

Harbour-front Enhancement Committee
Sub-committee on Wan Chai Development Phase II Review

Minutes of Fifteenth Meeting

Date : 14 May 2007
Time : 2:30 p.m.
Venue : Conference Room,
15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong

Present

Mr. Leung Kong-yui	Chairman Representing Chartered Institute of Logistics and Transport in Hong Kong
Mr. Stephen Chan	
Dr. Chan Wai-kwan	
Dr. Alvin Kwok	Representing The Conservancy Association
Mr. Dennis Li	Representing Society for Protection of the Harbour Limited
Dr. Ng Mee-kam	Representing Citizen Envisioning@Harbour
Dr. Andrew Thomson	Representing Business Environment Council
Ms. Lydia Lam	Assistant Secretary (Planning) 3, Housing, Planning and Lands Bureau
Ms. Sharon Ho	Principal Assistant Secretary (Transport)5, Environment, Transport and Works Bureau
Mr. S K Lam	Chief Engineer/Hong Kong (2), Civil Engineering and Development Department
Ms. Phyllis Li	Chief Town Planner/Special Duties, Planning Department
Mr. Wan Man-leung	Deputy Project Manager (Major Works) 2, Highways Department
Mr. Chan Chung-yuen	Senior Engineer/HP, Transport Department
Mr. Bosco Chan	Secretary

In Attendance

Mr. Derek Sun	Representing City Planning Consultants Ltd
Ms. Flora Lai	Representing City Planning Consultants Ltd
Dr. Sujata S Govada	Representing City Planning Consultants Ltd
Ms. Betty Ho	Representing City Planning Consultants Ltd
Mr. Eric Ma	Representing Maunsell Consultants Asia Ltd
Ms Carmen Au	Representing Maunsell Consultants Asia Ltd

Absent with Apologies

Mr. Patrick Lau	
Mr. Charles Nicholas Brooke	
Dr. Greg Wong	Representing Hong Kong Institution of Engineers
Representative from Home Affairs Department	

Action

Item 1 Confirmation of minutes of last meeting

- 1.1 The draft minutes of the last (14th) meeting that were circulated on 7 May 2007 were confirmed with no amendment.

Item 2 Matters Arising

- 2.1 **The Chairman** said that the English and Chinese versions of the endorsed Public Engagement Report of the Realization Stage had been printed and distributed to Members. The Annex Volume of the Report, in the form of a CD, was attached to the Report.
- 2.2 **The Chairman** said that the work plan for the Detailed Planning Stage would be discussed under agenda item 6 of the meeting.

Item 3 Recommended Outline Development Plan

3.1 **The Chairman** said that the Wan Chai Development Phase II (WDII) Recommended Outline Development Plan (RODP) had been prepared by the Consultants based on the Concept Plan developed in the Realization Stage and comments received.

3.2 **Mr. Eric Ma** presented the RODP with the aid of a powerpoint presentation. He highlighted the following points.

- There were no feasible “no-reclamation” alignment options for the Central – Wan Chai Bypass (CWB).
- Tunnel Option Variation 1 required the minimum area of reclamation. It had been endorsed by the Sub-committee as the basis for the preparation of the Concept Plan.
- With more detailed site investigation data, the total area of reclamation required for WDII was further reduced from 15 hectares to 12.7 hectares. Part of the reduction was due to the deletion of the openable causeway to the marine basin to the west of the Hong Kong Convention and Exhibition Centre.
- A report (CCM report) to provide the “cogent and convincing materials” for demonstrating compliance with the overriding public need test has been prepared. It was attached to the Sub-committee paper for this item.
- Building heights for new developments along the new waterfront would be restricted to +10 to +50 mPD.
- A continuous promenade of about 4 km extending from east to west along the harbour-front.
- The new Wan Chai Ferry Pier would be located at 40m east of the existing pier in order to maintain the ferry services during construction.
- The proposed hotel development at the A. King Shipyard site would not be compatible with the RODP and was not recommended. It was recommended to reserve the site for reprovisioning the floating Tin Hau Temple on-shore. If it was eventually decided to retain the temple in the CBTS, the site would be used as open space.
- To address the concern of the North Point residents

regarding the ventilation building at the eastern tunnel portal, an enhancement scheme was proposed to separate the exhaust vent from the main building and to place the former at the northern end of the east breakwater of the Causeway Bay Typhoon Shelter (CBTS). In addition, an electrostatic precipitator system was also proposed for the tunnel ventilation exhaust system to improve the air quality. Equipments at the main ventilation building would be placed underground as far as possible so as to reduce the building height and bulkiness.

