

For Information

LEGISLATIVE COUNCIL PANEL ON PLANNING, LANDS AND WORKS

Comprehensive Planning and Engineering Review of Wan Chai Development Phase II

Purpose

This paper informs Members of the progress of the comprehensive planning and engineering review of Wan Chai Development Phase II (“WDII Review”).

Background

2. In the light of the Court of Final Appeal’s (“CFA”) judgment of 9 January 2004 on reclamation, the Government has undertaken to conduct the WDII Review to ensure full compliance with the requirements of the Protection of the Harbour Ordinance (“PHO”) and the CFA judgment.

3. The Harbour-front Enhancement Committee (“HEC”) was established in May 2004 (membership list at **Annex 1**) to advise the Secretary for Housing, Planning and Lands on the planning, land uses and developments along the existing and new harbour-front of the Victoria Harbour. The HEC has set up a Sub-committee, namely the Sub-committee on WDII Review, to advise on the WDII Review¹.

4. The Government has accepted the recommendation by the Sub-committee on WDII Review that an enhanced public participation should be

¹ According to its terms of reference, the HEC Sub-committee on WDII Review will provide comments on and monitor the planning, design and development issues including land use, transport and infrastructure, landscaping and other matters relating to the implementation proposals under the WDII Review and advise on the public involvement strategy at various stages of the Review.

adopted in the course of the Review. To achieve this, a public engagement exercise, namely the “Harbour-front Enhancement Review (“HER”) – Wan Chai and Adjoining Areas”, will be carried out under the steer of the Sub-committee on WDII Review in parallel with the WDII Review. Results of the HER project will provide input to the WDII Review.

Objectives of the HER project

5. The objectives of the HER project are –
 - (a) to achieve a socially, environmentally and economically sustainable harbour-front at Wan Chai and adjoining areas; and
 - (b) to satisfy planning, transport and infrastructural needs while ensuring that the WDII project complies with the PHO.

6. The WDII Review will adopt a proactive approach to enhance public participation throughout the review process. To ensure an open and inclusive engagement process, a number of organizations will be invited to take part in the HER project as collaborators. The collaborators include the relevant District Councils, community groups, business groups, green groups as well as academic and professional institutions. The HER project comprises three stages –
 - (a) **The “Envisioning” Stage** – The purpose is to engage the community at an early stage to solicit their “visions” on the types of harbour-front developments they aspire for at Wan Chai and the adjoining areas, while acknowledging the opportunities available and the constraints for development. The collaborators will play an important role in compiling a preliminary list of sustainability indicators for further discussion and endorsement by the public. These indicators will form a useful basis for the development of the Concept Plan.

 - (b) **The “Realization” Stage** – Based on the findings of the Envisioning Stage, the Concept Plans will be developed for evaluation using the agreed sustainability indicators with a view to arriving at a consensus on the preliminary development proposals.

 - (c) **The Detailed Planning Stage** – Based on the consensus arrived at in the Realization Stage, the draft Outline Zoning Plan (“OZP”) will be prepared in accordance with the statutory requirements and procedures of the Town

Planning Ordinance (“TPO”).

7. The Envisioning Stage of the HER project will commence in late January 2005 and is expected to be completed in April 2005. The Realization and Detailed Planning Stages will follow with a view to getting the draft OZP ready for consideration by the TPB by the end of 2005. The statutory planning process is expected to commence in early 2006 and be completed by the end of 2006. A flow chart summarizing the above process is at **Annex 2** for Members’ easy reference.

Public Participation Strategy

8. At the Envisioning Stage, opinion surveys (beginning in mid-February 2005) will be conducted and a series of public forums and charrettes (in March 2005) will be organized. Promotional activities through the printed and electronic media will be arranged to reach out to the community. To facilitate the public engagement process, a copy of the printed consultation digest entitled “Harbour-front Enhancement Review – Wan Chai and Adjoining Areas: Public Engagement Kit” at **Annex 3** will be distributed to various participants in the course of the process.

9. Similar to the Envisioning Stage, a series of public participation activities will be arranged in the Realization Stage with a view to deriving a consensus on the preliminary development proposals. Finally, the public will also be consulted at the Detailed Planning Stage on the draft OZP.

Attachment

- Annex 1: The Harbour-front Enhancement Committee membership list
- Annex 2: WDII Review – Flow Chart
- Annex 3: Harbour-front Enhancement Review – Wan Chai and Adjoining Areas: Public Engagement Kit

**Housing, Planning and Lands Bureau
Civil Engineering and Development Department
January 2005**

Harbour-front Enhancement Committee Membership List

Chairman:	Professor LEE Chack-fan
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Members:

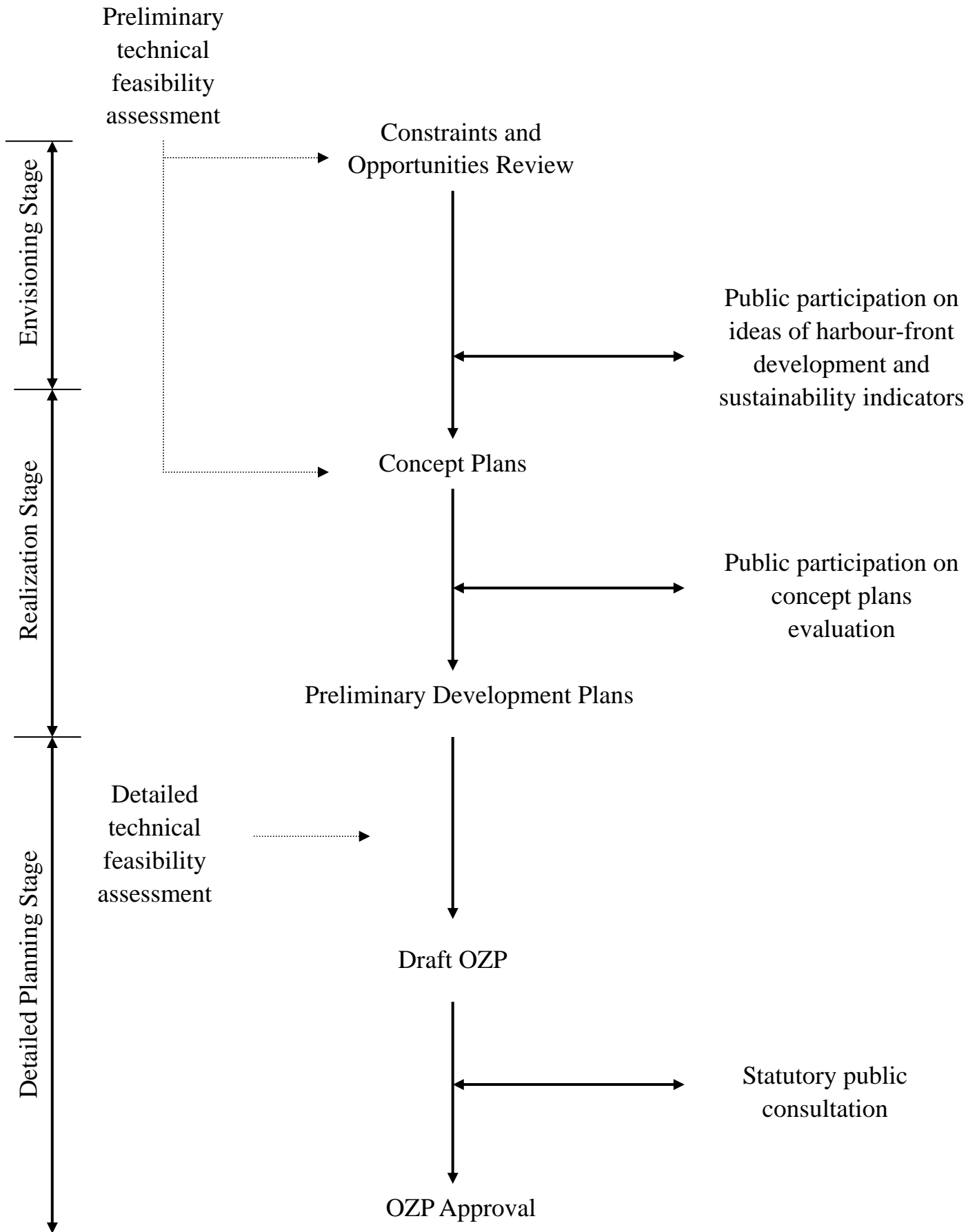
Non-official Members	Represented by	Alternate
Business Environment Council	Dr Andrew L THOMSON, Chief Executive Officer	Mr Paul ZIMMERMAN, Council Member
Chartered Institute of Logistics and Transport in Hong Kong	Mr LEUNG Kong-yui, President	Dr James Jixian WANG, Council Member
Citizen Envisioning @ Harbour	Dr NG Mee-kam, Collaborator	Mr Joseph Francis WONG, Collaborator
Conservancy Association	Dr Alvin KWOK Ngai-kuen, Director	Dr Billy HAU Chi-hang, Director
Friends of the Earth	Mrs Mei NG, Director	Mr Edwin LAU, Assistant Director
Hong Kong Institute of Architects	Mr Vincent NG, Vice President	Mr Andy LEUNG Kit-man, Member of Planning and Lands Committee of HKIA
Hong Kong Institute of Landscape Architects	Mr Leslie CHEN, President	Mr Craig DOUBLEDAY, Council Member
Hong Kong Institute of Planners	Mr Roger TANG, Vice President	Mr Kim O CHAN, Council Member
Hong Kong Institute of Surveyors	Mr Bernard CHAN Kwok-fai, Honorary Secretary	Mr TSE Wai-chuen, Tony, President
Hong Kong Institution of Engineers	Ir Dr Greg WONG Chak-yan, Vice President	Ir Dr LO Wai-kwok, Vice President
Hong Kong Tourism Board	Mrs Aliana HO, General Manager, Tourism Marketing	Mr Mason HUNG, Senior Manager, Product

