METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

MPC Paper No. 7/12

For Consideration by the
Metro Planning Committee on 6.7.2012

PROPOSED AMENDMENTS TO
THE DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/26

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1. Introduction

This paper is to seek Members' agreement that:

(a) the proposed amendments incorporated in the draft Wan Chai Outline Zoning Plan (OZP) No. S/H5/26A (**Attachment III(A)**) and its Notes (**Attachment III(B)**) are suitable for exhibition under section 7 of the Town Planning Ordinance (the Ordinance); and

(b) the revised Explanatory Statement (ES) of the OZP (**Attachment III(C)**) is an expression of the Town Planning Board (the Board)'s planning intentions and objectives for the various land use zonings of the OZP, and should be published together with the OZP.

2. Status of the Current OZP

2.1 On 24.9.2010, the draft Wan Chai OZP No. S/H5/26 (**Attachment I**) was exhibited for public inspection under section 5 of the Ordinance. The Plan incorporated amendments to impose building height restrictions (BHRs) for various zones, to rezone the "Commercial/Residential" ("C/R") sites to "Commercial" ("C"), "Residential (Group A)" ("R(A)") or "Other Specified Uses" ("OU") annotated "Mixed Use" zone, to rezone the Wan Chai Police Station (WCPS) and Wan Chai Police Married Quarters (WCPMQ) sites from "Government, Institution or Community" ("G/IC") to "OU" annotated "Historical Building Preserved for Hotel, Commercial, Community and/or Cultural Uses" and "C(4)" respectively and stipulation of BHRs and plot ratio (PR) restriction, and to amend the zonings of various sites to reflect the planning intention or the as-built condition of the sites.

2.2 Upon the expiry of the two-month exhibition period, a total of 106 representations were received. On 3.12.2010, the representations were published for 3 weeks for public comments. A total of 293 comments were received.

2.3 On 26.4.2011, after giving consideration to the representations and comments under section 6B(1) of the Ordinance, the Board decided to propose amendments to the Plan to partially meet 3 representations (No. R98 to R100) in respect of the sites at 8-10 and 12-18 Wing Fung Street (the subject site) and not to uphold the remaining representations. On 20.5.2011, the proposed amendments, which include the rezoning of the subject site from "R(A)" to a sub-area of "C" (i.e. "C(7)") with a BHR of 120mPD and a requirement that any redevelopment of the subject site for commercial/office use be subject to the approval by the Board to

ensure that there would be no adverse traffic impact, were published under section 6C(2) of the Ordinance for 3 weeks for further representations.

2.4 Upon the expiry of the 3-week publication period, 2 further representations were received. On 29.7.2011, after giving consideration to the further representations in accordance with section 6F of the Ordinance, the Board decided to amend the Plan by the proposed amendments as further varied during this meeting and such amendments should form part of the draft Wan Chai OZP No. S/H5/26. The amendments include rezoning the subject site as shown on Plan No. R/S/H5/26 – A2 and amending the Notes of the "C" zone by including sub-areas (a) and (b) in the "C(6)" zone for the Three Pacific Place site and the subject site respectively as well as deleting the Remarks for "C(7)" zone. In accordance with section 6H of the Ordinance, the Plan shall thereafter be read as including the amendments.

2.5 On 25.7.2011, (i) the Methodist Church, Hong Kong; (ii) the Trustees of the Church of Christ in China, Wan Chai Church; (iii) Leighton Property Co. Ltd. and Lee Theatre Realty Ltd.; and (iv) the Real Estate Developers Association of Hong Kong (REDA) each filed a Judicial Review (JR) application against the Board's decisions not to meet their representations. Leaves for JR applications and an order of stay of the submission of the OZP to CE in C for approval were granted by the Court. The JRs submitted by Leighton Property Co. Ltd and Lee Theatre Realty Ltd and the REDA will be heard on 10-12.9.2012 and 18-21.2.2013 respectively. The hearing dates of the remaining two JRs are yet to be fixed.

3. Amendment Item A : Revision to the stipulated maximum Building Height (BH) for the "G/IC" zone at 271 Queen's Road East

Background

3.1 The site (about 794m^2) at 271 Queen's Road East is currently occupied by Methodist International Church (MIC), a 3-4 storey church building over one level of basement (**Plan 4-A**). It is subject to a maximum BH of 4 storeys or the height of the existing building, whichever is the greater, on the OZP (**Plans 1** to **3**). In general, in formulating the BHRs for the "G/IC" sites, due regard has been given to the nature of the existing facilities/uses on the sites, the existing building heights, the development restrictions on the land allocation/lease (if any), and the need to maintain compatible building mass in the local setting, among other considerations. Unless there are committed proposals or known developments or to meet the minimum height requirement, the existing "G/IC" site will broadly be kept to their existing heights to serve as breathing spaces and visual/spatial relief of the area.

3.2 The BHR was first imposed on the OZP for the "G/IC" zone on 24.9.2010. Prior to the imposition of the BHR, a set of building plans for 26-storey church building (including basement) with a BH of about 122mPD and a plot ratio of about 13.9 with no provision of internal transport facilities was approved by Building Authority on 26.8.2009.

3.3 The MIC site is the subject of representations against the imposition of BHRs on the OZP. The representer (i.e. Methodist Church) proposed to either delete the BHR for the MIC site or revise it to 122mPD or 130mPD. On 26.4.2011, after hearing the representations, the Board decided not to uphold the representations. During the hearing, however, it was indicated by the Methodist Church that the MIC site was to be redeveloped in order to expand services to meet the needs of the church and community. Noting such an intention, the Board requested Planning Department (PlanD) to follow-up with the Methodist Church on the redevelopment proposal. Should the redevelopment proposal be acceptable to relevant government bureaux/departments, PlanD would recommend to the Board to amend the BHRs of the respective sites as appropriate so as to strike a balance between the functional requirements of the "G/IC" sites and their function as visual/spatial relief of the area.

3.4 Since June 2011, PlanD has several meetings with the Methodist Church to discuss the redevelopment proposal of the MIC site. The Methodist Church has revised their proposal to address the comments received from concerned departments by improving the building design as well as providing 2 loading/ unloading bays.

Redevelopment Proposal

3.5 The latest redevelopment proposal of the MIC site involves a 25-storey church complex (including a basement) (**Attachment II(A)**). The proposed BH of the proposal is 109.68mPD with a site coverage of about 83% at LG/F and a total GFA of about 11,010m^2 (PR of about 13.86). To enhance the air ventilation, a covered open space of not less than 360m^2 will be provided at LG/F, which is also accessible to the public (**Drawing 1-B**). To improve the pedestrian environment, a setback of 3m from the lot boundary along Queen's Road East is also proposed (**Drawing 1-C**). Given the site is well served by the public transport, the proposed redevelopment will not provide any car parking facilities except 2 loading/ unloading bays for small coaches only (**Drawing 1-C**). The schematic drawings for the proposal are at **Drawings 1-A to 1-H**. The proposed floor uses of the church complex are as follows:

Floor	Uses
B/F	Worship Hall
LG/F	Covered Open Space
UG/F & 1/F	Main Sanctuary
2/F & 3/F	Chapels
4/F	E&M Facilities
5/F & 6/F	Ancillary Office and Facilities
7/F	Ancillary Office and Facilities
8/F	Ancillary Office and Facilities
9/F	Facilities of Children and Youth Service
10/F	Office and Facilities of Family Counselling Services
11/F	Counselling and Training Facilities of Integrated Employment Service and Continuing Education Service
12/F	Conference Library and Archives, Meeting Rooms
13/F	Resource Centre and Training Facilities of School Education Division

Floor	Uses
14/F	Resource Centre and Training Facilities of Social Service Division
15/F	Resource Centre and Training Facilities of Overseas Mission Committee, Missions and Pastoral Care Division
16/F	Resource Centre and Training Facilities of Laity Training Division
17/F	Resource Centre and Training Facilities of Central Administration, Design and Publication (Church Use)
18/F	President's Office, Executives and Secretaries Office (Church Use)
19/F to 22/F	Minister's Residence

3.6 When compared with the building plans approved on 26.8.2009, as mentioned in paragraph 3.2 above, the latest redevelopment proposal has made the following improvements :

(a) reduction of BH and floor to floor height;
(b) provision of covered open space (open to public) to facilitate air ventilation;
(c) provision of setback along Queen's Road East to enhance pedestrian circulation; and
(d) provision of 2 loading/unloading bays for small coaches.

In order to facilitate air ventilation and to allow better natural ventilation and light penetration at street level, a high headroom of 7.5m is proposed for the covered open space at ground level. Together with the proposed setback of 3m from the lot boundary fronting Queen's Road East, a BH of 110mPD would be required to accommodate all the facilities proposed by the Methodist Church at the MIC site.

Policy Support

3.7 The Home Affairs Bureau (HAB) is in general supportive of the redevelopment proposal from the religious policy viewpoint and have no objection to the facilities proposed by the church at this stage. Labour and Welfare Bureau (LWB) has also no objection in principle to the proposed social welfare facilities at 9/F – 11/F and 14/F on the basis that they are to be run on a self-financing basis.

Land Administration

3.8 The MIC site is governed by the lease of I.L. 1316 R.P. It is restricted for (i) a Wesleyan Chapel and Ministers' residence or other religious and charitable purpose of the Wesletan Missionary Society; and (ii) no alienation except with consent. There is no restriction on PR, site coverage and height under the lease.

Technical Aspects

Planning Intention/Land Use

3.9 The redevelopment proposal of the MIC sites will provide religious facilities, social welfare facilities and ancillary facilities such as minister's residence and office. All these facilities can be regarded as 'Social Welfare Facility' and 'Religious Institution' which are always permitted in the "G/IC" zone. Based on the information provided by the Methodist Church, the other facilities provided in

5/F - 8/F and 12/F - 18/F are to be used by various committees of the Methodist Church and functioned as its headquarters in supporting their services in Hong Kong. As such, these uses can be regarded as 'Institutional Use' which is also always permitted within the "G/IC" zone.

Visual Impact Assessment

3.10 The MIC site is located amidst the Wan Chai Polyclinic and Lui Kee Education Services Centre, forming a small "G/IC" cluster at the junction of Queen's Road East and Kennedy Road adjoining to a residential neighbourhood, which are subject to a BHR of 100mPD on the OZP (**Plan 2**). The above two adjacent "G/IC" sites are also the subject of the proposed amendments to be considered in this meeting (paragraph 4 refers). In view of the proposed rezoning of the "G/IC" sites, the existing character of this small "G/IC" cluster will be changed.

3.11 The view towards the proposed redevelopment from HKJC Garden in Ruttonjee Hospital is at **Plan 4-D**. While the proposed BH is 10m higher than the BHR for the neighbouring residential development, it is not visually incompatible with the latter (**Drawing 1-H**). It is also noted that the upper floors (above 97mPD) have been further set back from the roads in order to minimise the visual impact of the proposal. The proposal does not have significant adverse visual impact.

Air Ventilation

3.12 An Air Ventilation Assessment (AVA) by Expert Evaluation (EE) was undertaken by PlanD's consultant to provide a qualitative assessment of the wind environment in the area covered by the OZP, to identify problem areas and propose mitigation measures. According to the AVA, the prevailing annual wind for the area comes from the east and north-east, and the prevailing summer wind mainly comes from the southerly quarters and east. The MIC site together with the two adjacent "G/IC" sites do not fall within or abut any existing air path.

3.13 As mentioned in paragraph 3.6 above, a covered open space with a high headroom of 7.5m will be provided in the redevelopment proposal, which will enhance permeability and thus air ventilation at pedestrian level. In addition, a setback of 3m from the lot boundary along Queen's Road East would also improve the air ventilation performance of the redevelopment proposal. It is considered that the impact of the redevelopment proposal on the air ventilation would be minimal.

Traffic, Environmental and Infrastructural Impact

3.14 Given the site is well served by public transport, no car parking facilities for the church will be provided. However, 2 loading/unloading bays for small coaches will be provided according to the Hong Kong Planning Standards and Guidelines. Since no parking facilities are proposed by the Church and loading/unloading facilities are provided as per Transport Department (TD)'s request, TD is satisfied with the traffic impact generated by the Church and no separate Traffic Impact Assessment (TIA) submission is necessary. It is noted that a set of building plans with similar proposed scale of development and uses but with no provision of

internal transport facilities was approved by Building Authority on 26.8.2009. The redevelopment proposal would also have no adverse environmental and infrastructural impacts. All relevant departments including Environmental Protection Department (EPD), Drainage Services Department (DSD) and Water Supplies Department (WSD) have no adverse comments on the proposal.

3.15 In view of the policy support/no objection given by the relevant bureaux and the redevelopment proposal would have no significant adverse impacts, it is recommended to amend the BHR for the MIC site from 4 storeys to 110mPD. It is also proposed to incorporate the requirement of a covered open space of not less than 360m^2 with open-sided along both Kennedy Road and Queen's Road East and a minimum setback requirement of 3m from the lot boundary fronting Queen's Road East.

4. Amendment Item B : Amendments to rezone the sites at 99 Kennedy Road and 269 Queen's Road East from "G/IC" zone to "Residential (Group E)" ("R(E)") and revision of the stipulated maximum BH from 3, 4 and 8 storeys to 100mPD

4.1 The sites are located at the junction of Kennedy Road and Queen's Road East and adjacent to the MIC site (**Plans 1** to **3**). The site at 99 Kennedy Road is currently occupied by the Wan Chai Polyclinic (a 3-storey building over one level of basement) which consists of a Dental Clinic and a Tuberculosis and Chest Clinic. The site at 269 Queen's Road East is occupied by the Lui Kee Education Services Centre (a 8-storey building) (**Plan 4-B**), which is mainly used for School Place Allocation Section. The sites are subject to a maximum BH of 3,4 and 8 storeys respectively or the height of the existing buildings, whichever is the greater, on the OZP (**Plan 2**).

4.2 As both sites are located immediate next to a predominantly residential neighbourhood which is zoned "R(A)" on the OZP, it is considered compatible in terms of land use that they are redeveloped for residential use. However, EPD advised that these sites would be affected by the possible traffic noise from Kennedy Road and Queen's Road East. It is therefore proposed to rezone the two sites to "Residential (Group E)" ("R(E)") to ensure that appropriate noise mitigation measures would be identified and implemented. It is also proposed to combine the two sites as one single site to provide more flexibility in addressing the noise issue.

4.3 While the junction of Kennedy Road and Queen's Road East is reaching its traffic capacity, local improvement works to this junction will be implemented as part of the approved Hopewell Centre II development to cater for the increased traffic. In order to avoid additional traffic burden on this junction, a maximum domestic PR of 6.5 and a maximum non-domestic PR of 1 are recommended to be imposed on the site. The proposed total PR of 7.5 is comparable to the low end of PR (i.e. 8) that could be achieved under the B(P)R under "R(A)" zone. In addition, as advised by TD, no car parking space will be provided in the future development to minimise its traffic impact. This planning intention will be stated clearly in the ES of the OZP. However, TD considered that loading/unloading facilities should

be properly provided in the future development. As the proposed residential development requires planning permission from the Board under the "R(E)" zone, it is considered that the issue can be duly addressed at the planning application stage.

4.4 The site is located adjacent to a residential neighbourhood which is under "R(A)" zone and subject to a BHR of 100mPD. Given the residential nature of the proposed development, it is considered that a BHR of 100mPD is appropriate for the site which is compatible with the surrounding developments. As mentioned in paragraph 3.11 above, the proposed development does not have significant adverse visual impact (**Plan 4-D**). As for the impact on air ventilation, which is considered minimal, this can be further addressed at the planning application stage.

4.5 The proposed development parameters of the site are recommended as follows:

Site Area	2,460m^2 (*1,220m^2 (Lui Kee Education Services Centre) 1,240m^2(Wan Chai Polyclinic)*)
Zoning	"R(E)"
Class of Site	A
Domestic PR	6.5
Domestic GFA	15,990m^2
Non-domestic PR	1
Non-domestic GFA	2,460m^2
Building Height	Max. 100mPD
Parking Provision	Nil

4.6 For the existing facilities within the sites, both the Dental Clinic and the Tuberculosis and Chest Clinic will be relocated to government-owned premises within Wan Chai, while the School Place Allocation Section, which is not a district-based facility, will be relocated to other premises owned by Education Bureau. Hence, the rezoning proposal will have no implication on the provision of GIC facililties in the Wan Chai District.