- Nine new pedestrian linkages including three landscaped decks, five at-grade crossings and one footbridge were proposed to enhance the accessibility to the harbour-front.
- The project area of WDII would affect three Outline Zoning Plans (OZPs), namely the draft Wan Chai North OZP, the approved North Point OZP and the approved Central District (Extension) OZP. The statutory process of making necessary amendments to the draft Wan Chai North OZP and the approved North Point OZP would proceed together with statutory process of gazetting the reclamation scheme under the Foreshore and Seabed (Reclamations) Ordinance and the Trunk Road and surface road schemes under the Roads (Works, Use and Compensation) Ordinance.
- The amendments to the approved Central District (Extension) OZP arising from the WDII Review would be undertaken upon the completion of the Urban Design Study for the New Central Harbourfront.
- The Legislative Council Panel on Planning, Lands and Works and the District Councils of Hong Kong Island would be consulted on the RODP.

3.3 **Dr. Chan Wai-kwan** said that a breakdown of the different land uses for the land formed from reclamation would be useful for presenting the RODP to the public. Regarding the CCM report, he noted that the report had provided a lot of information and seemed to be cogent and convincing. He opined that members should only be requested to note the report but not to endorse it. For the area adjacent the eastern tunnel portal, he suggested providing more information when

presenting the RODP to the public.

3.4 **Dr. Alvin Kwok** noted that there were improvements in the harbour-front enhancement proposals included in the RODP which had reflected the general aspirations of the public. He requested further consideration of the following aspects.

- Enhance the recreational use, such as fishing, below the Island East Corridor (IEC) by introducing floating pontoon.
- Provide 3D model of the harbour-front promenade.
- Develop an heritage harbour tour between the proposed land-base site of the floating Tin Hau Temple to the existing floating Tin Hau Temple and possibly to the proposed site of the ventilation building which could be aesthetically designed to match the heritage theme of the area.

3.5 **Dr. Andrew Thomson** made the following comments on the RODP.

- The layout of the three low rise building development to the east of the Hong Kong Convention and Exhibition Centre (HKCEC) could be improved.
- It might be desirable to retain the floating Tin Hau Temple in CBTS and use the A. King Shipyard site for low-rise tourism facility.
- The proposed location for the exhaust vent building at the northern end of the east breakwater of CBTS would be a prime viewing site of the harbour. An alternate location for the exhaust vent building would be preferred if it could be identified.
- Further consideration should be made to improve the pedestrian access between the Royal Hong Kong Yacht Club and the Causeway Bay MTR station.
- Coach parking facilities along the harbour-front might be over-provided.
- There should be provision for access to the water for marine recreational facilities along the CBTS and ex-Public Cargo Working Area (PCWA).

3.6 **Mr. Eric Ma** provided the following responses to comments

from members.

- The three low rise building development to the east of HKCEC are intended for outdoor dining facilities and retail stores. The layout would be subject to detailed design.
- For the floating Tin Hau Temple, there were different views, either to retain it as floating or reprovision it as a land-base facility. If it is eventually decided to retain the temple in the typhoon shelter, the site at the A. King Shipyard earmarked for the temple would be developed into an open space for public enjoyment.
- The detailed arrangement of the North Point harbour-front would be subject to detailed design. Facilities for recreational activities, like fishing, could be considered.
- The vent openings for the proposed exhaust vent building at the northern end of the east breakwater of CBTS would be located at high level and should not have adverse impact on people visiting that area.
- There would be three ventilation buildings along the CWB. They would be located at Central, Wan Chai and North Point respectively.
- Provision of pedestrian access between the Royal Hong Kong Yacht Club and the Causeway Bay MTR station was restricted by the shortfall of land along the harbour-front near the CBTS.
- Provision of coach parking facilities was based on the projected need, taking into account that the new harbour-front would be a major tourist attraction.
- Access to the water for marine recreational facilities along the CBTS and ex-PCWA such as landing steps and bollards would be considered further in the detailed design.

3.7 **Mr. Dennis Li** referred to his recent request for a written reply from the Chairman regarding the disclosure of the Brief directing the preparation of the CCM report. In response, **Mr. S K Lam** said that the Brief had been submitted to the Legislative Council Panel on Planning, Lands and Works and was available on the Legislative Council website. Hard copy of the Brief could be provided upon request.