		Development
Real Estate Developers Association of Hong Kong	Mr Louis H B LOONG, Secretary General	Mr Roger NISSIM, Member
Society for Protection of the Harbour Limited	Mr Hardy LOK, Director	Mr Carl K S CHU, Director
Mr Charles Nicholas BROOKE		
Mr CHAN Tak-chor		
Dr CHAN Wai-kwan		
Mr CHAN Yiu-fai, Steve		
Professor JIM Chi-yung		
Mr KWOK Chun-wah, Jimmy		
Professor LAM Kin-che		
Mr LAU Hing-tat, Patrick		
Ms LEE Wai-king, Starry		
Mr WU Man-keung, John		

Official Members	
Permanent Secretary for Housing, Planning and Lands (Planning and Lands)	
Deputy Secretary for Environment, Transport and Works	
Director of Planning	
Director of Civil Engineering and Development	
Deputy Commissioner for Transport/Planning and Technical Services	
Assistant Director of Home Affairs	

Secretary:	Miss Christine CHOW, Principal Assistant Secretary (Planning and Lands)
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WDII Review – Flow Chart





優化灣仔及鄰近地區海濱的研究公眾參與小結
HARBOUR-FRONT ENHANCEMENT REVIEW - WAN CHAI & ADJOINING AREAS
PUBLIC ENGAGEMENT KIT

構想階段
ENVISIONING STAGE

1. 2005

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目標

研究過程

Study Process

優化灣仔及鄰近地區海濱研究的目標是：

- 讓公眾共同參與，為灣仔及鄰近地區海濱發展成為在社會、環境和經濟方面可持續發展的海濱，提供意見。
- 整理收到的意見，為灣仔發展計劃第二期的規劃及工程檢討提供參考。
- 評估灣仔發展計劃第二期檢討所擬備的概念規劃圖及總綱圖，並就這些圖則與公眾建立共識，作為分區計劃大綱草圖及建議發展大綱草圖的藍本。

Objectives

The Objectives of the Harbour-Front Enhancement Review - Wan Chai and Adjoining Areas (HER) are:

- To engage the public for ideas on achieving a socially, environmentally and economically sustainable harbour-front at Wan Chai and adjoining areas.
- To consolidate the relevant ideas as input to the planning and engineering review on the Wan Chai Development Phase II project (WDII Review).
- To evaluate and build consensus on the Conceptual Plan and Master Plan to be developed under the WDII Review which will form the basis for the draft Outline Zoning Plan (OZP) and draft Recommended Outline Development Plan (RODP).

構想階段 ENVISIONING STAGE

讓公眾共同參與和提供意見，為可持續發展的海濱發展計劃，制定一套可持續發展的原則及指標
Engage the public for ideas on a sustainable harbour-front development through establishing sustainability principles and indicators

建立共識階段 REALIZATION STAGE

用可持續發展的指標與公眾評估概念規劃圖及總綱圖
Evaluate Conceptual Plan and Master Plan with the public against the sustainability indicators

與公眾就概念規劃圖及總綱圖建立共識
Build consensus with the public on Conceptual Plan and Master Plan

詳細規劃階段 DETAILED PLANNING STAGE

確保分區計劃大綱草圖及建議發展大綱草圖反映已建立的共識
Ensure that draft OZP and draft RODP reflect the consensus

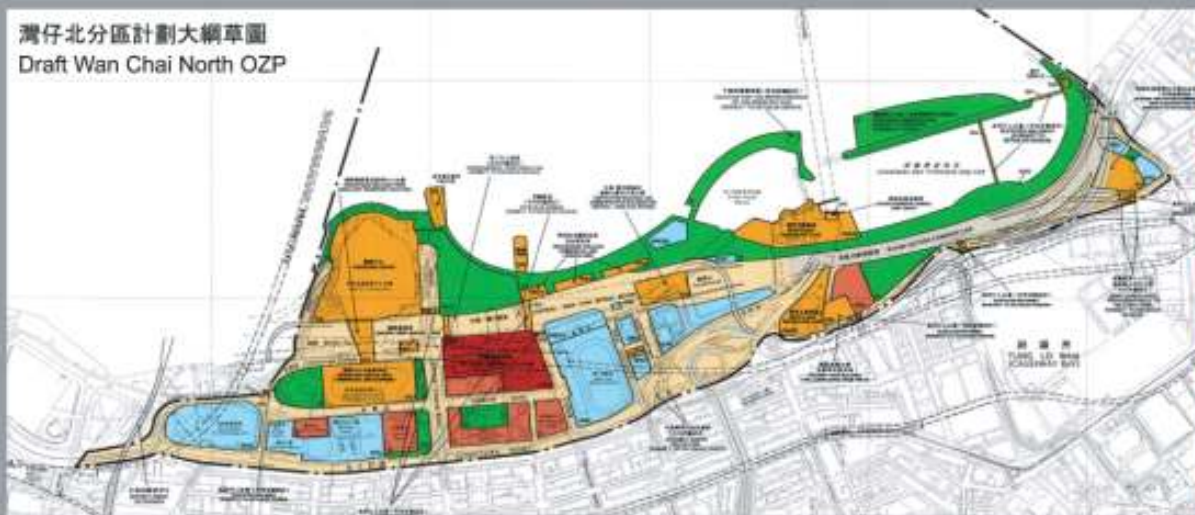
灣仔發展計劃第二期概念規劃圖及總綱圖
WDII Conceptual Plan and Master Plan

