	Police Reporting Centre
	Public Convenience
	Public Utility Installation
	Restaurant
	Retail Shop
	Service Trades
	Showroom excluding Motor-vehicle Showroom
	Utility Installation not ancillary to the Specified Use

Remarks

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (2) (Cont'd)

Remarks

- (1) An applicant for planning permission for development on land designated “Government, Institution or Community (2)” (“G/IC(2)”) shall include in the submission the following information:-
 - (i) the areas of proposed land uses, the nature, design, disposition and height of all buildings/structures to be erected on the area;
 - (ii) the proposed total gross floor areas for various uses;
 - (iii) the landscaping proposals within the area;
 - (iv) the colour scheme and external finishing of all buildings/structures to be erected on the area;
 - (v) a visual and landscape impact assessment report to examine any possible adverse visual and landscape impacts that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;
 - (vi) such other information as may be required by the Town Planning Board.
- (2) On land designated “G/IC(2)”, no new development or addition, alteration, and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum building height of 25 metres above Principal Datum.
- (3) Minor relaxation of the stated restriction in paragraph (2) above, based on the merits of individual development or redevelopment proposal, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ancillary Car Park	Exhibition or Convention Hall
Changing Room	Fast Food Shop
Park and Garden	Government Refuse Collection Point
Playground/Playing Field	Government Use (not elsewhere specified)
Public Convenience	Mass Transit Vent Shaft and/or Other
Refreshment Kiosk	Structure above Ground Level other than Entrances
Underground PumpHouse	Pier
	Place of Public Entertainment
	Place of Recreation, Sports or Culture
	Public Vehicle Park
	Public Transport Terminus or Station
	Public Utility Installation
	Restaurant
	Road Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Underground Exhibition Hall with Supporting Facilities (for "O(1)" only)
	Utility Installation for Private Project

Remarks

(Please see next page)

OPEN SPACE (Cont'd)

On land designated “Open Space (1)” (“O(1)”), an applicant for planning permission for development of ‘Underground Exhibition Hall with Supporting Facilities’ shall include in the submission the following information:

- (i) the areas of proposed land uses, the nature, position, dimensions and height of all buildings and underground structures to be erected on the area;
- (ii) the proposed total gross floor areas for various uses;
- (iii) the details and extent of public transport facilities, parking spaces, and open space to be provided within the area;
- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the landscaping proposals within the area;
- (vi) programmes of development in detail;
- (vii) an urban design study report to explain the urban design concept and the principles of the layout design;
- (viii) a visual and landscape impact assessment report to examine any adverse visual and landscape impacts that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a traffic impact assessment report to show that the development mix/intensity is sustainable by the capacity of the transport and road proposals; and
- (x) such other information as may be required by the Town Planning Board.

OTHER SPECIFIED USES

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For “Elevated Walkway” Only

As Specified on the Plan

Bank
Exhibition Hall
Fast Food Shop
Restaurant
Retail Shop
Service Trades
Utility Installation not ancillary to the Specified Use

For “Exhibition Centre” Only

Ancillary and Public Car Park
Bank
Canteen
Clinic
Exhibition or Convention Hall
Fast Food Shop
Money Exchange
Place of Public Entertainment
Place of Recreation, Sports or Culture
Private Club
Private Swimming Pool
Public Utility Installation
Restaurant
Retail Shop
Showroom
Utility Installation for Private Project

Educational Institution
Government Use
School (other than in free-standing purpose-designed school building)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Exhibition Centre with Commercial Development” Only

Ancillary and Public Car Park	Educational Institution
Bank	Government Use
Canteen	School (other than in free-standing purpose-designed school building)
Clinic	
Exhibition or Convention Hall	
Fast Food Shop	
Flat	
Hotel	
Money Exchange	
Office	
Place of Public Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Private Swimming Pool	
Public Utility Installation	
Restaurant	
Retail Shop	
Showroom	
Social Welfare Facility	
Staff Quarters	
Utility Installation for Private Project	

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Leisure and Entertainment Complex and Elevated Walkway” Only

Bank
Barber Shop
Beauty Parlour
Commercial Bathhouse
Educational Institution
Exhibition or Convention Hall
Fast Food Shop
Government Use (not elsewhere specified)
Hotel
Mass Transit Vent Shaft and/or Other
Structure above Ground Level other than
Entrances
Massage Establishment
Money Exchange
Off-course Betting Centre
Photographic Studio
Place of Public Entertainment
Place of Recreation, Sports or Culture
Police Reporting Centre
Post Office
Private Club
Public Car Park
Public Convenience
Public Library
Public Transport Terminus or Station
Public Utility Installation
Restaurant
Retail Shop
Service Trades
Showroom excluding Motor-Vehicle
Showroom
Utility Installation for Private Project

Remarks

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Remarks

- (1) An applicant for planning permission for development on land designated “Other Specified Uses” annotated “Leisure and Entertainment Complex and Elevated Walkway” shall include in the submission the following information:-
- (i) the areas of proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected on the area;
 - (ii) the proposed total gross floor areas for various uses;
 - (iii) the details and extent of Government, institution or community (GIC) and public transport facilities, parking spaces and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscaping proposals within the area including a landscaped pedestrian deck connecting the Victoria Park to the new waterfront;
 - (vi) programmes of building development in detail;
 - (vii) a detailed layout plan to illustrate the urban design concept and the design of the landscaped pedestrian deck;
 - (viii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them; and
 - (ix) such other information as may be required by the Town Planning Board.
- (2) On land designated “Other Specified Uses” annotated “Leisure and Entertainment Complex and Elevated Walkway”, no new development or addition, alteration, and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum gross floor area of 46,420m².
- (3) In determining the relevant maximum gross floor areas for the purposes of paragraph (2) above, any space that is constructed or intended for use solely as car/motorcycle park(s), loading/unloading bay(s), plant room(s), caretaker's quarters, provided that such use and facilities are ancillary and directly related to the development or redevelopment, or any space that is constructed or intended for use solely as GIC facilities as required by the Government, may be disregarded.