- 3.8 In response to **Dr. Alvin Kwok**'s suggestion on further public engagement on the floating Tin Hau Temple, **the Chairman** said that the issue on retaining the temple in CBTS or relocating it on-shore could be discussed further.
- 3.9 **Dr. Ng Mee-kam** opined that retention of the floating Tin Hau Temple in the CBTS would preserve its heritage identity. She added that the floating restaurants within the CBTS in the old days could also be reactivated to enhance the heritage element of the area. In response, **Mr. Eric Ma** pointed out that it was the owner of the temple that requested for relocating the floating Tin Hau Temple as a land-base facility. On the other hand, there were also requests for retaining this unique feature of Hong Kong as a floating facility. He said that the issue could be considered further in the detailed design stage with a view to obtaining a consensus.
- 3.10 **Mr. Stephen Chan** commented whether the arts and cultural activities within the WDII area would be considered in conjunction with the arts and cultural elements proposed for the Tamar development. In response, **Mr. Eric Ma** said that arts and cultural activity node would be provided along the harbour-front in order to enhance the vibrancy of the area.

Item 4 Draft Revised Wan Chai North OZP No. S/H25/1C

Item 5 Proposed Amendments to the North Point OZP No. S/H8/19

- 4.1 **The Chairman** suggested and the **meeting** agreed that agenda item 4 and item 5 be discussed together.
- 4.2 **Ms. Phyllis Li** briefed members on the draft revised Wan Chai North (WCN) OZP No. S/H25/1C and the proposed amendments to North Point (NP) OZP No. S/H8/19 with the aid of powerpoint presentation. She highlighted the following points:
- On 3.4.2007, members of the Expanded HER Task Force

were briefed on the CCM report and RODP. On the same day, TPB considered the RODP and the CCM report and agreed that the RODP should form the basis for amending the draft WCN OZP and the approved NP OZP. The amendment to the Central District (Extension) OZP would be considered later upon completion of the Urban Design Study for the New Central Harbourfront.

- On 20.4.2007, TPB considered the draft revised WCN OZP No. S/H25/1C and the draft NP OZP No. S/H8/19D prepared on the basis of the RODP and agreed that they were suitable for public consultation. Members of the Expanded Task Force were also briefed about the proposed amendments to those two OZPs on the same day.
- The proposed reclamation in the draft revised WCN OZP and draft NP OZP were 5.7ha and 3.3ha respectively. In addition, about 0.4ha of the water area in the draft NP OZP would be affected by the flyover structures at the connection with the IEC. The proposed reclamations were the minimum reclamation required to accommodate the Trunk Road and to re-provision affected waterfront facilities.
- Land formed for the Trunk Road would be designated for harbour-front enhancement after meeting infrastructural needs.
- The overall concept was to create a waterfront with distinctive character and attraction, emphasizing its relation with the Harbour, the cultural and historical context of the Wan Chai, Causeway Bay and the adjoining areas.
- There would be a restriction on the building heights to protect the ridgeline and to maintain clear visual corridor towards the Harbour.
- Major land uses within the two OZPs included:
 - (a) A waterfront promenade of about 4 km.
 - (b) A total area of about 10.2 ha for waterfront open space.
 - (c) Low-rise waterfront development for related commercial, leisure and recreational uses.
 - (d) Government, Institution or Community use for “In-situ” re-provisioning of Harbour Road Sports

Centre, Wan Chai Swimming Pool and the existing public transport interchange for facilitating the construction of the Exhibition Station of the Shatin to Central Link (SCL)/North Hong Kong Island Line (NIL) and for the re-provisioning of the floating Tin Hau Temple.

- (e) A helipad for emergency and other government flying services with allowance for shared use by commercial operators of domestic helicopter services but with priority given to Government operations at all times.
 - (f) Re-provisioning of the Wan Chai East Ferry Pier.
 - (g) Railway ventilation buildings and station facilities for the proposed SCL/NIL.
 - (h) A landscaped deck would be provided over the eastern tunnel portal of the Central-Wan Chai Bypass (CWB).
 - (i) Administration building and ventilation facilities of the CWB.
 - (j) Re-configuration of the site boundary of the Food and Environmental Hygiene Department Depot and minor adjustment of the site boundaries of some developments at North Point such as Sea View Estate, Harbour Heights and Manulife Tower but with no effect on their development potential.
- Major differences between the draft revised WCN OZP No. S/H25/1C and the current Draft WCN OZP No. S/H25/1 were explained which included the substantial reduction of the extent of the reclamation from 26.4 ha to 5.7 ha; the retention of the ex-PCWA and the CBTS; the change in construction form of the CWB from elevated structure to tunnel and the deletion of the previously proposed features like harbour park and new breakwater.
 - Views collected from the public consultation on the two OZPs would be submitted to TPB for consideration before finalizing the amendments.