灣仔發展計劃第二期分區計劃大綱草圖及建議發展大綱草圖
WDII draft OZP and draft RODP

灣仔北分區計劃大綱草圖及終審法院裁決

Draft Wan Chai North OZP & CFA Judgment

灣仔北分區計劃大綱草圖
Draft Wan Chai North OZP



地帶
Zone

- 商業
Commercial
- 綜合發展區
Comprehensive Development Area
- 政府、機構或社區
Government, Institution or Community
- 休憩用地
Open Space
- 其他指定用途
Other Specified Uses
- 高架道路
Elevated Road
- 地面道路
At-Grade Road

現況
Existing Situations



灣仔北分區計劃大綱草圖於2002年4月19日刊登憲報填海約26公頃，收到反對意見超過700份(大部分為預先印製單一內容的反對書)。

The draft Wan Chai North OZP was gazetted on 19.4.2002 proposing reclamation of about 26 hectares; over 700 planning objections received (majority in the form of a standard letter).

終審法院裁決

終審法院於2004年1月9日就有關灣仔北分區計劃大綱草圖(S/H25/1)的司法覆核作出裁決。

根據終審法院的裁決，只能在證明填海工程有凌駕性的公眾需要時，才可以推翻《保護海港條例》內訂明不允許填海的推定。這需要(即社群的經濟、環境和社會需要)必須是當前迫切的，同時又沒有另一合理的解決方法(所有情況包括對經濟、環境和社會的影響都應該一併考慮)。

Court of Final Appeal (CFA) Judgment

The CFA handed down its judgment on 9 January 2004 in respect of the judicial review on the Draft Wan Chai North OZP (S/H25/1).

According to the CFA judgment, the presumption against reclamation specified in the Protection of the Harbour Ordinance can only be rebutted by establishing an overriding public need for reclamation. This need (i.e., the economic, environmental and social needs of the community) must be a compelling and present need with no reasonable alternative to reclamation (all circumstances including the economic, environmental and social implications should be considered).

考慮要點

《保護海港條例》

只可在證明填海工程有凌駕性公眾需要時，才可以推翻不准許填海的推定。

主幹道

我們有當前迫切的需要興建主幹道，以舒緩交通擠塞問題。

海濱現況

現有海濱存在不少問題，包括海濱長廊非常狹窄、難以到達、景點及活動不足、缺乏形象及視覺焦點。

與腹地的連繫

在土地使用主題方面，海濱與腹地之間欠缺連繫。

環境考慮

噪音、空氣、水質、景觀質素及文化遺產各方面，都需要考慮。

工程考慮

各項現存和擬建的策略性基礎設施，必須在規劃時考慮。

現有海旁設施

很多現有的海旁設施必須保留或重置。



Key Issues

Protection of Harbour Ordinance

The presumption against reclamation can only be rebutted by establishing an overriding public need for reclamation.

Trunk Road

There is a compelling and present need to build the Trunk Road to relieve traffic congestion.

Existing Harbour-front

Less than satisfactory due to very narrow promenade, poor accessibility, limited attractions and activities, lack of identity and visual interests.

Connection with Hinterland

Little linkage between harbour-front and hinterland in terms of land use themes.

Environmental Considerations

Noise, air, water and visual quality and heritage aspects should be addressed.