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Pier" Only

As Specified on the Plan

Government Use

Bank

Exhibition or Convention Hall

Fast Food Shop

Marine Fuelling Station

Public Car Park

Restaurant

Retail Shop (not elsewhere specified)

Service Trades (not elsewhere specified)

Showroom excluding Motor-Vehicle Showroom

Remarks

- (1) On land designated "Other Specified Uses" annotated "Pier", no new development or addition, alteration and/or modification to the existing building(s)/structure(s) including roof-top structures, projections and advertisement signs shall result in a total development or redevelopment in excess of a maximum building height of 20 metres above Principal Datum or the height of the existing buildings(s)/structure(s) whichever is the greater.
- (2) Kiosks not greater than 10m² each in area and not more than 10 in number for use as retail shop and service trades are considered as ancillary to "Pier" use.
- (3) Mobile communication radio base station(s), with an equipment cabinet not bigger than 4.5 metres x 4.5 metres x 3.2 metres (length x width x height) within or on the roof-top of a pier, and antenna(e) not bigger than 0.6 metre x 0.6 metre x 2.5 metres (length x width x height) at the side or on the roof-top of a pier, are always permitted.
- (4) Minor relaxation of the stated restriction as stated in paragraph (1) above, based on the merits of individual development or redevelopment proposals, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Railway Vent Shafts” Only

As Specified on the Plan	Government Use (not elsewhere specified) Staff Quarters Utility Installation not ancillary to the Specified Use
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For “Railway Vent Building and Landscaped Open Space” Only

As Specified on the Plan	Government Use (not elsewhere specified) Staff Quarters Utility Installation not ancillary to the Specified Use
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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Sports and Recreation Club” Only

Ancillary Car Park	Government Refuse Collection Point
Barber Shop	Government Use (not elsewhere specified)
Beauty Parlour	Mass Transit Vent Shaft and/or Other
Canteen	Structure above Ground Level other than Entrances
Commercial Bathhouse	Public Car Park
Massage Establishment	Religious Institution
Place of Public Entertainment	Restaurant
Place of Recreation, Sports and Culture	Retail Shop
Playground/Playing Field	Social Welfare Facility
Private Club	Staff Quarters
Private Swimming Pool	Utility Installation not ancillary to the Specified Use
Utility Installation for Private Project	

Remarks

- (1) On land designated “Other Specified Uses” (“OU”) annotated “Sports and Recreation Club”, no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum building height for each sub-area set out below:

Sub-area	Restriction
OU(4)	A maximum building height of 20 metres above Principal Datum
OU(5)	A maximum building height of 25 metres above Principal Datum

- (2) Minor relaxation of the stated restrictions in paragraph (1) above, based on the merits of individual development or redevelopment proposal, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Temple” Only

As Specified on the Plan

Exhibition or Convention Hall
Fast Food Shop
Government Use (not elsewhere specified)
Public Convenience
Restaurant
Retail Shop
Service Trades
Staff Quarters
Underground Pumphouse
Utility Installation not ancillary to the
Specified Use

Remarks

- (1) On land designated “Other Specified Uses” (“OU”) annotated “Temple”, no new development or addition, alteration, and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum building height of 15 metres above Principal Datum.
- (2) Minor relaxation of the stated restriction in paragraph (1) above, based on the merits of individual development or redevelopment proposal, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For “Waterfront Related Commercial and Leisure Uses” Only

As Specified on the Plan	Government Use (not elsewhere specified) Mass Transit Vent Shaft and/or Other Structure above Ground Level other than Entrances Public Car Park Road Vent Shaft and/or Other Structure above Ground Level Utility Installation not ancillary to the Specified Use
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Remarks

On land designated “Other Specified Uses” (“OU”) annotated “Waterfront Related Commercial and Leisure Uses”, no new development or addition, alteration and/or modification to the existing building(s) shall result in a total development or redevelopment in excess of a maximum building height for each sub-area as set out below:

Sub-area	Restriction
OU(1)	A maximum building height of 20 metres above Principal Datum
OU(2)	A maximum building height of 15 metres above Principal Datum
OU(3)	A maximum building height of 10 metres above Principal Datum

For All Other Sites (Not Listed Above)

As Specified on the Plan	Government Use (not elsewhere specified) Mass Transit Vent Shaft and/or Other Structure above Ground Level other than Entrances Staff Quarters Utility Installation not ancillary to the Specified Use
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EXPLANATORY STATEMENT

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EXPLANATORY STATEMENT

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(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/H25/1. 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) and later reconfirmed in various major planning development studies.
- 2.2 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. A Recommended Outline Development Plan (RODP) was prepared to guide the development of the reclamation area. The RODP was later developed into a more detailed development masterplan in a further consultancy study, namely ‘The Central and Wan Chai Reclamation Development – Development of Urban Design Parameters Study’ (DUDPS). This study was completed in 1993.
- 2.3 The CWRFS proposed development to be carried out in five stages. Central Reclamation Phase I (CRI), for accommodating the Hong Kong Station of the Airport Railway, was completed in June 1998. Central Reclamation Phase II (CRII), at the previous Tamar Basin, was completed in September 1997. Wan Chai Reclamation Phase I (WDI), for the extension to the Hong Kong Convention and Exhibition Centre (HKCEC), was completed in July 1997. Detailed design for Central Reclamation Phase III (CRIII) is currently in progress and reclamation works are scheduled to commence in 2002. The Wan Chai Development Phase II (WDII) project (formerly known as Wan Chai Reclamation Phase II) is the fifth phase in the implementation of the Central and Wan Chai Reclamation.

