

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

**Wan Chai Development Phase II (WDII) –  
Concept Plan**

**1. Purpose**

The purpose of this paper is to seek Members' views on the draft Concept Plan for the Wan Chai Development Phase II (WDII) project.

**2. Concept Plan**

*Introduction*

- 2.1 Having examined the merits and demerits of the various options for the development of the Central-Wan Chai Bypass (CWB), and taking into account the views received from the public engagement exercise, the Sub-committee endorsed at the meeting held on 13 June 2006 the adoption of Tunnel Option Variation 1 as the basis for the preparation of the Concept Plan. The Consultants were also asked to formulate land use proposals to enhance the associated harbour-front for the Sub-committee's consideration.
- 2.2 The Sub-committee also advised that the explanation for rejecting the ideas/proposals raised by the public should be given during the public engagement activities of the Realization Stage of the Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas (HER) project.

*Harbour-front Enhancement*

- 2.3 At the Envisioning Stage of HER, the Sub-committee received strong support to explore making the best use of land formed along the Wan Chai shoreline to enhance the appeal of the Harbour and for public enjoyment. The following specific proposals were put forward by the public:
- (a) developing the marine basin at the ex-Public Cargo Working Area (ex-PCWA) for water recreation uses;

- (b) connecting Victoria Park to the harbour-front;
- (c) retaining the existing Causeway Bay Typhoon Shelter (CBTS), or if reclamation is necessary, limiting the reclamation to the corners of the CBTS; and
- (d) providing a boardwalk underneath the existing Island Eastern Corridor (IEC).

The idea in (d) would be examined separately as the proposal falls outside the WDII area.

- 2.4 The Government has publicly stated that the additional land formed incidental to the construction of the CWB will be put to public use and that such formed land will not be planned for land sale. In brief, after meeting specific infrastructural needs, all reclaimed land will be dedicated for harbour-front enhancement purposes.
- 2.5 Having duly taken into account the wishes of the general public and the guiding principles laid down by Town Planning Board's Vision Statement for Victoria Harbour and HEC's Harbour Planning Principles, the Consultants put forth five 'character precincts' within the project area (as shown in **Annex A**) where different themes of harbour-front enhancement could be considered. A Concept Plan illustrating the recommendations is at **Annex B**.

#### Arts and Culture Precinct

- 2.6 This precinct covers the Hong Kong Convention and Exhibition Centre (HKCEC) and the area to its west. Existing developments within this precinct (e.g. Hong Kong Academy for Performing Arts (HKAPA), Hong Kong Arts Centre, HKCEC) relate mainly to arts, culture and convention. An 'arts and culture' theme for harbour-front enhancement is therefore recommended so as to enhance the existing character by providing complementary uses, such as outdoor performance areas, street markets, waterfront related retail uses, etc. These facilities will also provide services to visitors to the Golden Bauhinia Square (GBS), an important tourist attraction and icon of Hong Kong.

#### Water Park Precinct

- 2.7 A 'water park' theme is recommended for this precinct covering the area extending from the east of HKCEC to the ex-PCWA. Ornamental lakes (or water gardens), fountains and other water features will be the main features of this theme with the provision of pathways

and small footbridges around and through these water features. It has the advantage of creating and increasing the area of water body within the reclamation areas, thus increasing the attractiveness of the harbour-front to those who would like to see more water. To add vibrancy, an amphitheatre for performance with fountain show is proposed to provide a new experience of open-air entertainment surrounded by water.

- 2.8 The Wan Chai public transport interchange (PTI), the reprovisioned Wan Chai Ferry Pier and the proposed Exhibition Station of the new rail links under planning offer a chance to create a new activity hub in this precinct. To enhance accessibility and connectivity to the harbour-front, a landscaped deck is proposed across Hung Hing Road to provide access from the Exhibition Station, the Harbour Centre/Great Eagle Centre as well as the hinterland to the new harbour-front.

#### Water Recreation Precinct

- 2.9 This precinct covers the ex-PCWA basin. There was general consensus expressed at the public engagement activities of the Envisioning Stage of HER of converting the ex-PCWA basin for water recreation uses. 'Water recreation' is a suitable theme for this precinct as the basin is already protected against seawaves. A water sports centre and a harbour education centre are proposed, with new landing steps built into the seawall providing access to the water. In addition, the land area by the harbour-side could be developed into a leisure area for public enjoyment.