Engineering Considerations

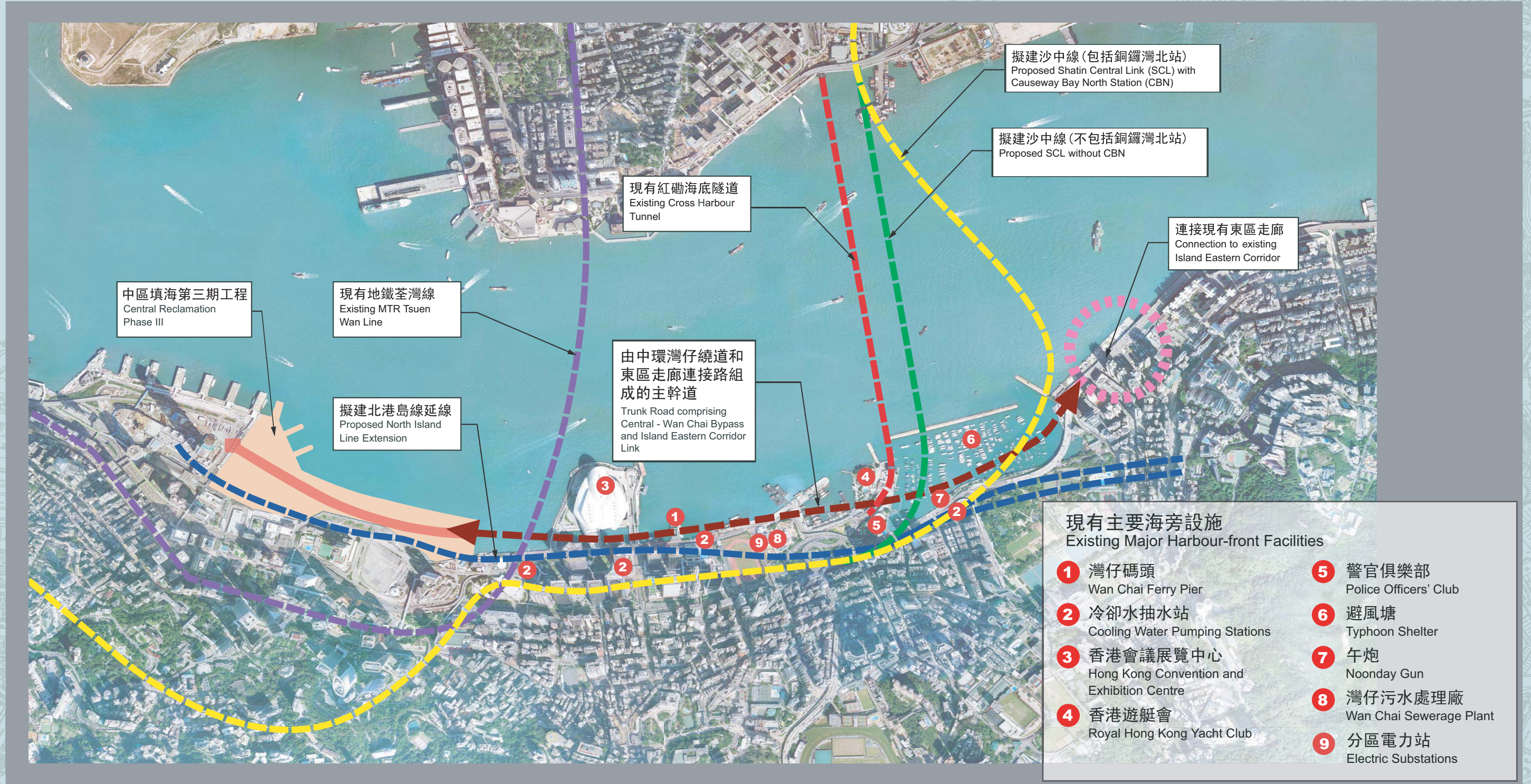
The various existing and planned strategic infrastructural facilities have to be taken into account.

Existing Harbour-front Facilities

Many existing harbour-front facilities have to be retained or reprovisioned.