5. Amendment Item C : Revision to the stipulated maximum BH for the "G/IC" zone at 77 Spring Garden Lane

Background

5.1 The site at 77 Spring Garden Lane (about 1,385m^2) is currently occupied by Church of Christ in China, Wan Chai Church (CCCWC), a 3-storey church building and a 5-storey building for the kindergarten/nursery over one level of basement (**Plan 7-A**). The site is subject to a maximum BH of 5 storeys or the height of the existing building, whichever is the greater, on the OZP (**Plans 1, 5** and **6**). The access to the CCCWC site is via Spring Garden Lane. The CCCWC site is located between Hopewell Centre (an office development with a BHR of 220mPD) and Phoenix Court (a residential development with a BHR of 120mPD).

To its south is the Hong Kong Tang King Po College, which is subject to a BHR of 8 storeys.

5.2 Similar to the MIC site, the BHR for the CCCWC site was first imposed on the OZP on 24.9.2010. It was also the subject of representations against the imposition of BHRs on the OZP. The representer (i.e. Church of Christ in China) proposed to revise the BHR from 5 storeys to 118mPD. While the Board did not uphold the representation, PlanD was requested to follow-up with the respresenter on the redevelopment proposal.

5.3 Since July 2011, PlanD has several meetings with the CCCWC to discuss the redevelopment proposal. The CCCWC has revised their proposal to address the comments received from concerned departments by reducing the BH to 110mPD and by providing 2m setback fronting Garden Lane.

Redevelopment Proposal

5.4 The redevelopment proposal of the CCCWC site involves a 25-storey church/ community services complex (**Attachment II(B)**). The proposed redevelopment will have a BH of not higher than 110mPD (main roof), a total GFA of not more than 16,620m^2 (i.e. a plot ratio of 12) and a site coverage of not more than 60% over 15m. A setback of 2m from the lot boundary fronting Spring Garden Lane is also proposed to maintain the visual corridor along Spring Garden Lane and to facilitate air ventilation (**Drawing 2-A**). A footbridge is also provided to link up with the elevated walkway of the Hopewell Centre so as to provide barrier free access to the church and the kindergarten/nursery and to enhance the pedestrian access of the neighbourhood (**Drawing 2-B**). The proposed development will provide 3 car parking spaces for mini-coach and 1 loading/unloading bay for heavy goods vehicle. The schematic drawings for the proposal are at **Drawings 2-A** to **2-Y**. The proposed floor uses of the complex are as follows:

Floor	Uses
G/F	Entrance lobby, E & M facilities, Mini-coach Parking & Loading/ Unloading Bay
1/F & 2/F	Gracious Shepherd Elderly Centre
3/F & 4/F	Kindergarten/Nursery
5/F & 6/F	Main Hall (for about 500 persons)
7/F	E & M facilities
8/F	Mini Hall (for about 200 persons), Small Chapel and Prayer Room
9/F	Church Library & Museum
10/F	Ancillary Office & Conference Room
11/F to 14/F	Multipurpose Rooms for Church Activities
15/F	Children Ministry (Church Use)
16/F	Music Ministry (Church Use)
17/F & 18/F	Youth Development and Small Group Counselling Service
19/F	Domestic Helpers Training and Social Centre
20/F	Work Place & Stress Counselling Centre
21/F	Multimedia Centre for Religious Studies
22/F	Family & Children Services Centre
23/F to 24/F	Theology Education Centre

Land Administration

5.5 The CCCWC site is governed by I.L. 1931 S.B and 1931 R.P. These lots are virtually unrestricted except with non-offensive trade clause.

Policy Support

5.6 HAB has offered in-principle policy support for the proposed places of worship and ancillary religious facilities at 5/F - 16/F and 23/F - 24/F and has no adverse comments on the proposed facilities at 19/F - 21/F as they are in general ancillary to the places of worship. LWB has given in-principle policy support for the proposed elderly facilities at 1/F and 2/F and has no objection to the proposed social welfare facilities at 17/F – 18/F and 22/F provided that they have no financial implications on the Government. Education Bureau has no objection in principle to the proposed kindergarden/nursery at 3/F – 4/F.

Technical Aspects

Planning Intention/Land Use

5.7 The redevelopment proposal of the CCCWC site will provide education facilities, social welfare facilities, and religious and ancillary facilities. All these facilities are regarded as 'School', 'Social Welfare Facility' and 'Religious Institution' which are always permitted in the "G/IC" zone.

Visual Impact Assessment

5.8 The CCCWC site is located in between Hopewell Centre (a BHR of 220mPD) and Phoenix Court (a BHR of 120mPD). The proposed redevelopment of the CCCWC with a BH of 110mPD is considered not incompatible with the surrounding residential developments which are subject to a BHR of 120mPD (**Drawing 2-Y**). In addition, a setback of 2m from the lot boundary along Spring Garden Lane has been proposed to minimise its visual impact. The views towards the proposed redevelopment from various public viewing points in the vicinity are at **Plans 7-B** to **7-F**. The visual impact when viewing from the planned landscaped area at the junction of Spring Garden Lane and Cross Street, the Spring Garden Lane Sitting Out Area, the existing landscaped deck at Wu Chung House, Bowen Road and Stubbs Road Lookout are insignificant (**Plans 7-B** to **7-F**), as the proposed redevelopment will be either largely/completely screened off by the existing developments. On balance, the overall visual impact of the proposed redevelopment is considered not unacceptable.

Air Ventilation

5.9 As mentioned in paragraph 3.12 above, AVA by EE has been undertaken for the area. According to the AVA, a setback of 1m from the lot boundary fronting Spring Garden Lane to the north of Queen's Road East has been imposed on the OZP in order to improve pedestrian level air ventilation. By extending the

setback requirement to the south of the Queen's Road East, a setback of 2m from the lot boundary of the CCCWC site fronting Spring Garden Lane would be more than the required setback on the OZP. As such, it is considered that the redevelopment proposalwould have no impact on pedestrian level air ventilation.

Traffic, Environmental and Infrastructural Impact

5.10 As the CCCWC site is well served by public transport, no car parking facilities for the church will be provided. However, adequate loading/unloading bay and public light bus spaces will be provided to serve the proposed elderly centre kindergarten. A TIA has been submitted to demonstrate that the redevelopment proposal would not have any adverse traffic impact (**Attachment II(B)**). In addition, the proposed new footbridge linking with the elevated walkway of the Hopewell Centre will enhance pedestrian safety and improve the pedestrian environment. TD has no objection to the TIA. The redevelopment proposal would also have no adverse environmental and infrastructural impacts. All relevant departments including EPD, DSD and WSD have no adverse comments on the proposals.

5.11 In view of the policy support/no objection given by the relevant bureaux and the redevelopment proposal would not have any significant adverse impacts, it is recommended to amend the BHR for the CCCWC site from 5 storeys to 110mPD. It is also proposed to incorporate a minimum setback requirement of 2m from the lot boundary fronting Spring Garden Lane.

6. Amendment Item D : Revision to the stipulated maximum BH for the "G/IC" zone at 15 Hennessy Road

Background

6.1 The site at 15 Hennessy Road (about 640m^2) is subject to the maximum BH of 50mPD (**Plans 1, 8** and **9**). It is currently occupied by a 15-storey building with a BH of 51.7mPD (**Plan 10-A**), known as Duke of Windsor Social Service Building (DWSSB). The access to the DWSSB site is via Lockhart Road (**Plan 10-B**). The DWSSB site is adjacent to PCCW Building (BHR of 80mPD) and surrounded by other existing commercial developments along Hennessy Road which are zoned "C" and subject to a BHR of 130mPD on the OZP.

6.2 Similar to the MIC site, the BHR for the DWSSB site was first imposed on the OZP on 24.9.2010. It was the subject of representations against the imposition of BHRs on the OZP. The representer (i.e. Hong Kong Council of Social Services) proposed to revise the BHR from 50mPD to 100mPD. While the Board did not uphold the representation, PlanD was requested to follow-up with the respresenter on the redevelopment proprosal of the DWSSB site. In September 2011, PlanD met with Hong Kong Council of Social Services to discuss their redevelopment proposal.

Redevelopment Proposal

6.3 The latest redevelopment proposal of the DWSSB site involves a 25-storey building (excluding 2 basement levels) for institutional use with social welfare facilities (**Attachment II(C)**). The proposed development will have a BH of 92.25mPD (main roof) and a total GFA of about 9,270m^2 (i.e. a plot ratio of 14.3). The proposed development will provide 16 car parking spaces and 1 loading/unloading bay for light goods vehicle. The schematic drawings for the proposal are at **Drawings 3-A to 3-F**. The proposed uses of the complex are as follows:

Floor	Uses
Basement	Car Park/E&M Facilities
Basement	Car Park
G/F	Entrance and Social Enterprise Unit
1/F	NGO Offices
2/F & 3/F	Auditorium and Meeting Rooms
4/F to 24/F	NGO Offices

Policy Support

6.4 The LWB has offered in-principle policy support for the proposed redevelopment proposal of the DWSSB site. HAB has given in-principle policy support to the provision of social enterprise facilities in the redevelopment proposal. In addition, the Land and Development Advisory Committee (LDAC) has also given its support on the redevelopment proposal at its meeting on 26.4.2012.

Land Administration

6.5 The DWSSB site is governed by I.L. 8289. The lot is restricted for social welfare centre and ancillary offices for members of the grantee and the associations, organizations and other parties approved by the Director of Social Welfare, together with domestic quarters for staff and workmen employed on the premises; no less than 50% of usable floor area shall be occupied by the Grantee; the PR of the building shall not be less than 90% of the permitted PR as defined in the Building (Planning) Regulations 1962; and Design & Disposition clause. Lease modification was made in 1980 to allow sublet of 4th, 5th and 8th floors to Federation of Medical Association of Hong Kong and other party approved by the Government. Lease modification to allow educational use was approved by the District Lands Conference on 14.1.2000.

Technical Aspects

Planning Intention/Land Use

6.6 The redevelopment proposal of the DWSSB will provide ancillary office for non-government organisations in the field of social welfare services as well as auditorium and meeting rooms. These proposed uses are regarded as

'Institutional Use' which is always permitted within the "G/IC" zone. There is also a social enterprise unit at G/F, which in general is regarded as 'Shop and Service', a column 2 use under the "G/IC" zone. Subject to the actual scale of the social enterprise unit, planning permission from the Board would be required.

Visual Impact Assessment

6.7 The DWSSB site is surrounded by other commercial/hotel developments along Hennessy Road. The proposed redevelopment of the DWSSB site with a BH of 93mPD is considered not incompatible with the surrounding developments with BHRs ranging from 80mPD to 130mPD. The proposed redevelopment will have insignificant visual impact when viewing from Lockhart Road Garden and the pedestrian footbridge across Hennessy Road as it will be compatible with or screened off by the existing developments (**Drawing No. 3-D** and **Plan 10-C**).

Air Ventilation

6.8 According to the AVA, the DWSSB is not located in a major air path in the area. As the proposed BHR of 93mPD would still be lower than the BHR of 130mPD of its adjacent area, it is considered that its impact on air ventilation in the area would be minimal.

Traffic, Environmental and Infrastructural Impact

6.9 A TIA has been submitted to demonstrate that the redevelopment proposal would not have any adverse traffic impact (**Attachment II(C)**). The TIA is considered acceptable to TD. The redevelopment proposal would also have no adverse environmental and infrastructural impacts. All relevant departments including DSD and WSD have no adverse comments on the proposal.

6.10 In view of the policy support given by the relevant bureaux and the redevelopment proposal would not have any significant adverse impacts, it is recommended to amend the BHR for the DWSSB site from 50mPD to 93mPD.

7. Amendment Item E : Rezoning the areas in Sau Wa Fong of about 3,590m^2 from "R(A)", "R(C)", "G/IC" and "O" to area shown as 'Road'

7.1 On 23.3.2012, the Board considered the findings of the review of the stepped streets sites on Hong Kong Island and agreed to its recommendations as follows:

(a) the planning intention of the "R(C)" zones covering the stepped street sites as stated in the Notes and ES of the relevant OZPs should be suitably revised to set out the latest planning considerations relevant to the redevelopment of these sites. These include the local character, terrace ambience, heritage value, visual, air and traffic considerations, where appropriate. The wording related to fire safety concerns and limited emergency vehicular access would be deleted;

(b) the current development restrictions, i.e. maximum PR of 5 and maximum 12 storeys, should be maintained for all the stepped street sites;

(c) the "relaxation" clause should be revised to a "minor relaxation" clause. Each application will be considered by the Board based on individual merits; and

(d) to prevent the major stepped streets and terraces from being built over, the concerned areas would be excised from the "R(C)" zones and shown as 'Road' on relevant OZPs.

7.2 Sau Wa Fong area is a large and well-preserved terrace located to the south of Queen's Road East (**Plans 11** to **14-A** and **14-B**). The area is an enclosed and tranquil residential area. It creates a different urban form in contrast with the high-rise mixed developments to the north along Queen's Road East. It is connected to Queen's Road East via St. Francis Street and two stepped streets including Sik On Street and Ship Street but is not accessible by vehicular traffic. While Sau Wa Fong falls on private lots and is zoned "R(A)" on the OZP, Sik On Street and Schooner Street fall on Government land and are zoned "R(C)".

7.3 St. Francis Street and Kwong Ming Street, which are mainly on Government land with only a small portion on private lots, fall within an area zoned "G/IC", "O" and "R(A)". To the west of St. Francis Street, St. Francis Yard is also on private lots. They are now functioned as roads (**Plan 14B**).

7.4 In accordance with the previous Board's decision (para. 7.1(d) above) and to preserve the existing character of the area, it is proposed to rezone the terraces and the stepped streets including Sik On Street and Schooner Street in the Sau Wa Fong area from "R(C)" to area shown as 'Road'. It is also proposed to rezone St. Francis Street, St. Francis Yard and Kwong Ming Street from "G/IC", "O", "R(A)" and "R(C)" to area shown as 'Road' to reflect their current use.

8. Proposed Amendments to Matters Shown on the Plan

8.1 The proposed amendments as shown on the draft Wan Chai OZP No. S/H5/26A (the Plan) (**Attachment III(A)**) are as follows:

Item A (about 720m^2) (Plans 1 to 3 and 4-A)

8.2 Amendment of the stipulated maximum BH for the "G/IC" zone at 271 Queen's Road East (the MIC site) from 4 storeys to 110mPD in accordance with paragraph 3.15 above.

Item B (about 2,670m^2) (Plans 1 to 3 and 4-B)

8.3 Rezoning of the sites at 99 Kennedy Road and 269 Queen's Road East from "G/IC" to "R(E)" including boundary adjustment to include the strip of land along Kennedy Street and amendment of the stipulated maximum BH from 3, 4 and 8 storeys to 100mPD in accordance with paragraph 4.5 above.

Item C (about 1,400m^2) (Plans 1 and 5 to 7-A)

8.4 Amendment of the stipulated maximum BH for the "G/IC" zone at 77 Spring Garden Lane (the CCCWC site) from 5 storeys to 110mPD in accordance with paragraph 5.11 above.

Item D (about 780m^2) (Plans 1 and 8 to 10-B)

8.5 Amendment of the stipulated maximum BH for the "G/IC" zone at 15 Hennessy Road (the DWSSB site) and the adjoining backlane from 50mPD to 93mPD in accordance with paragraph 6.10 above.

Item E (about 3,630m^2) (Plans 11 to 14-A and 14-C)

8.6 Rezoning of the terraces and the stepped streets including Sik On Street and Schooner Street in Sau Wa Fong area as well as St. Francis Street, St. Francis Yard and Kwong Ming Street from "G/IC", "O", "R(A)" and "R(C)" to area shown as'Road' in accordance with paragraph 7.4 above.