4.3 **Dr. Chan Wai-kwan** opined that it would be better to explain to the public the relationship between the HER process and the statutory planning process. **Ms. Phyllis Li** supplemented

that in response to the court judgments, the TPB would reconsider proposed amendments to the draft OZP and the previous objections to the draft WCN OZP No. S/H25/1 in accordance with the statutory provisions. **The Chairman** remarked that HEC was not a committee to participate in the statutory planning process under the Town Planning Ordinance. HEC was only an advisory body and its work was to facilitate the public to express their aspirations and views on the harbour-front.

- 4.4 **Dr. Ng Mee-kam** said that it would be useful if the statutory planning process could be presented to them in an easily understood format. She also pointed out that the urban design objectives had not included the consideration for minimizing the adverse impact on adjacent areas. In response, **Ms Phyllis Li** said that paragraph 7.1.1 of the explanatory statement of the draft revised WCN OZP indicated that a holistic approach had been adopted by integrating the provision of the essential transport infrastructure with the planning and improvement of the harbour-front area.
- 4.5 **Dr. Alvin Kwok** said that it was important to explain to the public that the proposed low-rise development along the harbour-front would not have adverse visual impact.
- 4.6 In response to question from **Dr. Andrew Thomson, Ms. Phyllis Li** said that the “red line” on the slide for building height represented the 20% building free backdrop of the ridgeline which would be protected.
- 4.7 In response to the query from **Dr. Alvin Kwok, Ms. Phyllis Li** pointed out that the height restriction of +20 mPD for ferry pier development was to allow flexibility for a two-storey pier structure with a featured roof design.
- 4.8 In response to the query from **Dr. Alvin Kwok, Mr. Eric Ma** said that a preliminary traffic assessment indicated that the current proposed facilities would be able to cope with the projected increase in traffic demand in the area. Regarding

the point on enhancing tourism activity by added ferry services, **Mr. Eric Ma** said that the existing harbour cruise service operating in the Wan Chai North ferry pier could be maintained.

Item 6 Work Plan for Detailed Planning Stage of HER

6.1 **Mr. Derek Sun** briefed members that the main objective of the Detailed Planning Stage of HER was to ensure that the RODP and the proposed amendments to the WCN and NP OZPs would reflect the consensus reached or majority public views expressed in the Realization Stage. He said that the work plan for the Detailed Planning Stage would consist of the following tasks.

- Prepare a public engagement digest.
- Conduct a public briefing.
- Report the views collected.

6.2 **Dr. Chan Wai-kwan** opined that the main concern of the public would be the implementation of the project and the detailed design of the harbour-front. **Mr. Derek Sun** responded that the involvement of the public in the detailed design and implementation arrangements would be a subject for further discussion.

6.3 **Dr. Ng Mee-kam** said that public involvement and monitoring in the implementation of the project should be further considered. **The Chairman** said that the prime duty of the Sub-committee was to complete the task under the terms of reference. He added that if there were views expressed in the public briefing requesting for public involvement on the implementation of the project, the Sub-committee could report them to the main committee for further follow up action. **The meeting** agreed.

6.4 **Dr. Chan Wai-kwan** opined that the Sub-committee should report the public views collected in the public briefing to the TPB. **Dr. Andrew Thomson** and **Dr. Alvin Kwok** agreed.

6.5 **Dr. Alvin Kwok** commented that the coverage on reclamation issue proposed in the draft content outline of the public engagement digest could be reduced. **The Chairman** said that the digest would be considered in detail by the HER Task Force.

(Post meeting notes: The draft public engagement digest was discussed in the HER Task Force meeting on 5 June 2007.)

6.6 As there were no other comments, the **meeting** endorsed the work plan for the Detailed Planning Stage.

Item 7 Any Other Business

7.1 There being no other business, the meeting was adjourned at 5:00 p.m.

Secretariat, HEC Sub-committee on
Wan Chai Development Phase II Review
June 2007