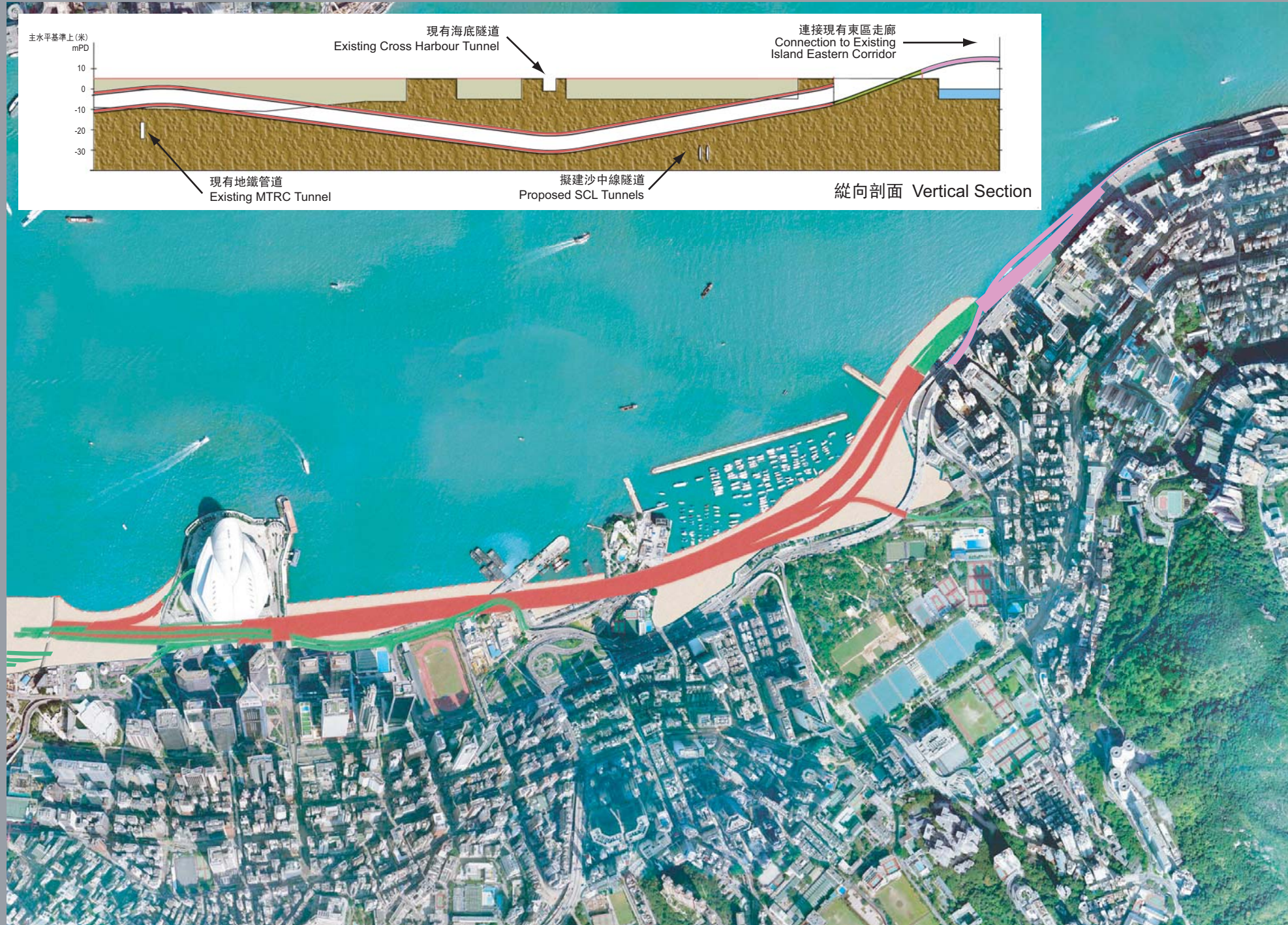
工程考慮及現有海旁設施

Engineering Considerations & Existing Harbour-front Facilities



主幹道構思

Trunk Road Possibilities



要點

- 填海面積約23公頃
- 主幹道大部份為隧道
- 工程開支較構思丙高約百分之五十
- 營運開支較構思丙高約百分之三十
- 銅鑼灣避風塘水質因除去內灣而得到改善
- 與紅磡海底隧道及擬建沙中線有較多技術問題需要解決

Points to Note

- Reclamation area about 23 hectares
- Most of the Trunk Road in tunnel
- Capital cost about 50%, higher than Concept C
- Operation cost about 30% higher than Concept C
- Improve water quality at Causeway Bay Typhoon Shelter due to removal of embayment
- Need to resolve more technical interface problems with Cross Harbour Tunnel and the proposed Sha Tin Central Link.

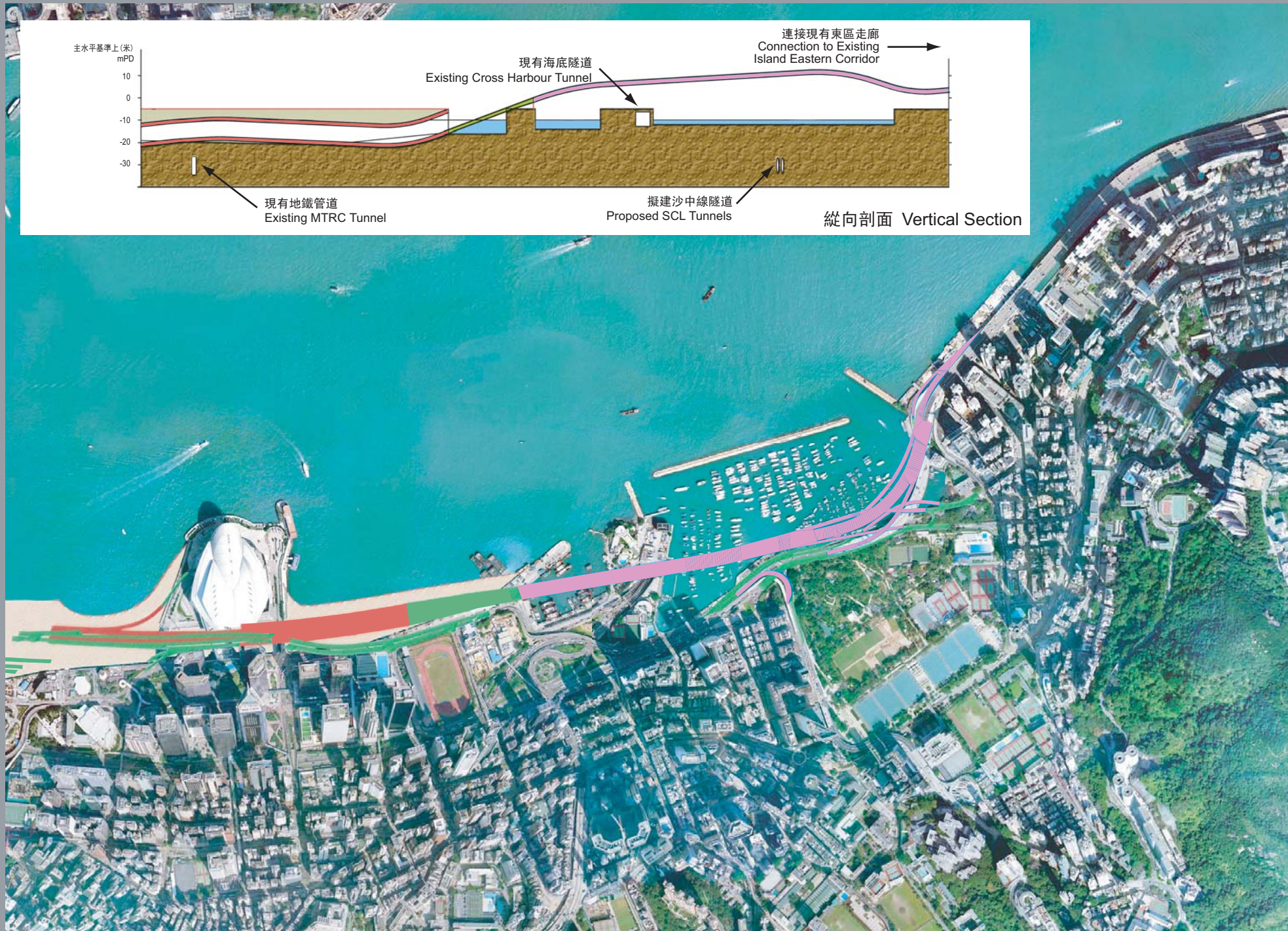
- 高架道路 Elevated Road
- 隧道 Tunnel
- 地面道路 At-Grade Road

構思 甲
Concept A

(此圖及有關數據僅為示意，可因應公眾參與過程所收集的意見作出修改。)
(Figures and plan as shown are indicative subject to further changes in view of opinions collected in the course of public engagement.)