9. Proposed Amendments to the Notes of the OZP

Amendments to the Notes of the "R(C)" zone

9.1 The planning intention of the "R(C)" zone has been revised to reflect the latest circumstances in accordance to paragraph 7.1(a) above.

9.2 The 'relaxation clause' has also been revised to a 'minor relaxation clause' in accordance to paragraph 7.1(c) above.

Addition of the Notes of the "R(E)" zone

9.3 It is proposed to add a set of Notes for the "R(E)" zone as mentioned in paragraph 4.5 above.

Amendments to the Notes of the "G/IC" zone

9.4 The Remarks of the "G/IC" zone have been revised to incorporate development restrictions for the MIC site at 271 Queen's Road East and the CCCWC site at 77 Spring Garden Lane as mentioned in paragraphs 3.15 and 5.11 above respectively.

9.5 An extract of the relevant pages of the revised Notes (with proposed amendments highlighted in ***bold and italics*** and deletions ~~crossed out~~) are at **Attachments III(B)** for Members' consideration.

10. Revision to the ES of the OZP

10.1 The ES of the OZP is proposed to be revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP.

10.2 Copy of the revised ES (with additions in ***bold and italics*** and deletions ~~crossed out~~) is at **Attachment III(C)** for Members' consideration.

11. Plan Number

Upon exhibition, the Plan will be renumber as S/H5/27.

12. Consultation

Departmental Circulation

12.1 The proposed amendments have been circulated to relevant Government bureaux/departments for comments. All of them have no objection to or no adverse comments on the proposed amendments. The comments of the Secretary for Eduction, Secretary for Home Affairs, Secretary for Labour and Welfare, Director of Social Welfares, Commissioner for Transport, Director of Environmental Protection, Director of Drainage Services and Director of Water Supplies have been incorporated into the above paragraphs, where appropriate.

12.2 District Officer/Wan Chai suggested that Wan Chai District Council (WCDC) and concerned parties should be consulted on the proposed amendments to the OZP as early as possible.

12.3 The following departments have no objection to/no comment on the proposed amendments:

- Chief Architect/Central Management Division (2), Architectural Services Department;
- Chief Highway Engineer/Hong Kong, Highways Department;
- Commissioner of Police;
- Director of Fire Services; and
- Project Manager/Hong Kong Island and Islands, Civil Engineering & Development Department.

Public Consultation

12.4 The WCDC will be consulted on the amendments prior to or during the exhibition period of the draft Wan Chai OZP S/H5/26A (to be renumbered to S/H5/27 upon exhibition) depending on the meeting schedule.

13. Decision Sought

Members are invited to:

(a) agree to the proposed amendments to the draft Wan Chai OZP No. S/H5/26 and that the Amendment Plan No. S/H5/26A at **Attachment III(A)** (to be renumbered to S/H5/27 upon exhibition) and its Notes at **Attachment III(B)** are suitable for exhibition under section 7 of the Ordinance; and

(b) adopt the revised ES at **Attachment III(C)** for the draft Wan Chai OZP No. S/H5/26A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the Plan and the revised ES will be published together with the Plan.

Attachments

Drawings 1-A to 1-H	Schematic Drawings and Photomontage Submitted by the Methodist Church, Hong Hong
Drawings 2-A to 2-Y	Schematic Drawings and Photomontage Submitted by the Trustees of the Church of Christ in China, Wan Chai Church
Drawings 3-A to 3-F	Schematic Drawings Submitted by the Hong Kong Council of Social Services
Plan 1	Comparison of Existing and Proposed Zoning on the OZP for Amendment Items A to D
Plans 2 to 4-C	Site Plan, Aerial Photo and Site Photos for Amendment Items A and B
Plan 4-D	Photomontage of the Proposed Redevelopments at the MIC Site and the proposed "R(E)" zone
Plans 5 to 7-A	Site Plan, Aerial Photo and Site Photos for Amendment Item C
Plans 7-B to 7F	Photomontage of the Proposed Redevelopment at the CCCWC Site
Plans 8 to 10-A & 10-B	Site Plan, Aerial Photo and Site Photos for Amendment Item D
Plan 10-C	Photomontage of the Proposed Redevelopment at the DWSSB Site
Plan 11	Comparison of Existing and Proposed Zoning on the OZP for Amendment Item E
Plans 12 to 14-A & 14-C	Site Plan, Aerial Photo and Site Photos for Amendment Item E
Attachment I	Draft Wan Chai Outline Zoning Plan (OZP) No. S/H5/26
Attachment II(A)	Redevelopment Proposal submitted by the Methodist Church
Attachment II(B)	Redevelopment Proposal submitted by the Trustees of the Church of Christ in China, Wan Chai Church
Attachment II(C)	Redevelopment Proposal submitted by the Hong Kong Council of Social Services
Attachment III(A)	Draft Wan Chai OZP No. S/H5/26A
Attachment III(B)	Extract of Revised Notes of the Draft Wan Chai OZP No. S/H5/26A
Attachment III(C)	Extract of Revised Explanatory Statement of the Draft Wan Chai OZP No. S/H5/26A and Plans 1 to 4

PLANNING DEPARTMENT
JULY 2012

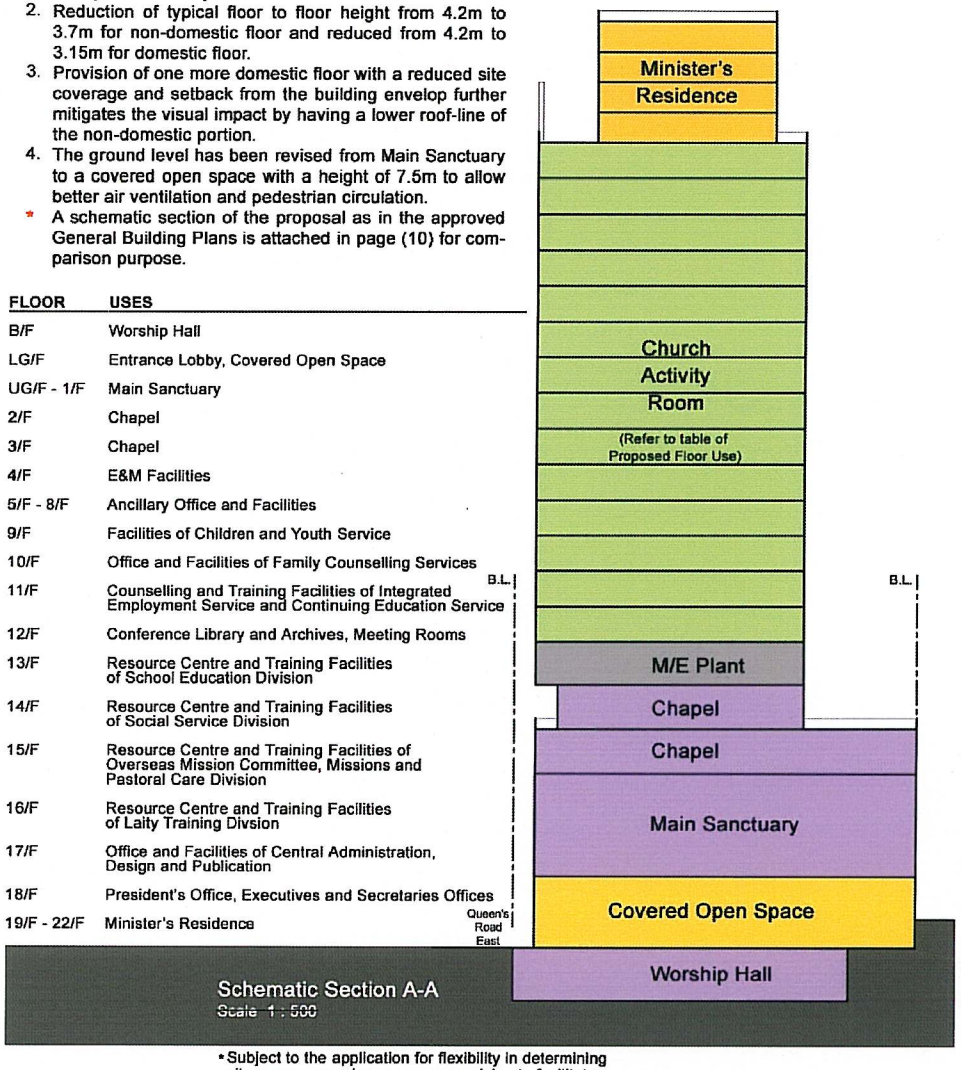
Reduction of Building Height

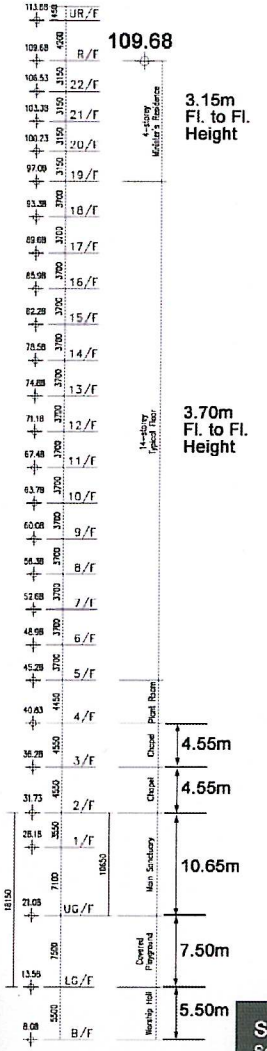
In comparison with general building plans approved on 26 August 2009 and 25 March 2011*, the design of this redevelopment proposal is refined with the building height lowered from 121.88mPD to 109.68mPD by means of:-

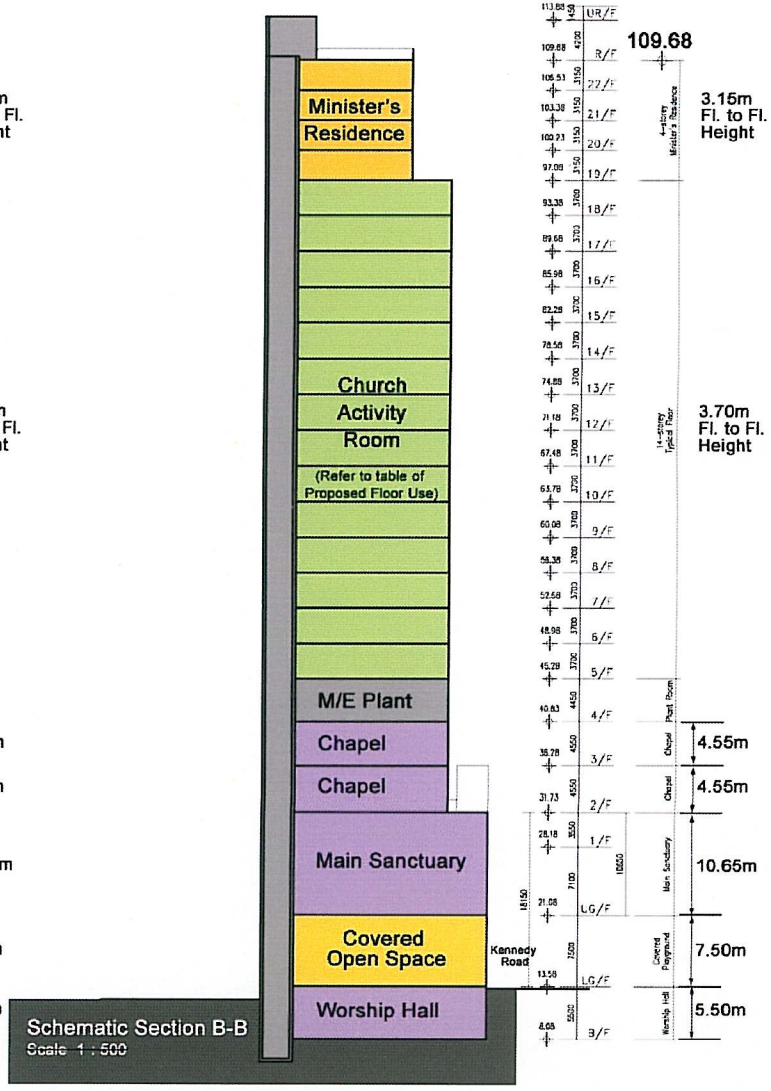
1. Reducing the total number of typical floors from 17 storeys to 14 storeys.
2. Reduction of typical floor to floor height from 4.2m to 3.7m for non-domestic floor and reduced from 4.2m to 3.15m for domestic floor.
3. Provision of one more domestic floor with a reduced site coverage and setback from the building envelop further mitigates the visual impact by having a lower roof-line of the non-domestic portion.
4. The ground level has been revised from Main Sanctuary to a covered open space with a height of 7.5m to allow better air ventilation and pedestrian circulation.

* A schematic section of the proposal as in the approved General Building Plans is attached in page (10) for comparison purpose.

FLOOR	USES
B/F	Worship Hall
LG/F	Entrance Lobby, Covered Open Space
UG/F - 1/F	Main Sanctuary
2/F	Chapel
3/F	Chapel
4/F	E&M Facilities
5/F - 8/F	Ancillary Office and Facilities
9/F	Facilities of Children and Youth Service
10/F	Office and Facilities of Family Counselling Services
11/F	Counselling and Training Facilities of Integrated Employment Service and Continuing Education Service
12/F	Conference Library and Archives, Meeting Rooms
13/F	Resource Centre and Training Facilities of School Education Division
14/F	Resource Centre and Training Facilities of Social Service Division
15/F	Resource Centre and Training Facilities of Overseas Mission Committee, Missions and Pastoral Care Division
16/F	Resource Centre and Training Facilities of Laity Training Divsion
17/F	Office and Facilities of Central Administration, Design and Publication
18/F	President's Office, Executives and Secretaries Offices
19/F - 22/F	Minister's Residence







* Subject to the application for flexibility in determining site coverage and open space provision to facilitate innovative design under Practice Note APP-132 (PNAP-280)

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 1-A

Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

Design Merit

1. The provision of covered open space of 7.5m high headroom enhances air movement and therefore allows better natural ventilation and light penetration at street level. The covered open space is open to public to relax pedestrian flow between Queen's Road East and Kennedy Road.

2. 8% setback of site area from Queen's Road East improves street environment in terms of natural lighting and ventilation. The increase pavement width also allows better pedestrian circulation and provide additional space for street furniture and planting.

3. Provision of one more domestic floor with a reduced site coverage and setback from the building envelop further mitigates the visual impact by having a lower roof-line of the non-domestic portion.