#### Heritage Precinct

- 2.10 This precinct covers the CBTS as well as the Victoria Park. A 'heritage' theme is proposed. Within this area, the key planning intention is to preserve and enhance the historical elements of the CBTS. An improved access will be provided from Victoria Park to the new harbour-front. The existing moorings within the typhoon shelter and Noonday Gun will not be affected. Opportunity could be taken to reprovision the floating Tin Hau Temple on-shore to the site of the existing A-King boatyard, the lease of which will expire in 2010. Complementary facilities such as leisure boat rides, floating restaurants, etc, could be provided to maximise the recreation potential of the typhoon shelter. A boardwalk could be considered along the existing promenade, protruding into the typhoon shelter by means of cantilever structures subject to compliance with the Protection of the Harbour Ordinance.
- 2.11 A wide landscaped deck from the raised knoll area of Victoria Park to

the waterfront is proposed to meet the public aspirations for an extension of Victoria Park to the harbour-front.

### Leisure and Recreation Precinct

- 2.12 Along the harbour-front to the east of CBTS, a 'leisure and recreation' theme is suitable for provision of a local park to address the shortfall of open space in the district and for opening up the currently inaccessible North Point waterfront. At this stretch of new harbour-front, a 'waterfront park' with a continuous promenade will be created. The park will be landscaped mainly for passive recreation and small kiosks for some food and beverage outlets could be provided.

### ***Pedestrian Links***

- 2.13 The construction of the Trunk Road provides the opportunities to enhance the pedestrian network along the harbour-front with a continuous promenade extending from Central to the Oil Street area in North Point. The harbour-front promenade will provide an uninterrupted east-west pedestrian movement through the area.
- 2.14 Where possible, the existing north-south pedestrian network is proposed to be extended or additional linkages will be provided linking to the principal activity nodes at the harbour-front. Pedestrian links in the form of landscaped decks would be considered where appropriate, to improve the walking environment. Specifically, the following new pedestrian links to the new harbour-front as shown in **Annex C** are proposed:
- (a) a footbridge connecting the HKAPA with its Extension and the provision of an at-grade crossing across Road P2 to the waterfront;
  - (b) a landscaped deck from the garden adjacent to Grand Hyatt Hotel to the promenade area west of the HKCEC;
  - (c) an at-grade crossing at the junction of Fleming Road and the re-aligned Hung Hing Road to the waterfront;
  - (d) a landscaped deck from Harbour Centre/Great Eagle Centre across the proposed Exhibition Station and the re-aligned Hung Hing Road to the waterfront;
  - (e) an at-grade crossing at the junction of Tonnochy Road and the re-aligned Hung Hing Road to the waterfront;

- (f) a footbridge along Wan Shing Street and over the re-aligned Hung Hing Road to the waterfront;
- (g) a landscaped deck connecting the Victoria Park to the waterfront;
- (h) an at-grade pedestrian link extending from Watson Road to the waterfront; and
- (i) an at-grade pedestrian link along the Oil Street and underneath the Island Eastern Corridor (IEC) and the proposed Trunk Road to the waterfront.

### **3. Other Land Uses**

- 3.1 In conjunction with the proposed harbour-front enhancement, changes of existing land uses of the following sites at the hinterland of Wan Chai North are proposed.

#### Wan Chai West Sewage Screening Plant (WCWSSP) Site

- 3.2 It is Government's plan to decommission the WCWSSP. It is proposed to use the site (Site 1 on Concept Plan at **Annex B**) for an extension of the HKAPA, which is compatible with the public aspiration for and the planning intention of the proposed 'Arts and Culture Precinct' in the area.

#### Vacant Site Along Wan Shing Street

- 3.3 The vacant site along Wan Shing Street (Site 11 on Concept Plan at **Annex B**) is proposed to accommodate the following uses:
- (a) the salt water pumping station of the Water Supplies Department (WSD). The existing pumping station located at the harbour-front near the Wan Chai Ferry Pier is affected by the WDII project. The opportunity is taken to relocate it away from the harbour-front;
  - (b) a coach park to replace the existing one at Expo Drive East. The site is considered suitable for coach parking as it is within reasonable distance from the GBS where the coaches are serving; and
  - (c) the expansion of the Wan Chai East Sewage Screening Plant (WCESSP) to cater for long-term development in the area and to compensate the loss of treatment capacity as a result of

decommissioning of WCWSSP.