- 2.4 On 30.6.1997, the then Legislative Council enacted the Protection of the Harbour Ordinance (Harbour Ordinance). The Harbour Ordinance was later amended by the Protection of the Harbour (Amendment) Ordinance enacted on 3.12.1999, which extended its scope to cover the whole Victoria Harbour. Under the Harbour Ordinance, the harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people. Due regard should be taken to assess the public benefits of any necessary reclamation projects against the preservation of the harbour.
- 2.5 On 21.1.1998, the Government reviewed the requirements for the remaining CRIII and WDII proposed in the CWRFS. Having had regard to the Harbour Ordinance and having evaluated the implications for the provision of key transport infrastructure and land for expansion of the Central Business District (CBD), the Executive Council (ExCo) agreed that there was a need for further reclamation in both Central and Wan Chai.
- 2.6 In June 1999, the Territory Development Department commissioned a Comprehensive Feasibility Study (the Study) to further review the WDII project. The main objectives of the Study are to provide land for key transport infrastructure, including the Central-Wan Chai Bypass (CWB), the Island Eastern Corridor Link (IECL), the North Hong Kong Island Line (NIL) and the proposed Fourth Rail Harbour Crossing, and for reprovisioning of existing waterfront facilities, as well as to offer opportunities for the development of an attractive waterfront of international standard for the enjoyment of the public. In formulating the recommended development and land use proposals for WDII, due regard has been given to the Harbour Ordinance and the Board's Vision Statement for Victoria Harbour. The Study findings and the RODP were endorsed by the Government's Committee on Planning and Land Development (CPLD) on 24.5.2001.
- 2.7 On 11.7.2001, the Chief Executive, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), directed the Board to prepare an OZP for the WDII 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 draft Wan Chai OZP No. S/H5/20 and the draft North Point OZP No. S/H8/16.
- 2.8 On 19.4.2002, the draft Wan Chai North OZP No. S/H25/1 (the Plan) 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 (the Area) can be put under statutory planning control.

- 3.2 It is intended that the Plan should integrate, as far as possible, various major proposals which are likely to be carried out in the Area.
- 3.3 The Plan is intended to illustrate only the broad principles of development within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning proceeds.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes indicating uses which are always permitted in a particular zone and other uses for which the permission of the Board must be sought. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and better 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 Area is bounded by Hing Fat Street to the east, Victoria Park Road and Gloucester Road to the south and Expo Drive 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. The Area covers approximately 76.54 hectares.
- 5.2 The extent of reclamation has been determined by the minimum extent of land requirement to accommodate essential infrastructure requirements, as well as the flexibility to permit the design and development of a waterfront promenade of international standard. The resultant reclaimed land within the Area amounts to about 26 hectares.
- 5.3 The Area provides land for important transport infrastructure including the proposed CWB, IECL and NIL, as well as land for commercial office developments and government office buildings in Wan Chai District.

6. POPULATION

The population of the Area in 2000 was about 2,400. Other than the existing residential development, no additional land has been designated for residential purposes under the Plan. However, the size of working population employed in this area will be significant. Upon full development of the Area, the employment figure is expected to be in the region of 48,300 persons.

7. URBAN DESIGN FRAMEWORK

- 7.1 An urban design framework for the reclamation area has been established to achieve coherent and legible developments, urban form and open space that is appropriate to the unique development context of the waterfront. It seeks to optimise opportunities afforded by the reclamation for restructuring the existing waterfront and for creating development within a new world class waterfront district that could not otherwise be easily accommodated within the existing urban area. Wan Chai Reclamation is intended to provide an expansion area for the hinterland, and to integrate sites appropriate to meet Hong Kong's future needs for public buildings, tourism and leisure orientated developments.
- 7.2 One of the major design components of WDII is to promote the marine theme. It also aims to enhance connectivity between the urban area and the waterfront and to provide a continuous waterfront promenade extending from the CRIII, to the Causeway Bay Typhoon Shelter at the eastern end of the Area. This generally reflects one of the objectives formulated in the Board's Vision Statement for Victoria Harbour – to bring the people to the Harbour and the Harbour to the people.
- 7.3 The urban design context for WDII has been divided into two major zones namely the Convention and Exhibition Zone and the Causeway Bay Waterfront Zone ([Figure 1](#)).
- 7.4 The Convention and Exhibition Zone
- 7.4.1 This zone consists of the area extending from the Marine Basin up to the western edge of the new boundary of the Royal Hong Kong Yacht Club (RHKYC). It includes the HKCEC Extension and the new waterfront promenade running in east-west direction. A proposed plaza to the east of the HKCEC Extension is intended as an 'event' space. It could host open-air entertainment or be used as a temporary open-air exhibition venue. Underground exhibition hall with supporting facilities are proposed underneath this plaza area subject to approval by the Board on application.
- 7.4.2 The existing Public Transport Interchange (PTI) to the north of Harbour Centre will be integrated with the proposed NIL station development. It will be a key site for a new waterfront precinct and the existing Wan Chai North hinterland. Design parameters would take into account the nodal connections (at various levels) and desire lines linked to the new uses along the waterfront. Planned pedestrian connections will promote public access to the new waterfront.
- 7.4.3 Principal elements envisaged between the HKCEC Extension and the RHKYC comprise a gateway zone which includes an activity area associated with the ferry pier and a new civic/ceremonial plaza. This will be linked to a themed dining area along the seaward perimeter of the HKCEC Extension.

A secondary node is envisaged which provides a landscape, visual and physical focal point at the intersection of pedestrian desire lines to the east of the HKCEC Extension. A third principal element envisaged between the HKCEC Extension and the RHKYC is a tourist and recreational node on the waterfront to the north of the existing Wan Chai Sports Ground and athletic facilities. This tourist node is intended to form a passive recreational resource extending from the proposed consolidated sports facility centered on the Wan Chai Sports Ground.