主幹道構思

Trunk Road Possibilities

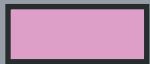

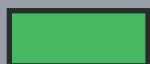


要點

- 填海面積約10公頃
- 主幹道一半路段為高架道路，其餘為隧道
- 工程及營運開支均較構思丙高約百分之十
- 佔用銅鑼灣避風塘面積最少

Points to Note

- Reclamation area about 10 hectares
- Half of the Trunk Road on elevated structure and remainder in tunnel
- Capital and operation costs both about 10% higher than Concept C
- Minimum land intake in Causeway Bay Typhoon Shelter

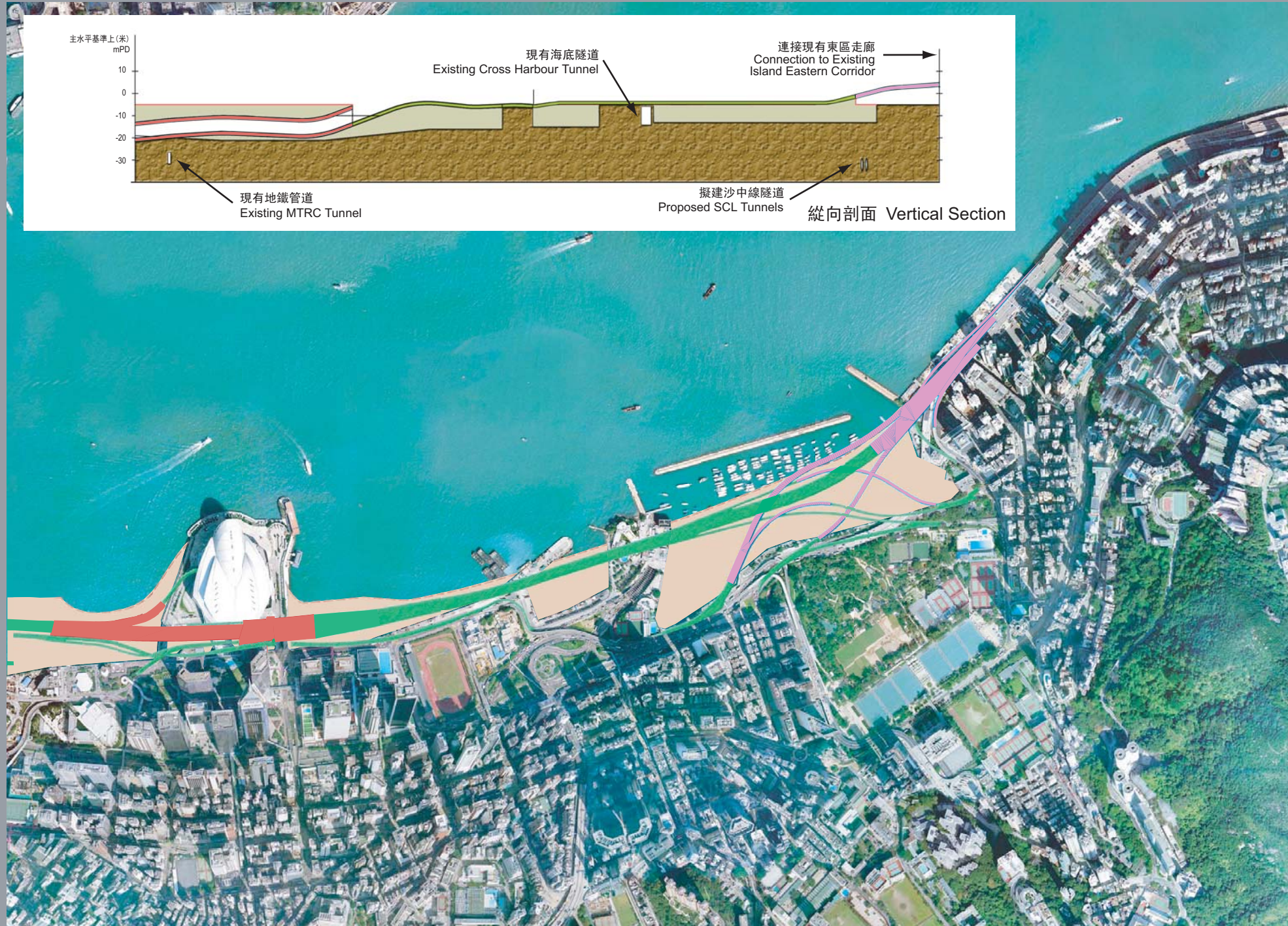
-  高架道路
Elevated Road
-  隧道
Tunnel
-  地面道路
At-Grade Road