Entrance View from Queen's Road East

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

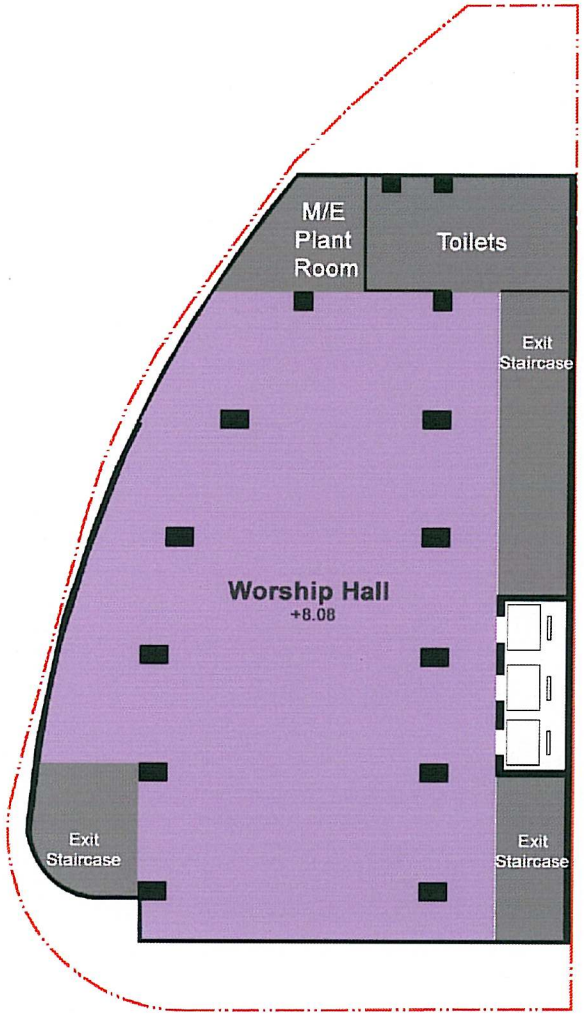
繪圖 DRAWING 1 - B

Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

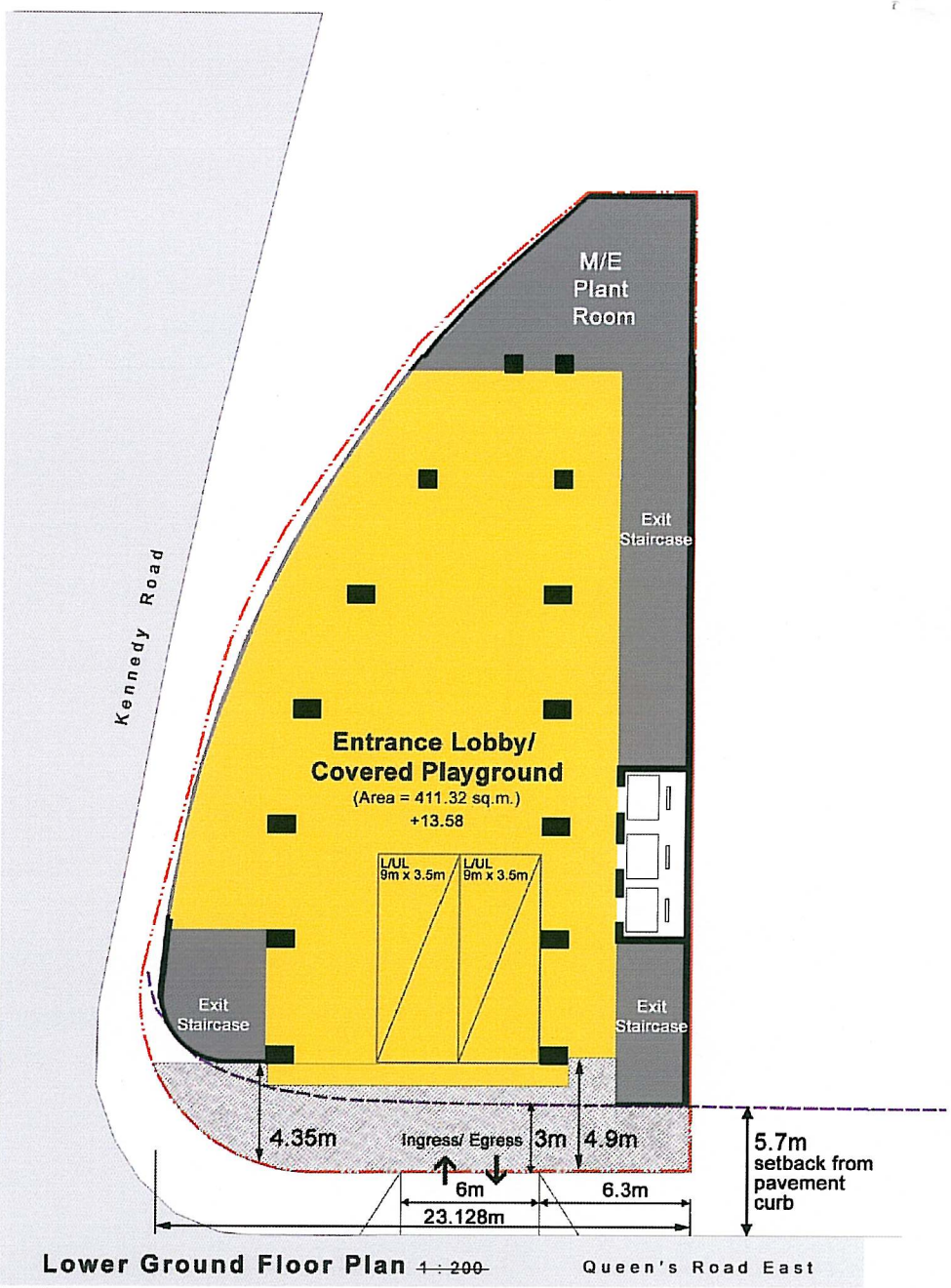
資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 1 - C



Basement Floor Plan ~~1 : 200~~

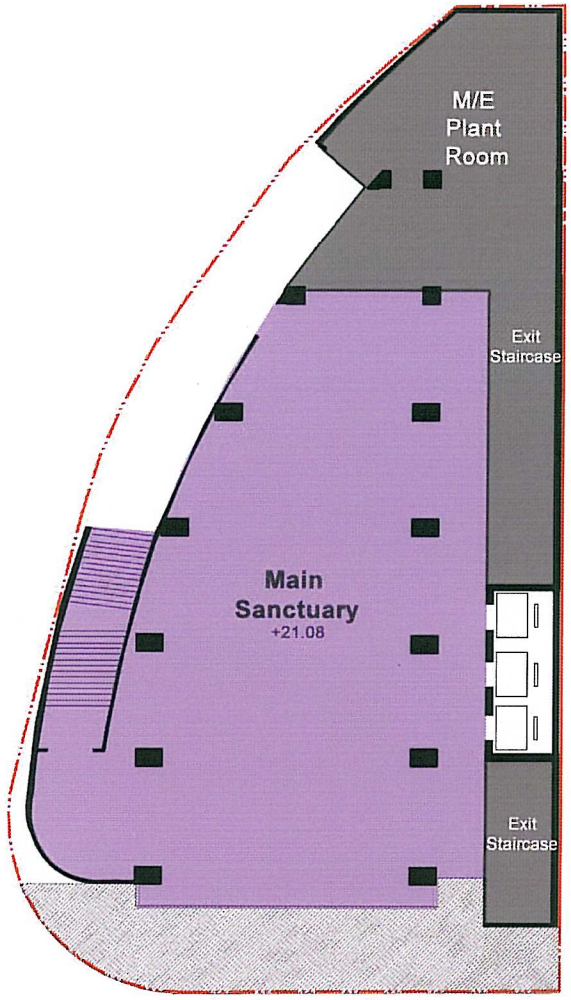


Lower Ground Floor Plan ~~1 : 200~~

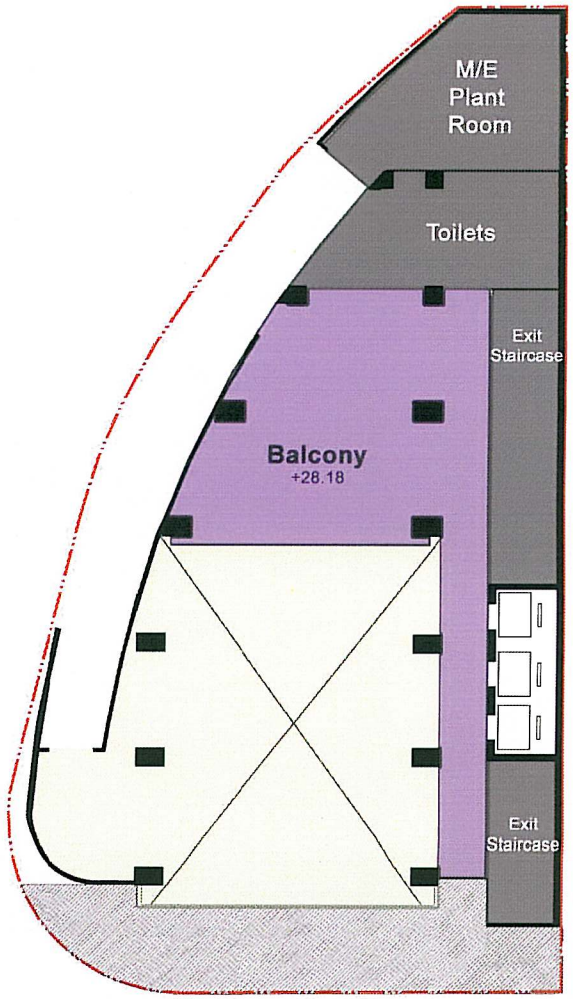
Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

Setback Area = 80.92 sq.m.
80.92 / 793.856
= 10.2% > 8 %

Setback Frontage:
Frontage of Site = 23.128m.
Length of Setback Frontage = 23.128m = 100%



Upper Ground Floor Plan ~~1 : 200~~



First Floor Plan ~~1 : 200~~

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

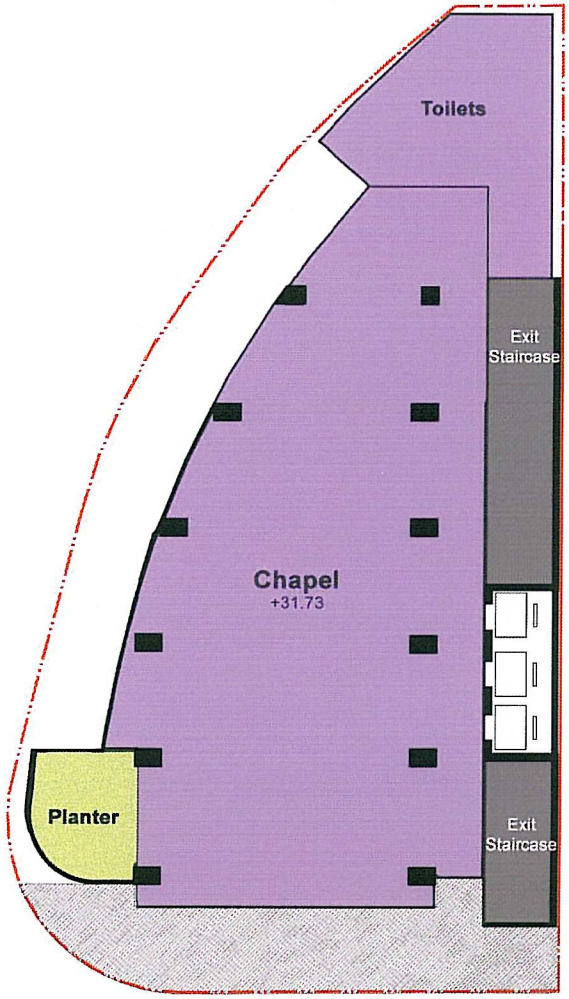
參考編號 REFERENCE No.
M/H5/12/6

繪圖 DRAWING
1 - D

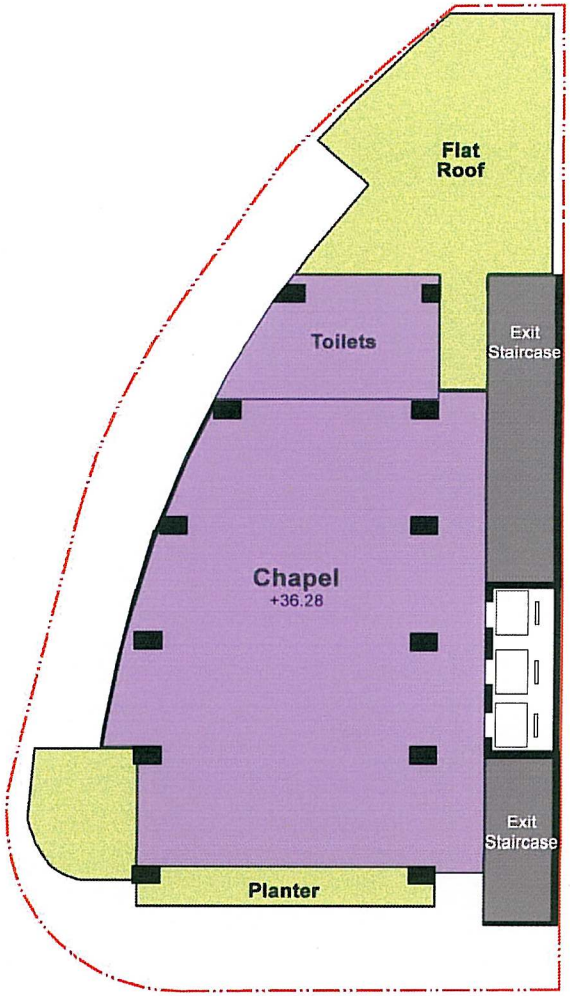
Redevelopment of Methodist International Church
2 7 1 Q u e e n ' s R o a d E a s t , H o n g K o n g

Setback Area = 80.92 sq.m.
80.92 / 793.856
= 10.2% > 8 %

Setback Frontage:
Frontage of Site = 23.128m.
Length of Setback Frontage = 23.128m = 100%



Second Floor Plan ~~1 : 200~~



Third Floor Plan ~~1 : 200~~

Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

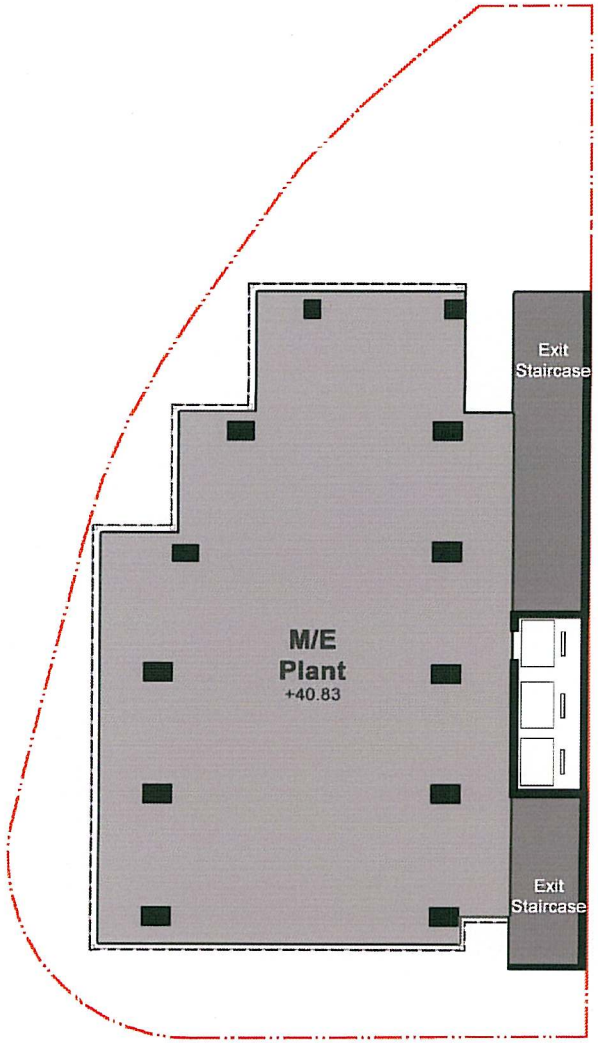
Setback Area = 80.92 sq.m.
80.92 / 793.856
= 10.2% > 8 %

Setback Frontage:
Frontage of Site = 23.128m.
Length of Setback Frontage = 23.128m = 100%