7.5 The Causeway Bay Waterfront Zone

- 7.5.1 This zone includes the RHKYC, the Police Officers' Club (POC), the Causeway Bay Typhoon Shelter and the new waterfront to the North Point Breakwater. The reprovisioning of the RHKYC provides an opportunity to restructure the waterfront and to promote the marine functions associated with the club as a public resource. A new 30 metre wide breakwater will be accessible by the public and will provide dramatic views across the harbour and to Kellett Island Marina. The eastern end of the breakwater will become the base for the reprovisioning of the Noon-Day Gun. This will provide a more accessible and tourist friendly location than the present site at the edge of Gloucester Road. It is proposed that the natural coastline along the north-western edge of Kellett Island will be preserved. This is the last remaining piece of natural coastline at the edge of the central harbour.
- 7.5.2 Another striking feature provided by the new waterfront proposals is the incorporation of a Harbour Park along the existing Causeway Bay Typhoon Shelter breakwater, which adds an innovative element to the waterfront. It will enhance access to the waterfront which will become a major recreational resource for the public. ([Figures 2 & 3](#))
- 7.5.3 The Harbour Park responds to the need for waterfront recreational development by:
 - providing a unique public waterfront open space which would not be affected by any adverse environmental impacts arising from the heavy road traffic in the area;
 - enhancing public access to the waterfront which is currently inaccessible and unusable, and providing new vantage points for public enjoyment of the unrivalled spectacular views of Victoria Harbour and the activities of the RHKYC and the typhoon shelter;
 - shaping the edge of the harbour to provide more effective wave protection to the sheltered anchorages within the modified typhoon shelter and the new Kellett Island Marina; and
 - integrating the typhoon shelter with the recreational facilities of the waterfront.

- 7.5.4 Other historic elements of the harbour include a temple site located at the extreme eastern edge of the waterfront. It is planned for the relocation of the existing floating Tin Hau Temple currently moored within the Causeway Bay Typhoon Shelter. This will provide a cultural focus at the edge of the waterfront. Given the prominence of the location, it is important that the temple should be well designed and constructed. The quality of the development should not detract from the objective to create a waterfront of international quality.
- 7.5.5 A Leisure and Entertainment Complex has been proposed at the eastern end of the Area. Because of its strategic location, it can be developed as a district landmark and will form a new attraction/activity node along the waterfront for the locals and tourists. It would also serve as a strategic link by providing a wide landscaped deck, preferably 30m in width with a view of reconnecting the Victoria Park through this development onto the waterfront.

7.6 Pedestrian Connections (Figure 4)

- 7.6.1 The proposed waterfront promenade within the Area will form part of the continuous waterfront pedestrian link from the CRIII through the Area to the eastern end of the Causeway Bay Typhoon Shelter.
- 7.6.2 In order to ensure that the new waterfront will be easily accessible by the general public, a total of eight pedestrian linkages have been identified within the Area to connect the existing hinterland with the waterfront. The pedestrian linkages are running along north-south direction. Landscaping and/or retail facilities would be provided at the pedestrian links where appropriate. Among the eight identified linkages, six of them aim at enhancing the connectivity between the existing urban area and the waterfront while the other two links would enhance the connectivity from the Victoria Park to the waterfront and the Harbour Park.

Connecting the Urban Area to the Waterfront

- 7.6.3 A total of six pedestrian linkages have been identified to connect the existing urban area to the waterfront. Link 1 is an extension of the existing elevated walkway along O' Brien Road to the waterfront and Link 5 is an elevated walkway along Hung Hing Road flyover. Apart from these, one pedestrian elevated walkway is proposed to connect the existing World Trade Centre with the new commercial site located to the east of the existing POC at Gloucester Road. It is expected that this pedestrian link can help to draw the public from the heart of the Causeway Bay area to the waterfront via the proposed retail precinct in the new commercial site at podium level (Link 6).

7.6.4 Another three pedestrian links are identified to connect the existing hinterland in Wan Chai area to the waterfront via the future developments at the Comprehensive Development Area (CDA) site located at the Harbour Road (Links 2, 3 & 4). Link 3 is an underground connection. It is expected that Links 2 & 4 can help to draw the public from the existing Wan Chai area to the waterfront via the retail precinct within the CDA site.

Connecting the Victoria Park to the Waterfront and the Harbour Park

7.6.5 Two pedestrian linkages are proposed within the Area which aims at connecting the Victoria Park with the new waterfront and the Harbour Park. One of the proposed elevated walkways intends to connect the western part of the Victoria Park to the new waterfront and the Harbour Park (Link 7). Another pedestrian link will make use of the proposed leisure and entertainment complex at the existing A-King Shipyard site as it would serve as a strategic link by providing a wide landscaped deck, preferably 30m in width from the Victoria Park through this development onto the waterfront area and the Harbour Park (Link 8).

7.7 Development Height Strategy (Figure 5)

- 7.7.1 It is intended to preserve a minimum of 20% building-free area to protect the ridgeline of the Victoria Peak as recommended under the Metroplan and to maintain a clear view towards the harbour as far as possible. A stepped development height profile is adopted between the existing built-up area to the south and the new waterfront development area. Low-rise developments (ranging from 10-25 metres above Principal Datum) are proposed in the vicinity of the waterfront promenade which are in keeping with the pedestrian environment along the waterfront and maintaining the integrity of the Victoria Peak. Another guiding principle adopted is to give emphasis to the HKCEC Extension and maintain its prominence as a harbour landmark.
- 7.7.2 New commercial site, “CDA” site, a number of waterfront-related commercial and leisure uses, the government site for the possible development of a Harbour Museum, the Temple site for the relocation of the existing floating Tin Hau Temple, the ferry pier, the new reprovisioning site for the Harbour Road Indoor Games Hall and Training Pool as well as the existing Sports and Recreation Clubs within the Area are subject to building height restrictions. Such control is stipulated with due regard to the development scale of the waterfront and the existing building heights of the nearby developments.