構思 乙
Concept B

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主幹道構思

Trunk Road Possibilities

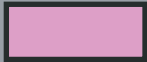

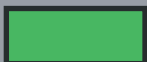


要點

- 填海面積約25公頃
- 主幹道大部份為地面道路
- 工程及營運開支均最低
- 銅鑼灣避風塘水質因除去內灣而得到改善

Points to Note

- Reclamation area about 25 hectares
- Most of the Trunk Road at-grade
- Least expensive in capital and operation costs
- Improve water quality at Causeway Bay Typhoon Shelter due to removal of embayment

-  高架道路
Elevated Road
-  隧道
Tunnel
-  地面道路
At-Grade Road

構思 丙
Concept C

(此圖及有關數據僅為示意，可因應公眾參與過程所收集的意見作出修改。)
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土地利用機會及限制

Land Use Opportunities & Constraints



構思 甲
Concept A

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土地利用機會及限制

Land Use Opportunities & Constraints



要點

- 填海面積約10公頃
- 新海濱長廊只可伸延至灣仔運動場
- 填海區可使用土地最少
- 可以連繫腹地的行人通道較構思甲或丙為少
- 高架道路跨越銅鑼灣避風塘

Points to Note

- Reclamation area about 10 hectares
- New waterfront promenade has to end at Wan Chai Sports Ground
- Least usable land available in reclamation area
- Less pedestrian links possible from hinterland than Concepts A or C
- Elevated road structure above Causeway Bay Typhoon Shelter

-  填海地區
Reclamation Area
-  主要商業/
購物/康樂群
Major Business /
Shopping / Recreation
Clusters
-  可提供連繫的
行人通道
Possible Pedestrian
Links
-  高架道路
Elevated Road
-  地面道路
At-Grade Road

構思 乙
Concept B

(此圖及有關數據僅為示意，可因應公眾參與過程所收集的意見作出修改。)
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土地利用機會及限制

Land Use Opportunities & Constraints



要點

- 填海面積約25公頃
- 新海濱長廊只可伸延至香港游艇會附近
- 大部份填海區用作興建主幹道，所以可使用土地較少
- 可以連繫腹地的行人通道較構思乙為多

Points to Note

- Reclamation area about 25 hectares
- New waterfront promenade ends at about Royal Hong Kong Yacht Club
- Reclamation area mostly for Trunk Road, hence less usable land available
- More pedestrian links possible from hinterland than Concept B



構思 丙
Concept C

(此圖及有關數據僅為示意，可因應公眾參與過程所收集的意見作出修改。)
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公眾參與活動

我們將於構想階段內，在三月和四月舉行一連串的公眾論壇及社區設計坊，就灣仔及鄰近地區海濱的可持續發展，與你們交流意見。你們的意見將有助我們制定可持續發展原則與指標及優次，我們所建立的共識會用作擬備和評估灣仔發展計劃第二期概念規劃圖與總綱圖的參考。

我們將會制定一套初步的可持續發展原則與指標，以方便公眾討論。這些可能的可持續發展原則包括：

- 讓社區與持份者參與
- 創造具朝氣蓬勃及方便到達的海濱
- 現有環境與新區域更緊密的整合
- 提供社區空間
- 促進社會融合與交往
- 優化海濱的景觀及視覺素質

有關詳情，請瀏覽共建維港委員會網頁(<http://www.harbourfront.org.hk>)。

請你於二零零五年四月九日前透過下列途徑，把你寶貴的意見交給我們：

郵寄：香港北角渣華道333號

北角政府合署13樓

土木工程拓展署

傳真：2576 9792

網頁：<http://www.harbourfront.org.hk>

建立共識階段及詳細規劃階段將會緊接著構想階段進行，我們希望有關的分區計劃大綱草圖及建議發展大綱草圖可於二零零五年年底草擬完成。

Public Engagement Activities

During the Envisioning Stage, we will organize a series of Public Forums and Community Design Charrettes in March and April to exchange views with you and to develop visions for sustainable harbour-front development of Wan Chai and adjoining areas. Your views will help us to develop and prioritize sustainable development principles and indicators which will be adopted to guide and evaluate the WDI Conceptual Plan and Master Plan in the Realization Stage.

We will produce a preliminary set of sustainable development principles and indicators to facilitate public discussion. Some possible sustainable principles include:

- Engaging the Community and Stakeholders
- Creating a Vibrant Harbour-front with Access to All
- Better Integration between Existing and New Environment
- Provide Community Space
- Facilitate Social Integration and Interaction
- Enhance Landscape and Visual Quality at the Waterfront

Please visit the Harbour-front Enhancement Committee's website (<http://www.harbourfront.org.hk>) for details.

Please send us your views before 9 April 2005:

By Post: Civil Engineering and Development Department
13/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong

By Fax: 2576 9792

Via Website: <http://www.harbourfront.org.hk>

The Realization Stage and Detailed Planning Stage will follow the Envisioning Stage with a view to meeting the target of having the draft OZP and draft RODP ready by end 2005.



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