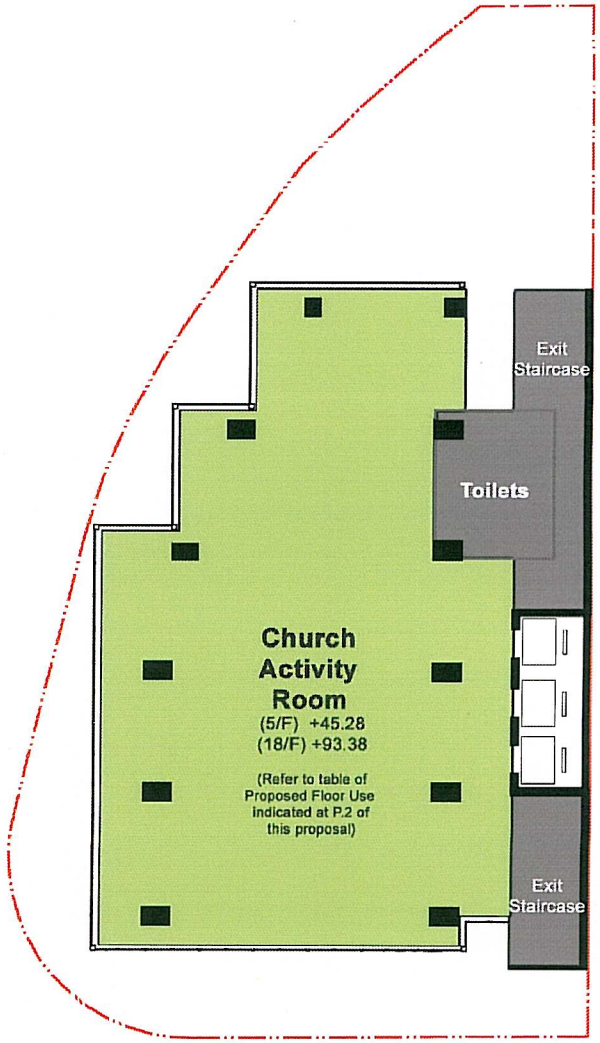
資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 1 - E



Fourth Floor Plan ~~1 : 200~~

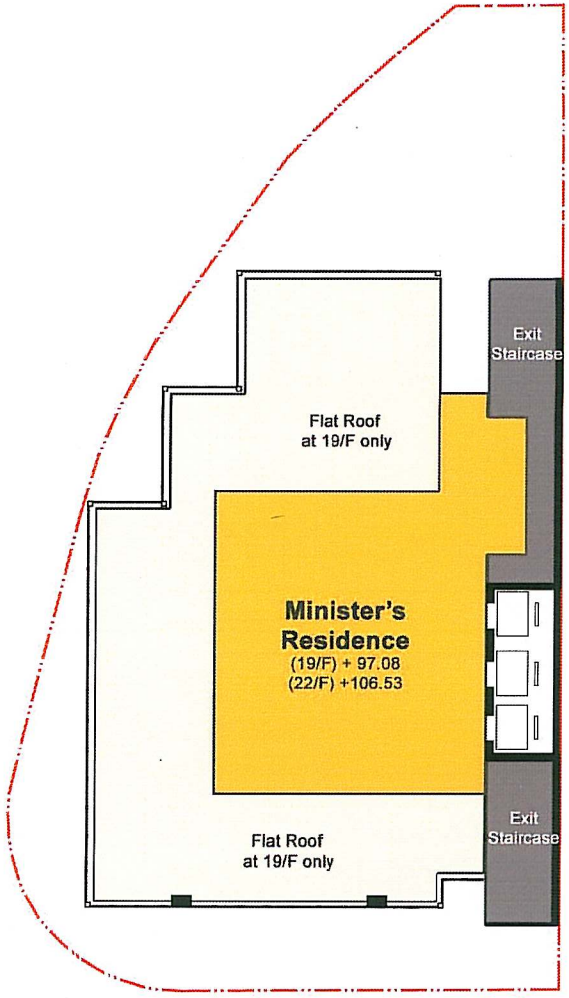


Typical Floor Plan (5/F - 18/F) ~~1 : 200~~

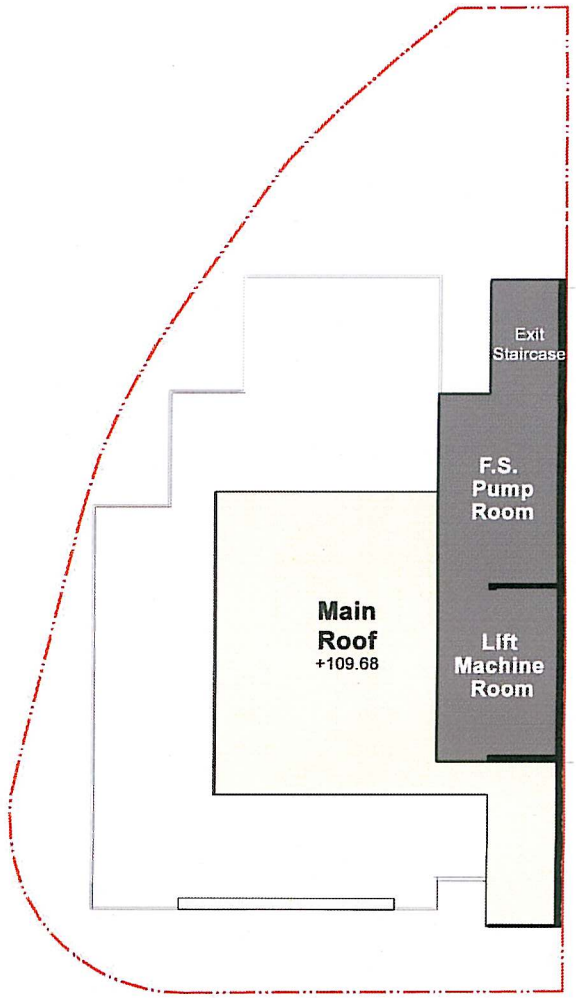
資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.
M/H5/12/6

繪圖 DRAWING
1 - F



Typical Floor Plan (19/F - 22/F) ~~1 : 200~~



Roof Plan ~~1 : 200~~

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 1 - G

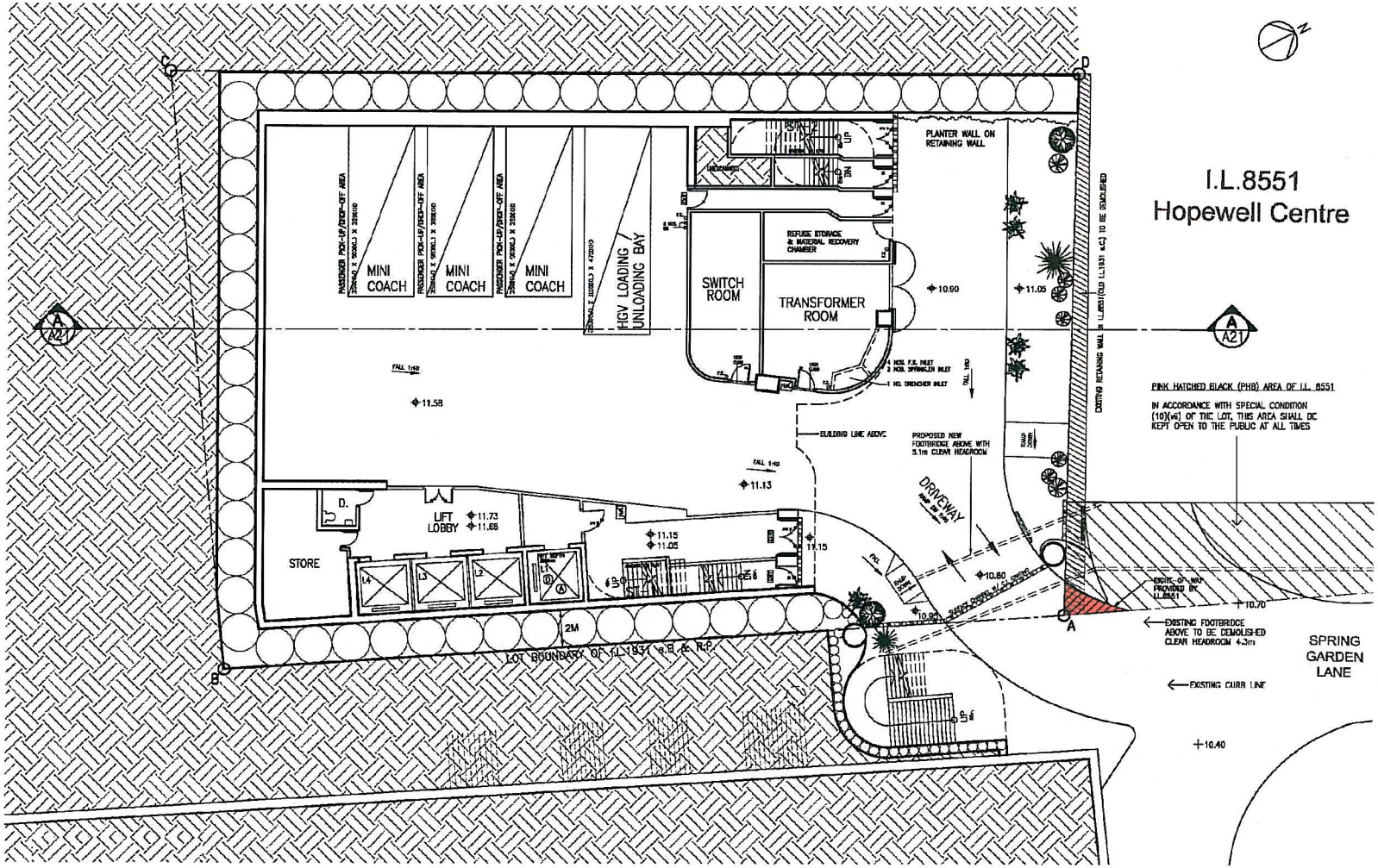
Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	1 - H



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.
M/H5/12/6

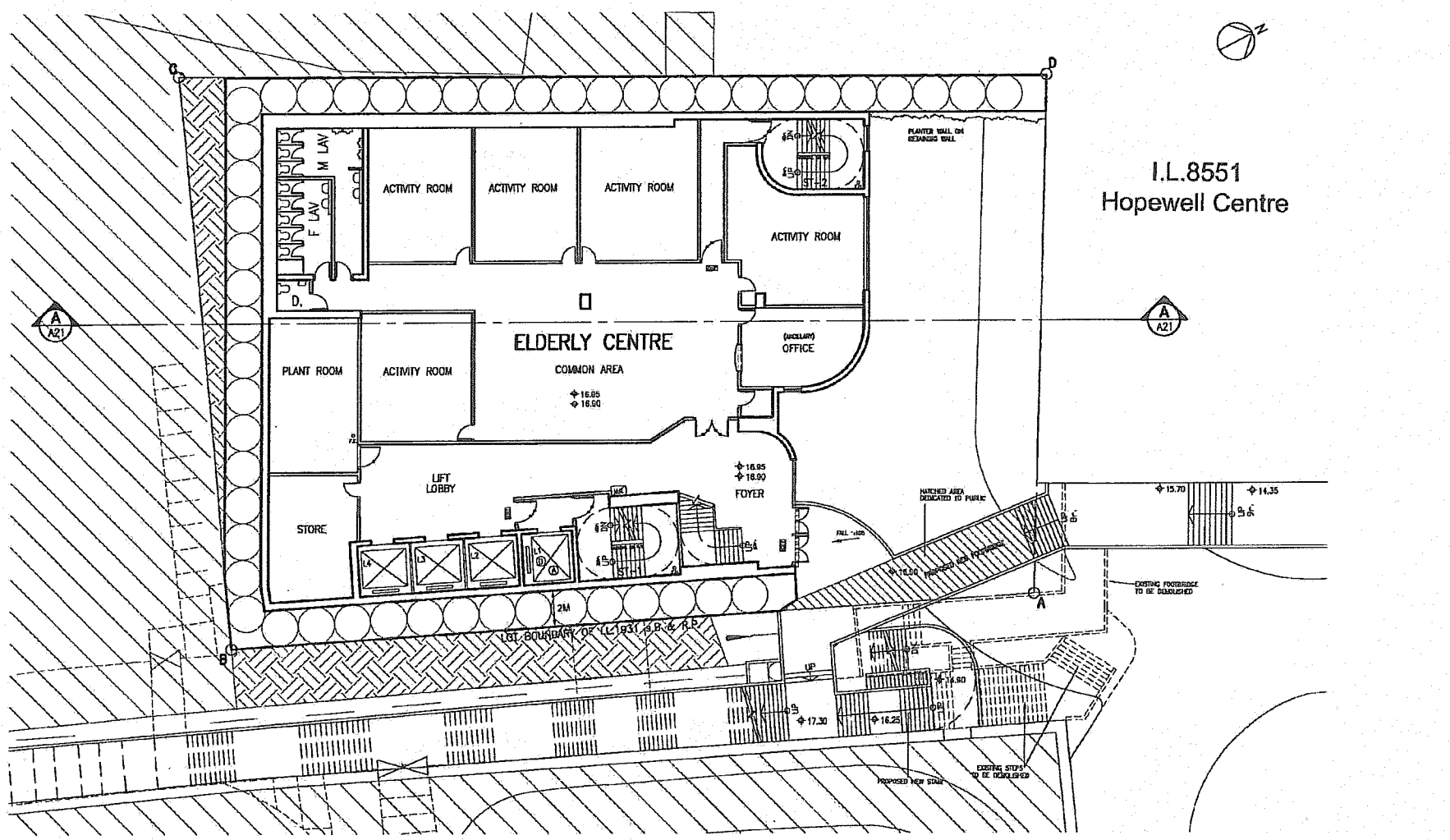
繪圖 DRAWING
2 - A

ENTRANCE LOBBY, PARKING & VEHICULAR ACCESS

GROUND FLOOR PLAN A02

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300 @ A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

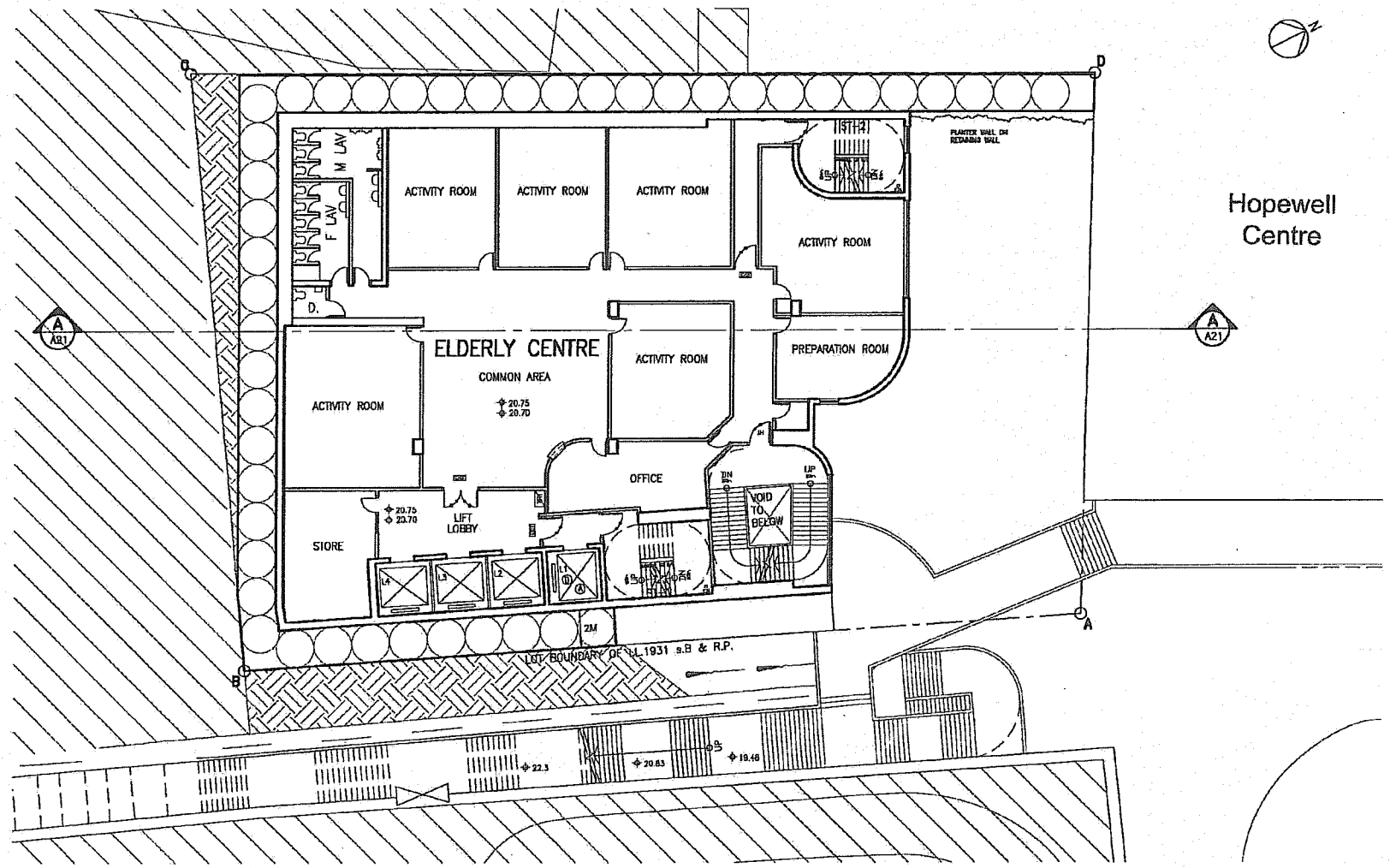
圖則 DRAWING 2 - B

ELDERLY CENTRE

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

FIRST FLOOR PLAN A03

RELEASE 2.3 2012-02-28 ~~1:300@A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