8. LAND USE ZONINGS

8.1 Commercial (“C”) - Total Area 3.93 hectares

- 8.1.1 This zoning is intended for commercial development. 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 linked with the Hong Kong Convention and Exhibition Centre and the adjacent Government buildings by integrated walkways and forms one of the major commercial centres in the district. This zoning is also intended to provide an opportunity for residential development subject to the environmental acceptability upon application to the Board.
- 8.1.2 The “Commercial (1)” zone is located on the reclaimed land to the north of the World Trade Centre. It is proposed for hotel use which will be compatible to the adjacent waterfront leisure and tourist related developments. In order to maintain reasonable views to the Peak ridgeline from selected vantage points, a maximum building height of 60mPD is stipulated for the proposed commercial development. It will also allow a gradation in building height from the hinterland to the waterfront, and maintain high level prestige views from the World Trade Centre and Excelsior Hotel.

8.2 Comprehensive Development Area (“CDA”) - Total Area 2.56 hectares

- 8.2.1 A site located to the north of Harbour Road and west of Wan Chai Sports Ground is zoned “CDA” to facilitate comprehensive development. It is intended for exhibition and entertainment development with the incorporation of the proposed NIL Exhibition Station, a public transport interchange and the ventilation structures serving the NIL. The proposed exhibition development will cater for future demand for in-town exhibition facilities, while the entertainment uses will enhance the development of the future Wan Chai waterfront as a tourist, cultural and recreational attraction. In order to ensure its compatibility with the surrounding developments, the “CDA” development is subject to a maximum non-domestic gross floor area of 128,100m² with a plot ratio of about 5 and a maximum building height of 100mPD (including architectural features). Footbridges and underground link to the waterfront promenade and the adjacent developments will also be provided in the “CDA” development. In order to minimize traffic impacts on the local road network, access for exhibition trucks and other service vehicles for the “CDA” development will be provided at Expo Drive East into an underground marshalling area, under the “Open Space (1)” (“O(1)”) zone to the north of the “CDA” site. A vehicular subway is proposed linking this underground marshalling area with the “CDA” site. A planning brief will be prepared by the Government to guide the development within the zone.

8.2.2 Pursuant to section 4A(2) of the Ordinance, development/redevelopment of the “CDA” site requires submission of planning application to the Board in the form of a Master Layout Plan containing detailed information as set out in the Notes.

8.3 Government, Institution or Community (“G/IC”) - Total Area 10.53 hectares

- 8.3.1 Land zoned for this purpose is intended for the provision of a wide range of Government, institution or community (GIC) facilities. Within the Area, there are a number of existing GIC buildings such as the Hong Kong Academy for Performing Arts, Hong Kong Arts Centre, Harbour View International House, Telecom House, Revenue Tower, Wanchai Tower, Immigration Tower, Kwong Wan Fire Station, Society for Prevention of Cruelty to Animals (SPCA) Headquarters, Wan Chai Sports Ground, and an electricity sub-station (ESS).
- 8.3.2 A number of GIC facilities are proposed under the WDII project. These include the reprovisioning site for the Harbour Road Indoor Games Hall (IGH) and Wan Chai Training Pool (TP) to the north of the Wan Chai Sports Ground, the Wan Chai East Sewerage Screening Plant, and sites for the reprovisioning of the salt water pumping station and the water-selling kiosk. In order to ensure its compatibility with the waterfront setting, the reprovisioning site for the IGH and TP which is zoned “G/IC(1)” is subject to a maximum building height of 35mPD. The proposed receiving station for electricity located to the east of Wan Chai Sports Ground is required to serve the Hong Kong Island North area. A number of pumping station transformers are located on the eastern edge of the Area and north of the existing Wan Chai Zone Electricity Sub-Station site, to serve the pumphouses along the waterfront.
- 8.3.3 A site at the northern tip of the waterfront promenade and opposite to the proposed ventilation building and administrative building for the CWB is zoned “G/IC(2)”. It is planned for developments with cultural or recreational theme which will enhance the character and composition of the waterfront. Possible development includes a Harbour Museum which will be subject to further investigation. This proposed development will form a unique landmark at the promenade and provide an important activity node along the waterfront. The maximum permitted building height at the site is 25mPD and any development within this zone requires planning permission from the Board. This is to ensure that the proposed development within this prominent location will be of high quality architectural design to become a landmark in the waterfront environment. Innovative design with special architectural roof features is also encouraged to be implemented subject to the consideration of the Board.

8.4 Open Space (“O”) - Total Area 16.6 hectares

- 8.4.1 This zoning is intended to provide an attractive setting for civic events and land for both active and passive recreational activities.
- 8.4.2 Major existing open spaces in the Area include Convention Centre Park, Harbour Road Garden and Promenade of Convention Centre.
- 8.4.3 The Area has provided the opportunity for the provision of a continuous waterfront promenade extending all the way from CRIII in the west to the eastern end of the Causeway Bay Typhoon Shelter. This promenade will connect with Victoria Park through the landscaped pedestrian deck beneath major roads. The promenade together with the large outdoor event space to the east of the HKCEC Extension would become a major tourist attraction and focus for the local community. The reprovisioned Noon-Day Gun, to be located at the end of the new Kellett Island Marina breakwater, will become part of the design of the future open space at that locality.
- 8.4.4 The Area has incorporated a Harbour Park along the existing Causeway Bay Typhoon Shelter breakwater. The Harbour Park will be connected with the Victoria Park and the waterfront promenade via two elevated walkways. The Harbour Park will be a unique, interesting, dynamic and usable public space at a prominent location in the Victoria Harbour and will provide unrivalled spectacular views of the Harbour and of Hong Kong Island. This Harbour Park will be subject to a more detailed feasibility study prior to implementation.
- 8.4.5 The “O(1)” zone to the north of Road P2 and adjacent to the HKCEC Extension is intended to incorporate underground exhibition hall with supporting facilities and public vehicle park with the open space development above. This will assist in meeting long-term demand for exhibition and supporting facilities and optimise land utilization in this prime location. Development for underground exhibition hall and supporting facilities within the “O(1)” zone requires planning permission from the Board. This is to ensure that the proposed underground facilities will not compromise the design of a quality waterfront open space development and will be in harmony with the surrounding land uses.