Sites of Wan Chai North Public Transport Interchange (PTI) and Indoor Games Hall and Training Pool (IGH&TP)

- 3.4 The Wan Chai PTI and the IGH&TP site at Hung Hing Road lie within the footprint of the proposed Exhibition Station of the Shatin to Central Link (SCL)/the North Hong Kong Island Line (NIL).
- 3.5 The Consultants propose to reprovide these facilities “in-situ” but with swapped locations, i.e. to use the existing Wan Chai North PTI for the construction of the western portion of the Exhibition Station with the IGH&TP reprovisioned above it in a new integrated structure, and then to complete the eastern portion of the station with the PTI reprovided above at ground level (Sites 9 and 12 on Concept Plan at **Annex B**). The reprovided PTI will accommodate the bus and taxi services at the existing PTI and those along Expo Drive East. (Temporary reprovisioning of the existing PTI possibly at the waterfront will be required to facilitate the above mentioned works.) A landscaped deck across the re-aligned Hung Hing Road to the waterfront is also proposed.
- 3.6 The Hong Kong Trade Development Council has requested that consideration be given in the planning process of the revised OZP to allow for expansion of the HKCEC at the site. The feasibility of integrating the HKCEC expansion proposal, its traffic implications and other impacts on the area would need to be further and carefully examined.

Helipad at Expo Drive East Pier

- 3.7 According to the recommendations of the report for the Envisioning Stage of HER, the 4-pad proposal of the Hong Kong Regional Heliport Working Group may be included as an insert in the Concept Plan. The Consultants pointed out that the proposed heliport would abut upon the GBS, thereby compromising harbour-front enhancement around the HKCEC including the potential for expanding the GBS. The heliport site lies at the important visual corridor to Harbour, obstructing the visual access to the harbour, and hence breaches the Harbour Planning Principles. The heliport will also extend southward into the new roundabout of Expo Drive East proposed under the WDII project, i.e. in conflict with the proposed road layout. Based on the above, the Consultants recommend that the Working Group’s helipad proposal should not be included as an insert in the Concept Plan for further consultation.

#### **4. Way Forward**

- 4.1 The public will be engaged through public engagement activities of the Realization Stage of HER in September/October 2006. The public engagement activities are planned to include collaborators' working session, community workshops, roving exhibitions and town hall meetings. The Legislative Council and relevant District Council will also be engaged.
- 4.2 The Consultants would then carry out an assessment to confirm the technical feasibility of the ideas presented in the Concept Plan. The preparation of the Recommended Outline Development Plan (RODP) and amendments to the relevant Outline Zoning Plans (OZPs) would follow. It is targeted to submit the draft RODP and OZPs to the Town Planning Board for consideration at the end of 2006.

#### **5. Advice Sought**

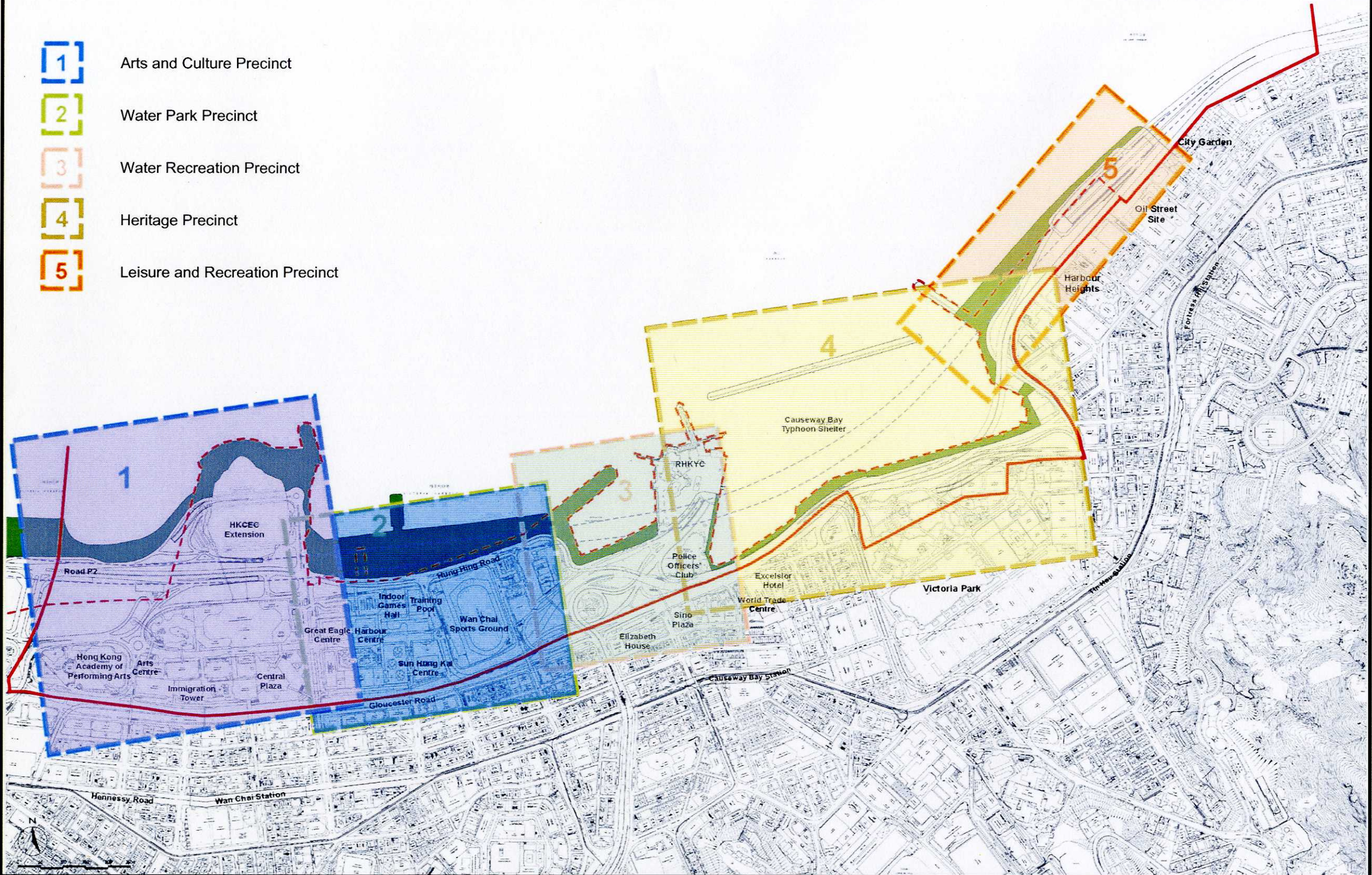
- 5.1 Members are requested to comment on the draft Concept Plan and the key land use proposals.