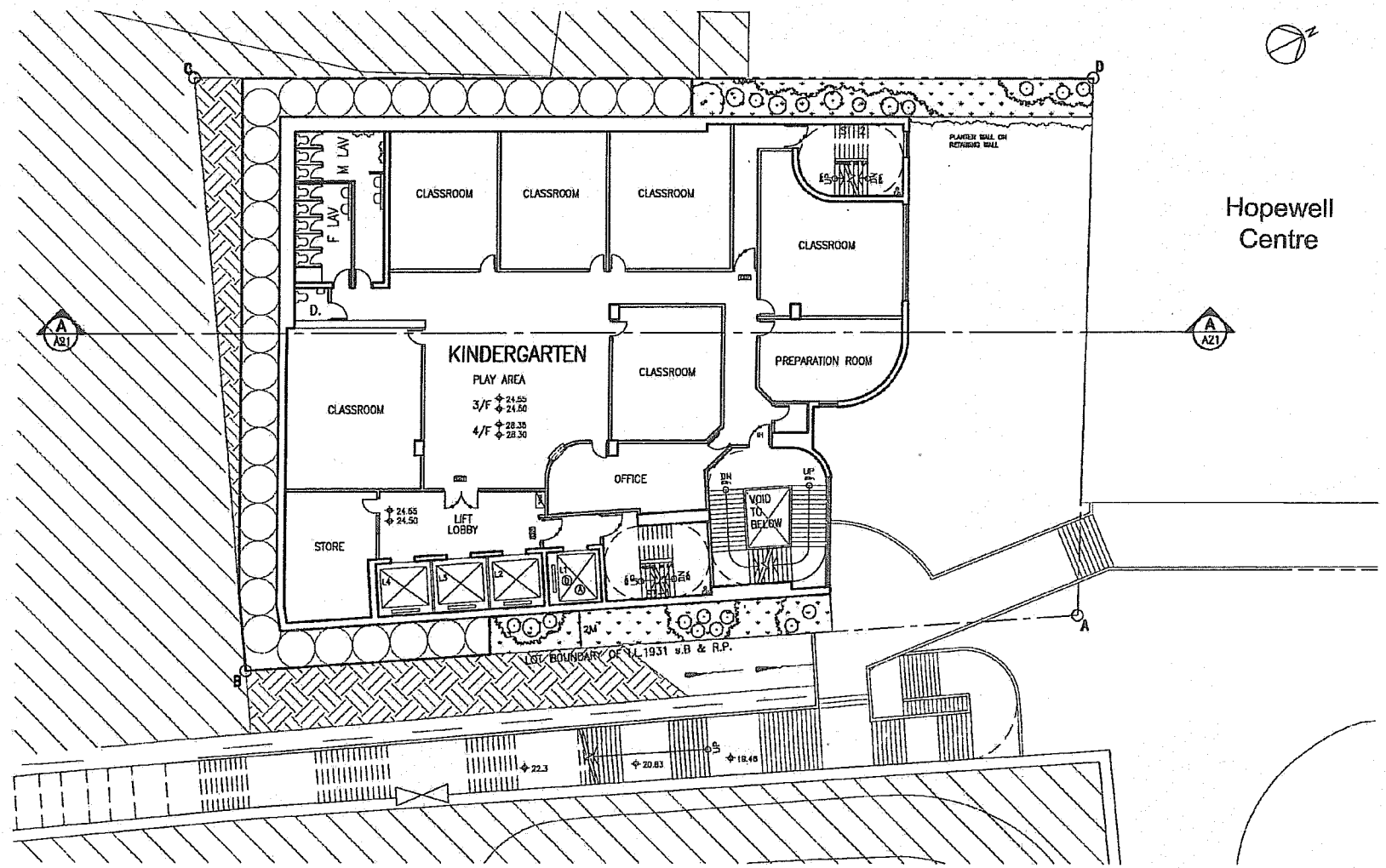
繪圖 DRAWING 2 - C

ELDERLY CENTRE

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

SECOND FLOOR PLAN A04

RELEASE 2.3 2012-02-28 ~~1:300@A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