8.5 Other Specified Uses (“OU”) - Total Area 13.92 hectares

This zoning denotes land allocated for various specific uses including the following:-

- (a) the existing HKCEC is zoned “OU” annotated “Exhibition Centre with Commercial Development”. The HKCEC Extension is zoned “OU” annotated “Exhibition Centre” which accommodates convention and exhibition facilities except for some limited ancillary commercial uses. No significant commercial development is proposed in the Extension. The pedestrian walkway linking the existing HKCEC with the Extension

is zoned “OU” annotated “Pedestrian Walkway with Ancillary Exhibition Facilities”. The walkway is for pedestrian circulation with some secondary exhibition areas;

- (b) a new pier at the waterfront is zoned “OU” annotated “Pier” to reprovide for the existing Wan Chai Pier. The maximum permitted building height, including the roof-top architectural features at the site is 20mPD. This is to ensure that it will be comparable in building height to the adjacent waterfront related commercial and leisure uses and compatible with the waterfront setting;
- (c) three areas bordering the waterfront promenade are zoned “OU” annotated “Waterfront Related Commercial and Leisure Uses”. It is the planning intention that these commercial and leisure facilities, including café, restaurants and retail shops will add variety and vibrancy to the waterfront. These waterfront developments are intended to be low-rise structures with the maximum permitted building heights ranging from 10 to 20mPD;
- (d) the existing RHKYC and the POC are both zoned “OU” annotated “Sports and Recreation Club”. The maximum permitted building heights for these two developments upon redevelopment are 20mPD and 25mPD respectively. This 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 height from the existing urban hinterland to the waterfront. Maintaining a relatively low development height will also avoid promoting the creation of development canyons and promote variations in development height within the Area;
- (e) a site at the eastern end of the Area is zoned “OU” annotated “Temple”. The planning intention is for the relocation of the existing floating Tin Hau Temple currently moored within the Causeway Bay Typhoon Shelter. The site will be developed into a land-based facility at the eastern end of the waterfront promenade. It will also act as a focal point of attraction along the waterfront. A maximum building height of 15mPD is imposed to ensure that the proposed Temple will be a low-rise development which is compatible with the waterfront setting and in harmony with the surrounding environment;
- (f) a site at the eastern edge of the Area is zoned “OU” annotated “Leisure and Entertainment Complex and Elevated Walkway”. The planning intention is to develop this area into indoor leisure and entertainment uses with shops, restaurants and provision of coach parking facilities. It will form a unique district landmark and provide an important activity node along the waterfront. The site will also serve as a strategic link connecting the Victoria Park, the waterfront promenade and the Harbour Park. A maximum GFA of 46,420m² is imposed on this site but it is not subject to any specific height restriction in order to provide opportunities for a wide range of innovative design at this strategic location. Although no building height restriction is imposed, the proposed development on the site should be compatible in scale with the

waterfront and the surrounding developments. Any development within this zone requires planning permission from the Board;

- (g) a site located to the north-east of the HKCEC Extension is zoned “OU” annotated “Helipad” on the Plan while a site located to the east of the Wan Chai Sports Ground is zoned “OU” annotated “Petrol Filling Station”;
- (h) a site near the tunnel portal of the CWB is designated for the development of ventilation building and administrative building for the operation of the CWB. Two sites located to the north of the existing HKCEC and west of Fleming Road, and to the east of the existing POC are reserved for the provision of railway vent shafts/building for the operation of the NIL. Landscaped open space will be provided within the “OU” site to the east of the POC. This open space will be well connected to the waterfront via the hotel retail podium. Another site at the northern tip of the existing RHKYC is also zoned “OU” which is currently occupied by the Cross Harbour Tunnel Vent Shaft; and
- (i) a number of “Elevated Walkways” are designated on the Plan. They will form part of the comprehensive pedestrian network providing connection between individual developments as well as connection with the existing urban area.

9. ENVIRONMENT

- 9.1 To provide information on the nature and extent of potential environmental impacts associated with the proposed development, Environmental Impact Assessment (EIA) studies for the WDII, CWB and IECL have been carried out. The EIA has quantitatively assessed the scale, extent and severity of the cumulative environmental impacts arising from the construction and operation of the WDII, CWB and IECL. The EIA studies concluded that with the implementation of all recommended mitigation measures, the cumulative residual environmental impacts would be kept within the appropriate statutory and established environmental standards. The proposed reclamation, the CWB and IECL are the Designated Projects under the EIA Ordinance (Chapter 499) and environmental permits are required for the construction and operation of the projects. The WDII EIA Report covering the Area, other than the Harbour Park, has been approved under the EIA Ordinance. As for the Harbour Park, a detailed feasibility study will be carried out to examine the engineering and environmental viability. A supplement to the WDII EIA report will be prepared, if appropriate, to address the cumulative impacts. The EIA findings will be taken into account in the detailed design of the projects.
- 9.2 Environmental monitoring and audit programmes will be formulated to verify the effectiveness of the recommended mitigation measures and to ensure full compliance with the stipulated requirements.

10. COMMUNICATIONS

10.1 Road

- 10.1.1 Gloucester Road is the existing principal east-west route through the Area and is observed to be presently overloaded. Other key east-west roads include Convention Avenue, Harbour Road and Hung Hing Road. The proposed CWB and IECL are anticipated to provide relief to these existing east-west links. Without the new Trunk Road, the existing east-west links would not be able to accommodate the increasing traffic demand.
- 10.1.2 The Area will also provide a ground level road network system to complement the Trunk Road. The road network comprises existing roads which need to be modified and the provision of some new roads and junctions. In general, a primary distributor Road P2 will be formed to the north of the existing Hung Hing Road in the east-west direction.
- 10.1.3 The area shown as “Road” includes substantial area reserved for roadside planting and footpaths. Provision of street tree planting, amenity planting strip and street furniture is encouraged to improve the streetscape quality and pedestrian environment.