#### **Attachments**

- Annex A Five "Character Precincts"
- Annex B Concept Plan
- Annex C Proposed Pedestrian Circulation Framework

Secretariat,  
HEC Sub-committee on WDII Review  
August 2006

- 1 Arts and Culture Precinct
- 2 Water Park Precinct
- 3 Water Recreation Precinct
- 4 Heritage Precinct
- 5 Leisure and Recreation Precinct



WAN CHAI DEVELOPMENT PHASE II - PLANNING AND ENGINEERING REVIEW

# FIVE CHARACTER PRECINCTS



**LEGEND:**

-  Study Area Boundary
-  Proposed North Island Line
-  Proposed Shatin to Central Link
-  Trunk Road Tunnel Alignment

**PROPOSED**

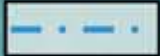
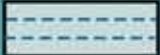






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| <ol style="list-style-type: none"> <li>1. Hong Kong Academy of Performing Arts Extension</li> <li>2. Landscaped Deck to HKCEC West</li> <li>3. Street Market with Outdoor Performance Area</li> <li>4. Landscaped Deck Link to Waterfront and Ferry Pier</li> <li>5. Golden Bauhinia Plaza (Multi-Purpose Performance Area)</li> <li>6. Government Helipad</li> <li>7. HKCEC Atrium Link Extension</li> <li>8. Wan Chai Ferry Pier</li> <li>9. Re-provisioned Indoor Games Hall and Training Pool</li> <li>10. Ornamental Pond with Fountain Show</li> <li>11. Coach Parking, Re-provisioned WSD Salt Water Pumping Station and Wan Chai East Sewage Screening Plant Expansion</li> <li>12. Re-provisioned Wan Chai North PTI</li> <li>13. Kiosks and Leisure Boat Landing Area</li> <li>14. Waterfront Alfresco Dining</li> <li>15. Amphitheatre with Fountain Show</li> <li>16. Sculpture Walk</li> <li>17. Pier Plaza</li> <li>18. Water Sports Centre</li> </ol> | <ol style="list-style-type: none"> <li>19. Boardwalk</li> <li>20. Harbour Education Centre</li> <li>21. Landscaped Deck (extending from Victoria Park)</li> <li>22. Re-provisioned Tin Hau Temple</li> <li>23. Northern Edge of Victoria Park Re-landscaped for Slip Road</li> <li>24. Local Open Space</li> <li>25. Waterfront Park</li> <li>26. Trunk Road Ventilation Building</li> <li>27. Trunk Road Administration Building (Beneath Island Eastern Corridor)</li> <li>28. Landscaped Deck over Trunk Road Portal</li> <li>29. Railway Ventilation Building</li> </ol> |
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**RETAINED**

30. Noonday Gun
31. Royal Hong Kong Yacht Club (RHKYC)
32. Police Officers' Club
33. Causeway Bay Typhoon Shelter



LEGEND:

-  Study Area Boundary
-  Trunk Road Tunnel Alignment
-  Proposed North Island Line
-  Proposed Shatin to Central Link
-  Proposed Primary Pedestrian Circulation
-  Existing Primary Pedestrian Circulation
-  Existing Secondary Pedestrian Circulation
-  Activity or Transport Node