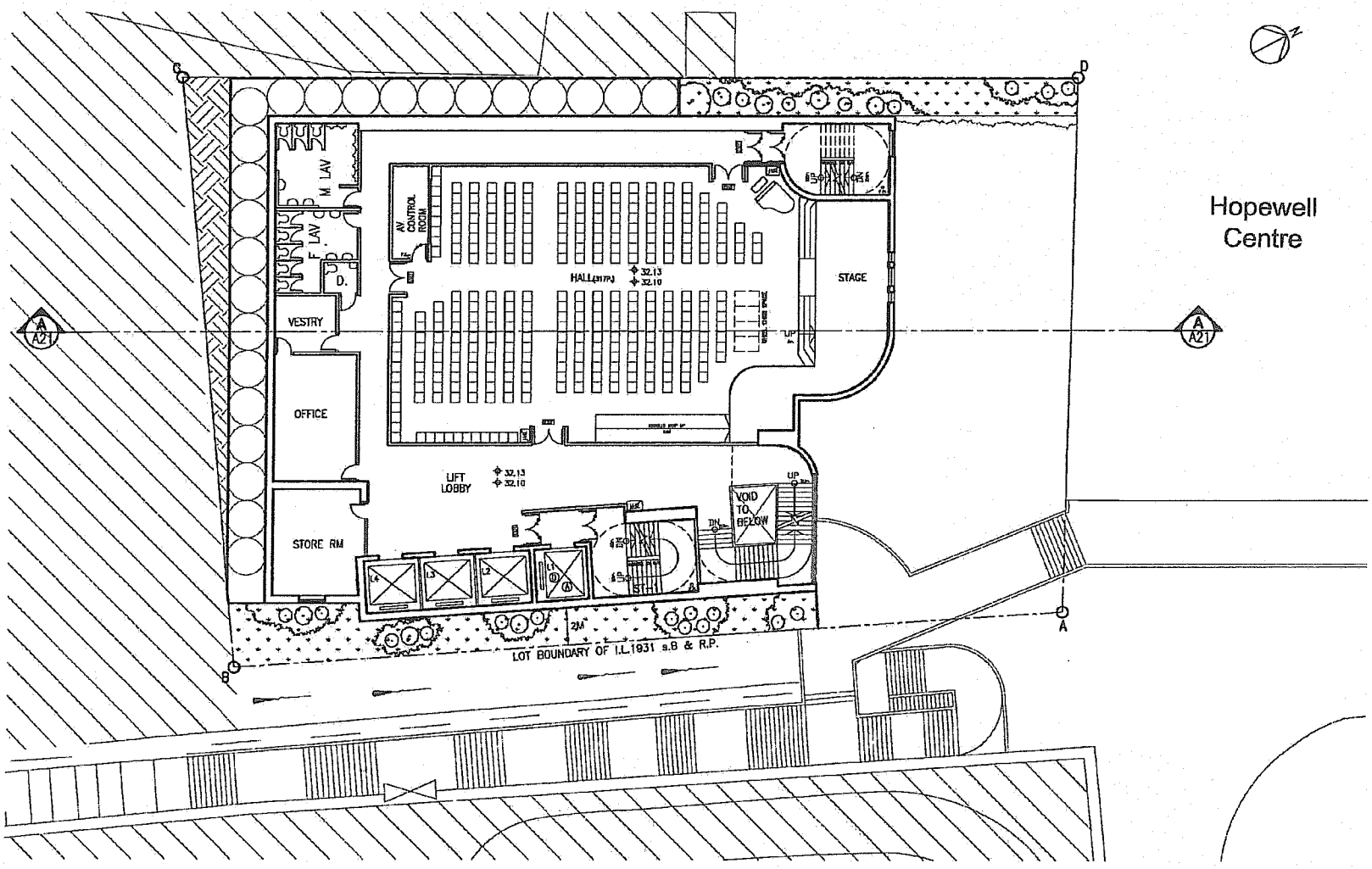
繪圖 DRAWING 2 - D

KINDERGARTEN

THIRD & FOURTH FLOOR PLAN A05

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300@A4~~



0 5 10m

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

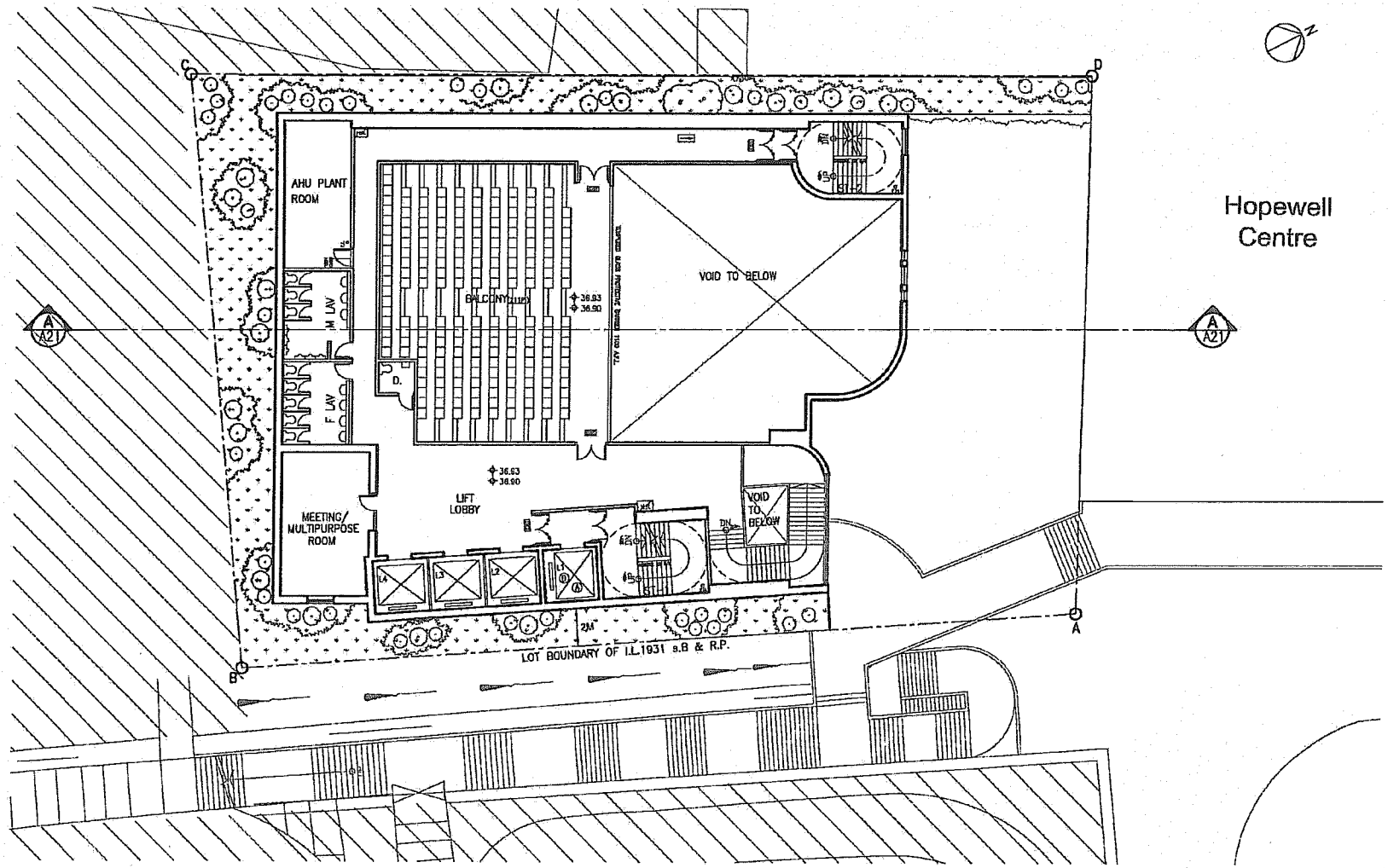
繪圖 DRAWING 2 - E

MAIN HALL

FIFTH FLOOR PLAN A06

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300 @ A4~~



0 5 10m

HALL BALCONY

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

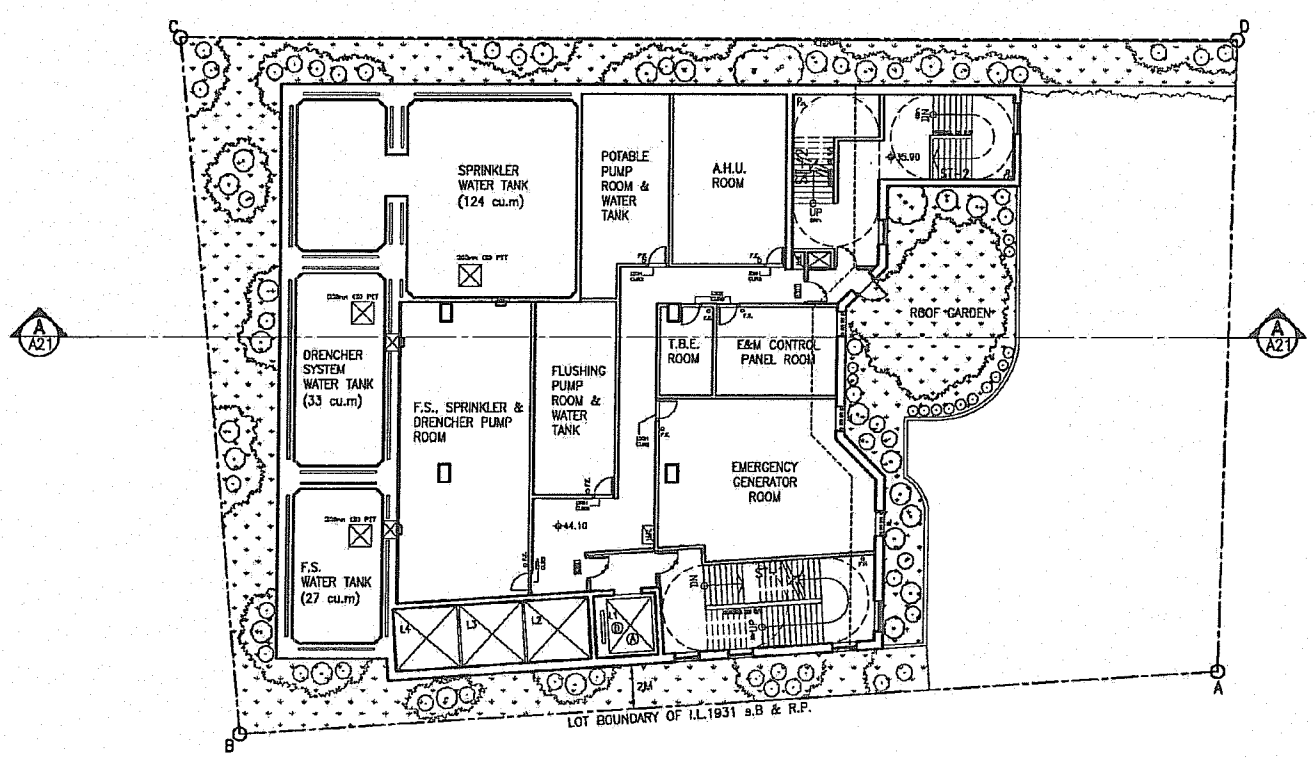
SIXTH FLOOR PLAN A07

RELEASE 2.3 2012-02-28 ~~1:300 @ A4~~

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 2-F



0 5 10m

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

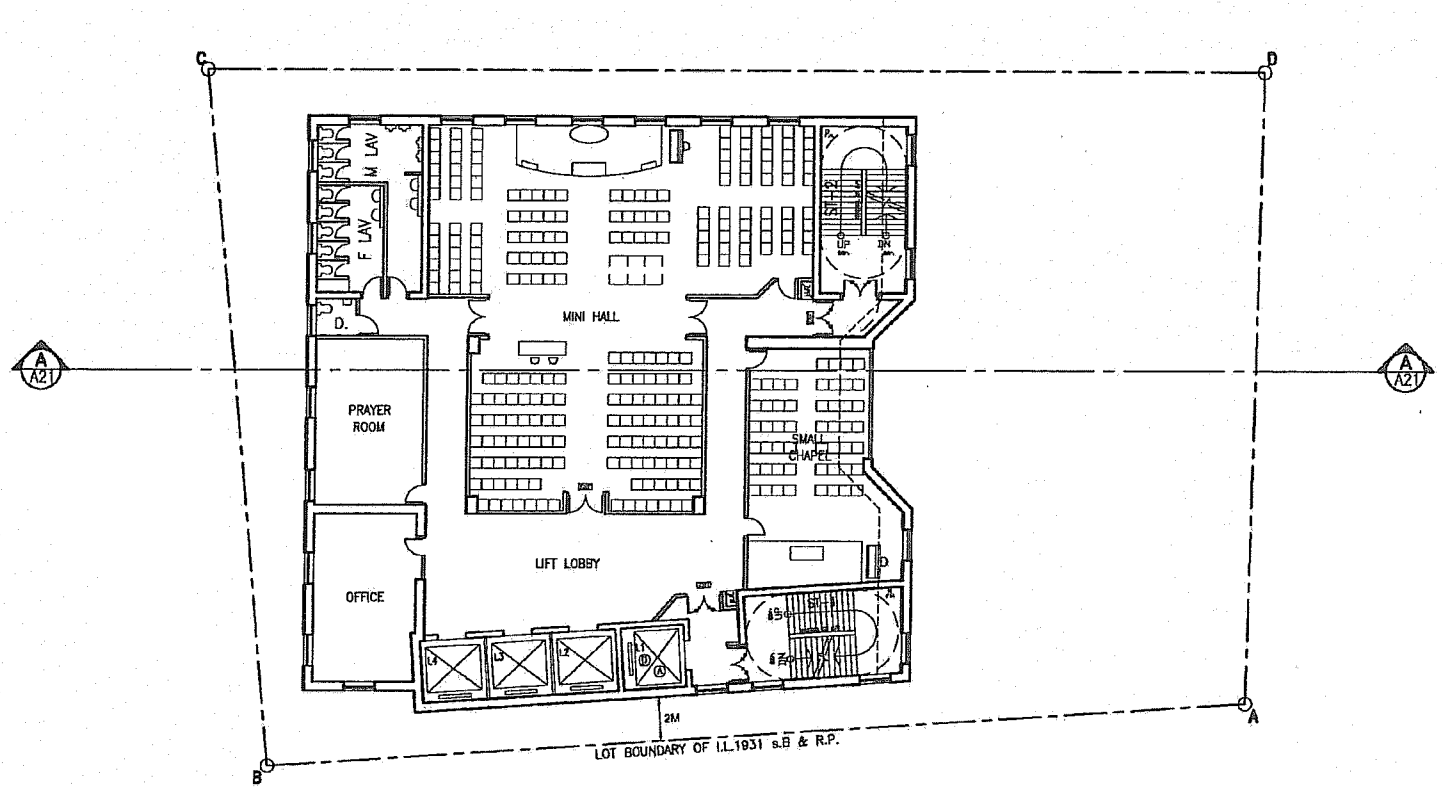
繪圖 DRAWING 2 - G

ELECTRICAL & MECHANICAL PLANT ROOMS

SEVENTH FLOOR PLAN A08

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300 @ A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 2 - H

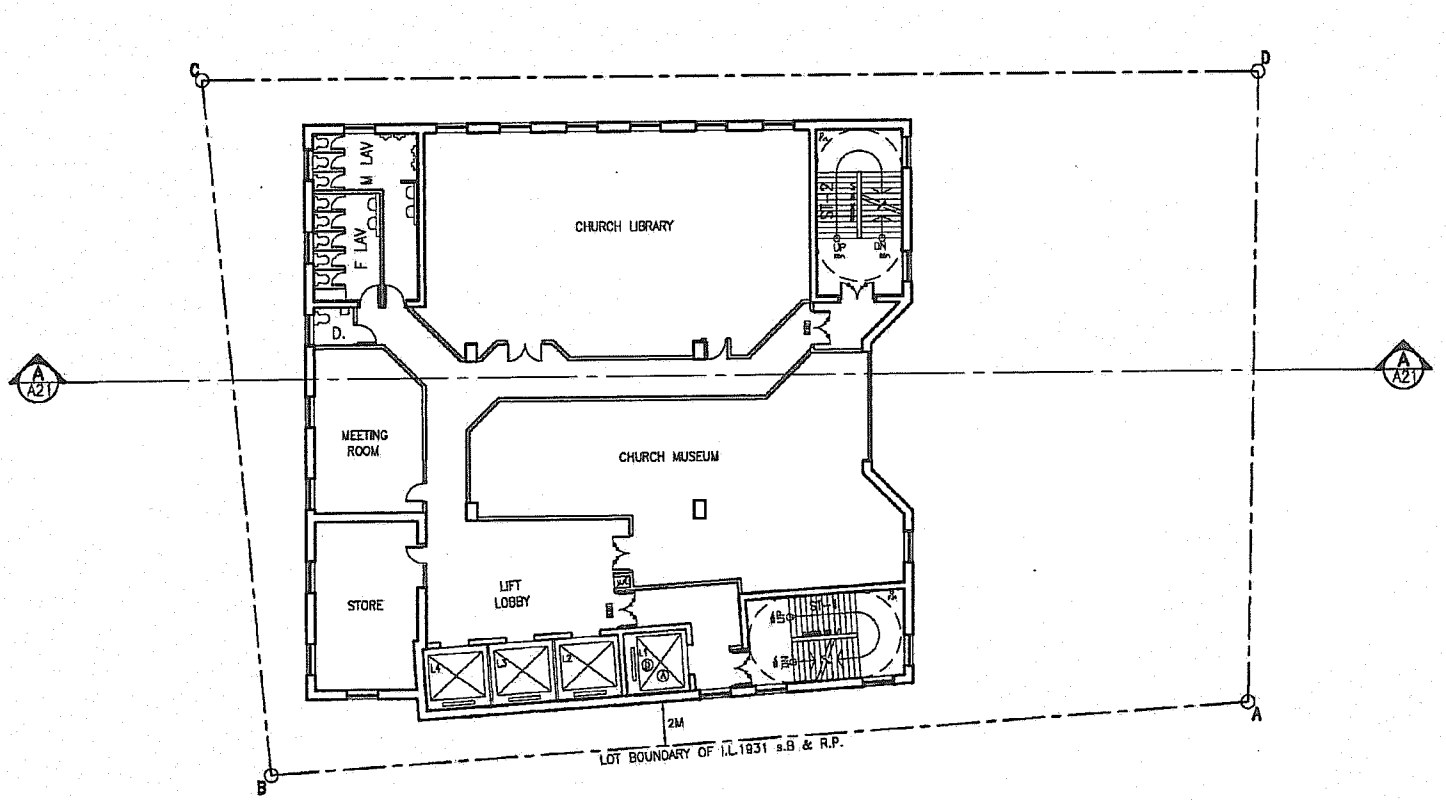
0 5 10m

MINI HALL AND SMALL CHAPEL

EIGHTH FLOOR PLAN A09

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300@ A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.
M/H5/12/6

繪圖 DRAWING
2 - J

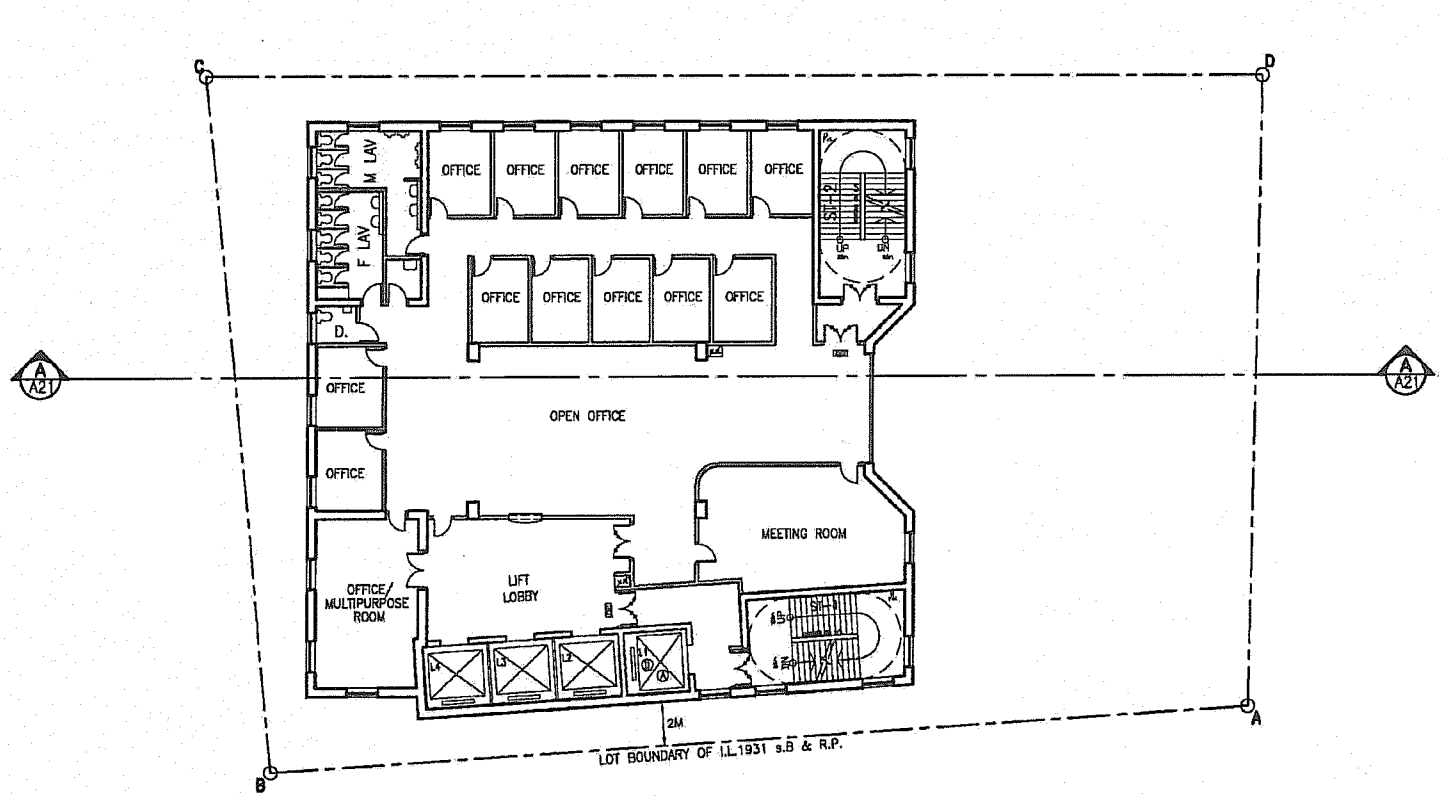
0 5 10m

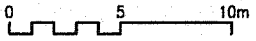
CHURCH LIBRARY AND CHURCH MUSEUM

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

NINTH FLOOR PLAN A10

RELEASE 2.3 2012-02-28 ~~1:300@A4~~





資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

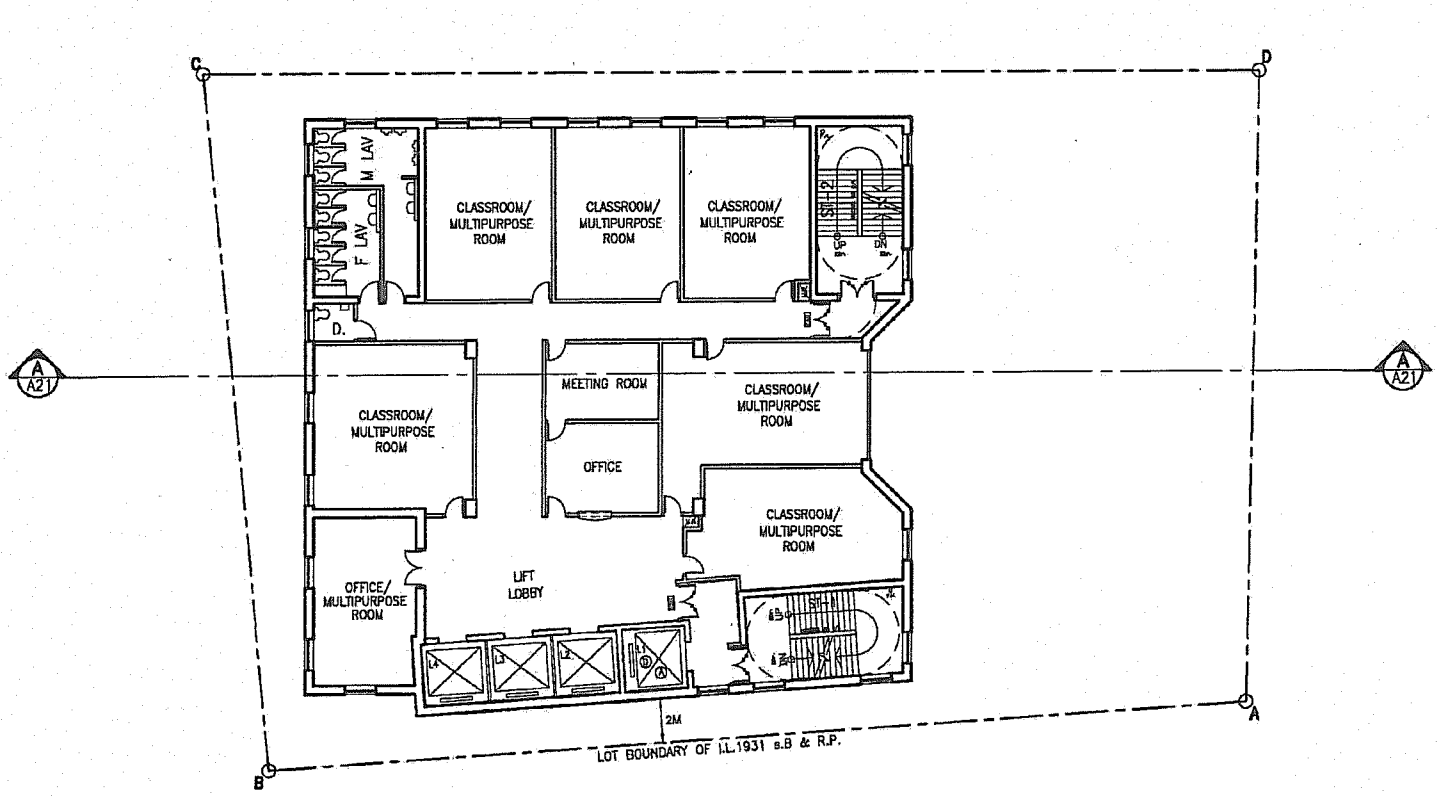
參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	2 - K

CHURCH OFFICE

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

TENTH FLOOR PLAN A11

RELEASE 2.3 2012-02-28 ~~1:300@A4~~



CLASSROOM / MULTIPURPOSE ROOM WOULD SERVE THE FOLLOWING FUNCTIONS:

11/F TO 14/F - CHURCH:
CLASSROOMS FOR SUNDAY SCHOOL, BIBLE STUDY GROUP, MEETING & ACTIVITY SPACES
FOR FELLOWSHIPS OF DIFFERENT AGE GROUPS, INTEREST GROUPS, SUPPORT GROUPS AND TASK ORIENTED GROUPS

19/F - FOREIGN DOMESTIC HELPERS TRAINING & SOCIAL CENTRE:
MEETING AND ACTIVITY SPACES

23/F TO 24/F - THEOLOGY TRAINING CENTRE:
MAINLY USED AS CLASSROOMS. SOME SPACES MAY BE ALLOCATED AS LIBRARY AND STUDY ROOM.