10.2 Railway

The Wan Chai District adjoining the Area is currently served by the existing MTR Island Line. The future NIL and the proposed Sha Tin to Central Link (SCL) will provide further direct rail access to the Wan Chai area.

10.3 Road Transport

In addition to rail service, a sufficient number franchised bus routes serve the Area.

10.4 Ferry Services

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

10.5 Public Transport Interchange

A public transport interchange will be incorporated within the “CDA” development to cater for future operational need as well as to reprovide for the existing bus terminus located to the north of the Harbour Centre and the terminal facilities at ExPo Drive East. The extent of this provision will be determined at the detailed design stage of the “CDA” development.

10.6 Pedestrian Connection

The proposed waterfront promenade and their elevated walkway system will provide safe and convenient pedestrian linkages along the waterfront and between individual developments as well as connections with the existing urban areas to various developments in the reclamation area.

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

12. CULTURAL HERITAGE

The Kellett Island Archaeological Site, the Noon-Day Gun and the floating Tin Hau Temple which are of special historical interest are located within the Area. Prior consultation with the Antiquities and Monuments Office should be made if any development or rezoning proposals may affect these sites.

13. IMPLEMENTATION OF RECLAMATION

The reclamation works under the Plan are proposed to commence in early 2004 for completion around early 2010. Such timing of implementation is important to alleviate traffic congestion in Wan Chai and Causeway Bay by providing reclaimed land for the timely construction of the CWB, the IECL and the associated connecting roads and to meet the construction of the NIL.

14. IMPLEMENTATION OF THE PLAN

- 14.1 Although existing uses non-conforming to the statutory zonings are tolerated, any change of use and any other development/redevelopment must conform to the zonings on the Plan. 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 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 Territory Development Department in conjunction with the client departments and the works department, such as the Civil Engineering Department, 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’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 the 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.

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

Figure 1 - Urban Design Character Zones

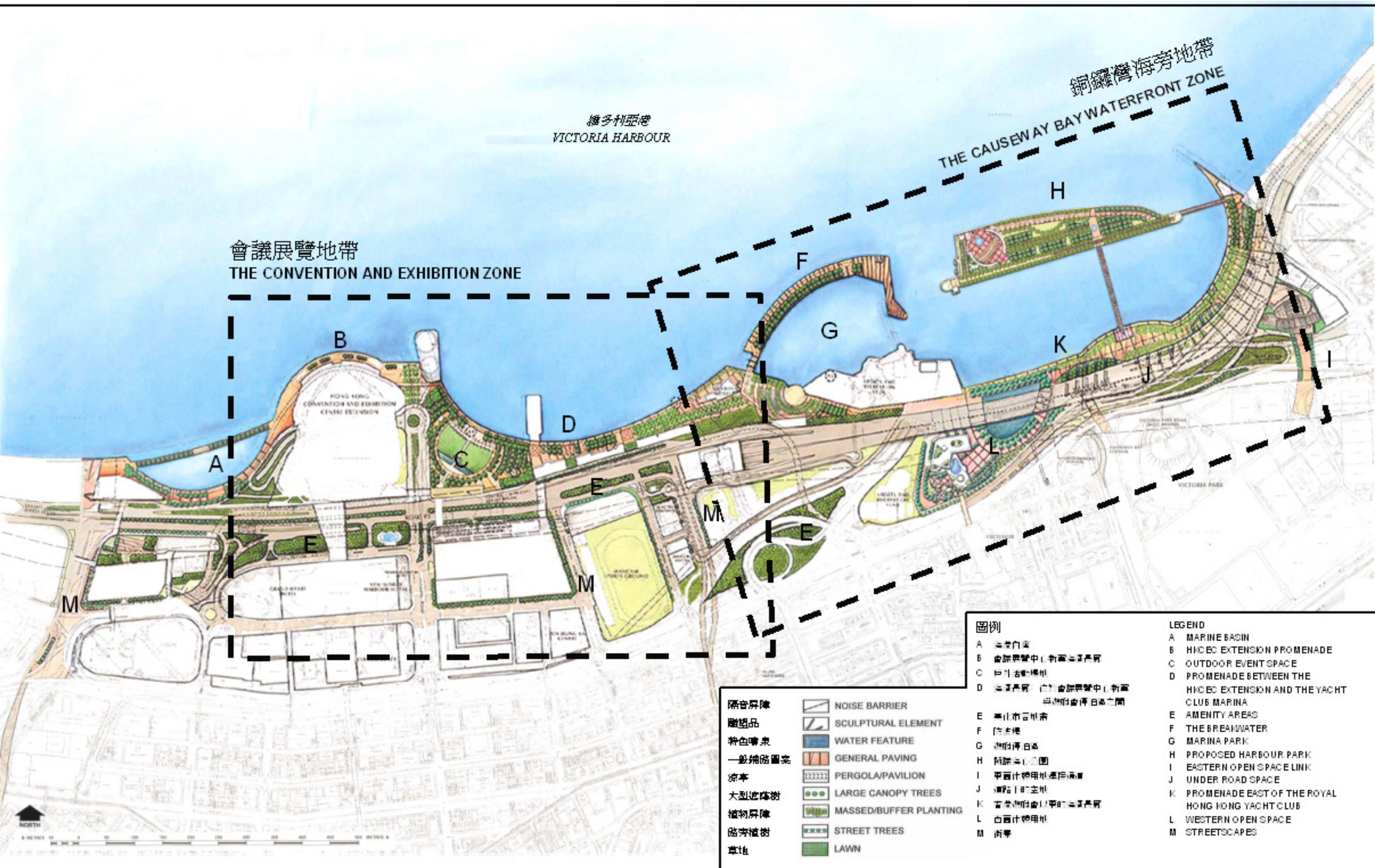
Figure 2 - Perspective View of the Proposed Harbour Park

Figure 3 - Proposed Harbour Park – View from the Sea

Figure 4 - Key Pedestrian Linkages

Figure 5 - Development Height Profile

**TOWN PLANNING BOARD
APRIL 2002**



城市設計特性地帶
URBAN DESIGN CHARACTER ZONE
(FOR INDICATIVE PURPOSE ONLY)

圖一
FIGURE 1



擬議海心公園 - 透視圖
PERSPECTIVE VIEW OF THE PROPOSED HARBOUR PARK
(圖片顯示初步構思，只供參考)
(FOR INDICATIVE PURPOSE ONLY)

圖二
FIGURE 2



擬議海心公園景貌 - 由海上觀望
PROPOSED HARBOUR PARK - VIEW FROM THE SEA
(圖片顯示初步構思,只供參考)
(FOR INDICATIVE PURPOSE ONLY)

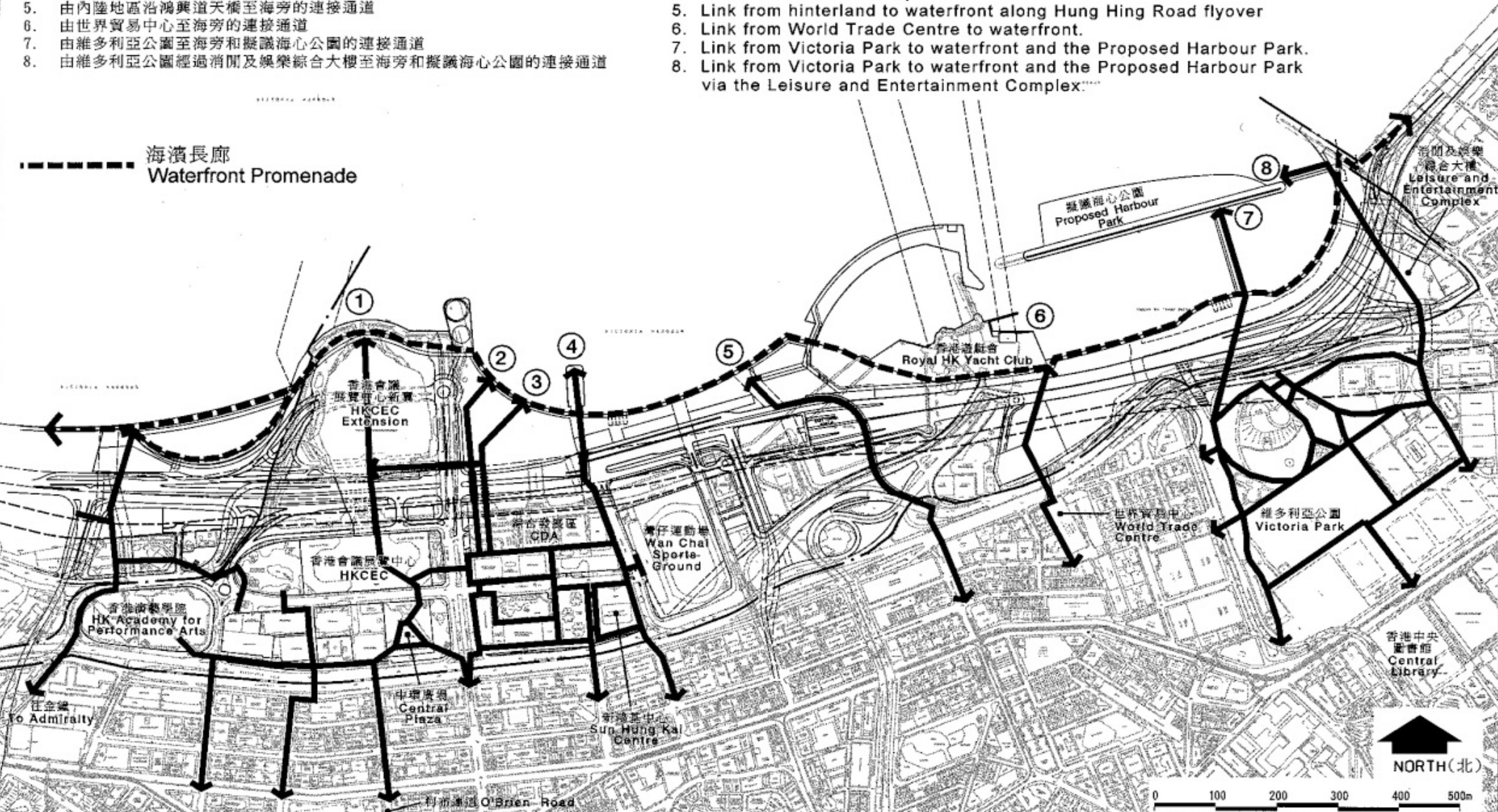
圖三
FIGURE 3

圖例

1. 由柯布連道的高架行人走廊經過香港會議展覽中心新翼至海旁的連接通道
2. 由內陸地區經過綜合發展區至文娛廣場及香港會議展覽中心新翼的連接通道
3. 由內陸地區經過綜合發展區至地下展覽設施場地及海旁的連接通道
4. 由內陸地區經過綜合發展區至碼頭的連接通道
5. 由內陸地區沿鴻興道天橋至海旁的連接通道
6. 由世界貿易中心至海旁的連接通道
7. 由維多利亞公園至海旁和擬議海心公園的連接通道
8. 由維多利亞公園經過消閒及娛樂綜合大樓至海旁和擬議海心公園的連接通道

LEGEND

1. Link from elevated walkway along O'Brien Road to waterfront via HKCEC Extension.
2. Link from hinterland to Civic Square and HKCEC Extension via CDA site.
3. Link from hinterland to underground exhibition facilities and waterfront via CDA site.
4. Link from hinterland to pier via CDA site.
5. Link from hinterland to waterfront along Hung Hom Road flyover
6. Link from World Trade Centre to waterfront.
7. Link from Victoria Park to waterfront and the Proposed Harbour Park.
8. Link from Victoria Park to waterfront and the Proposed Harbour Park via the Leisure and Entertainment Complex***



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)

圖四
FIGURE 4