0 5 10m

11/F TO 14/F, 19/F & 23/F TO 24/F — TYPICAL FLOOR PLAN — A12

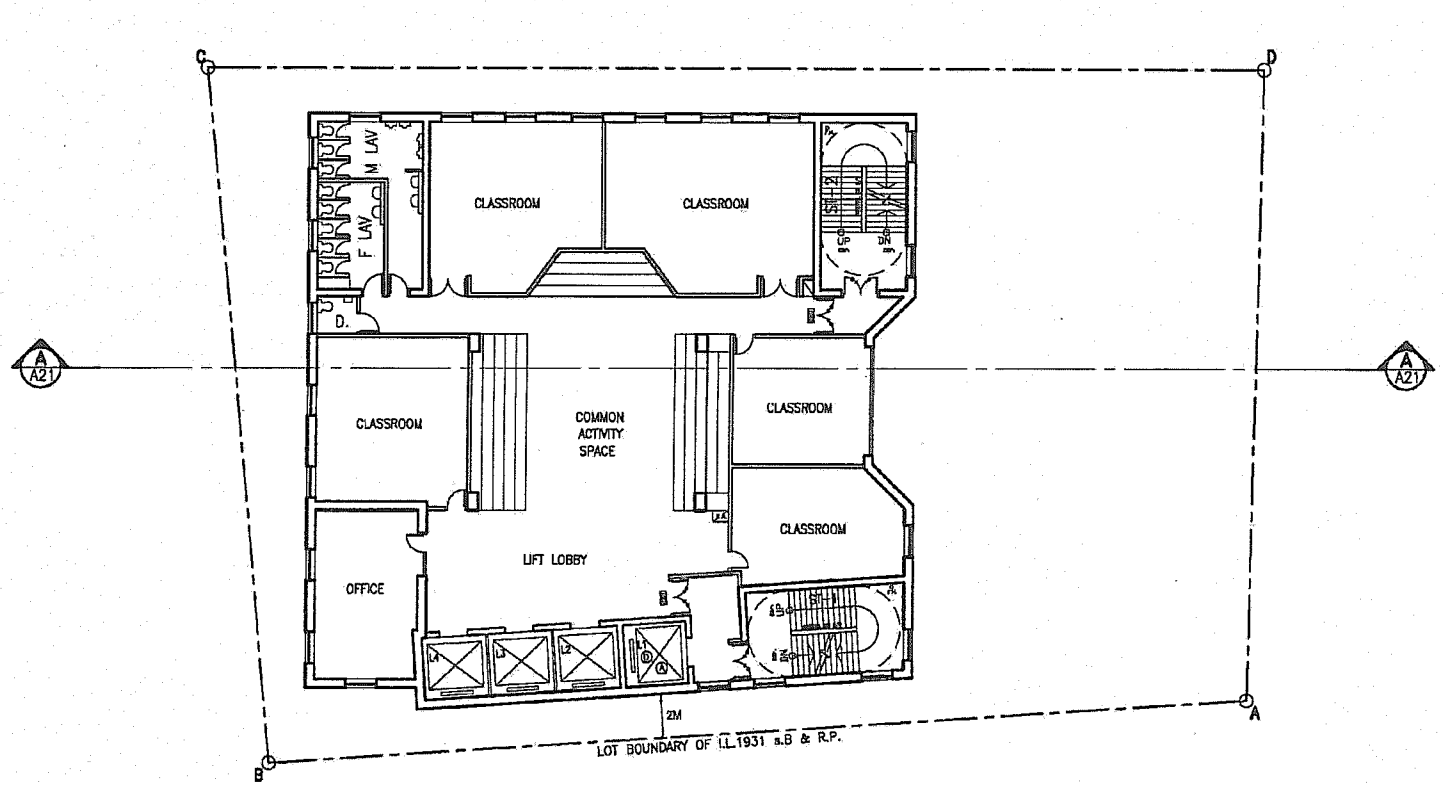
PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300@A4~~

資料來源：由擬議人提供
SOURCE: SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 2-L



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.
M/H5/12/6

繪圖 DRAWING
2 - M

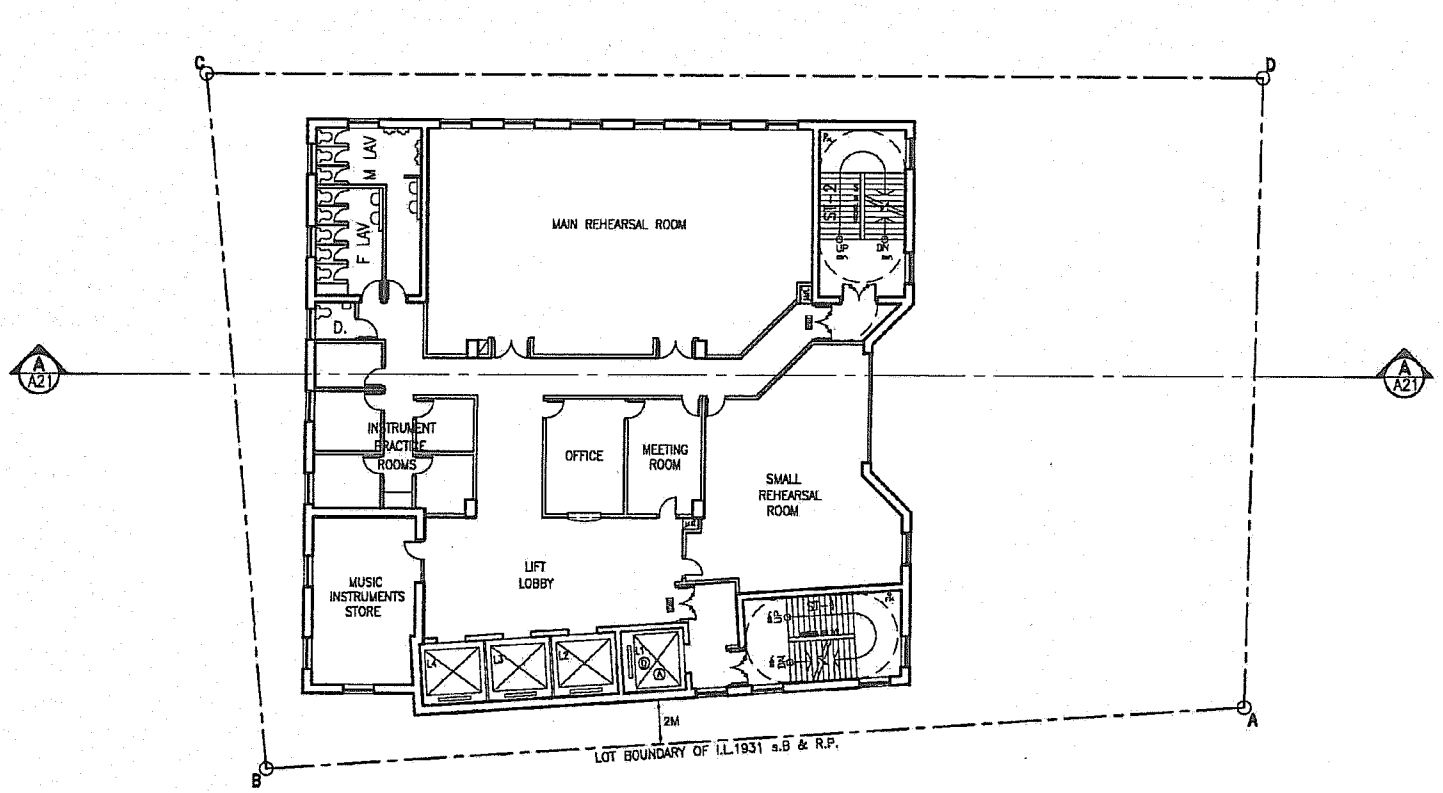
0 5 10m

CHILDREN MINISTRY

FIFTEENTH FLOOR PLAN A13

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300@A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	2 - N

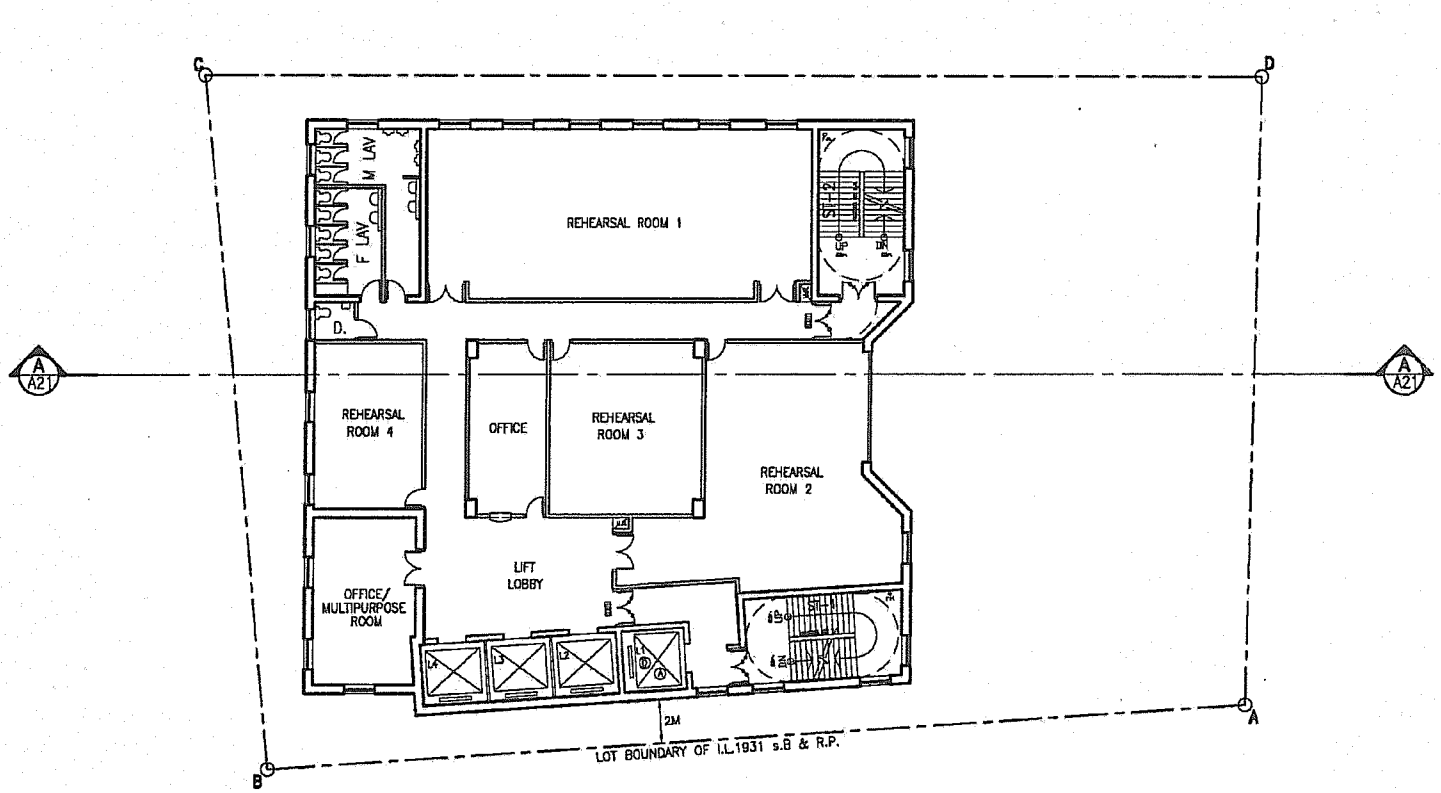
0 5 10m

MUSIC MINISTRY

SIXTEENTH FLOOR PLAN A14

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300@A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 2-P

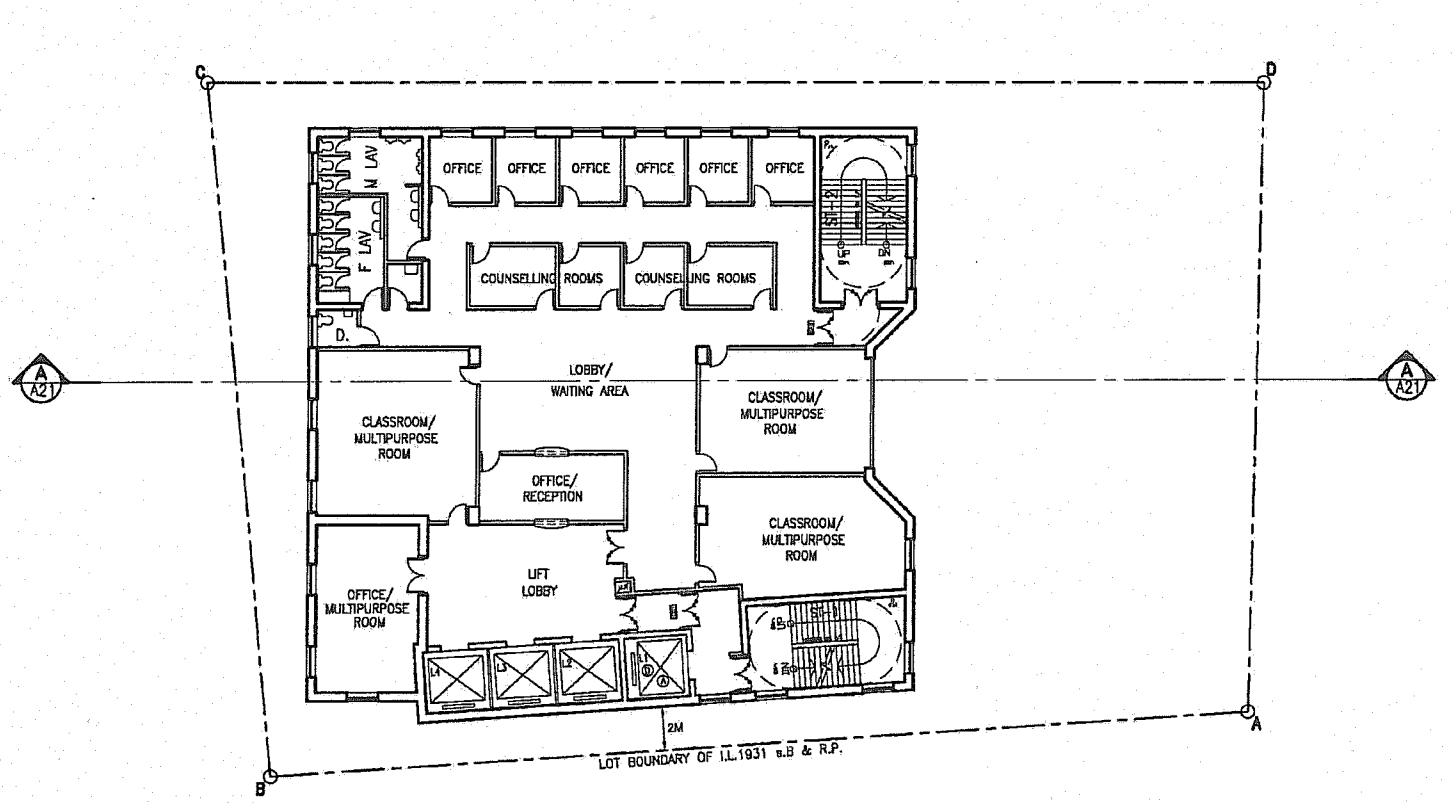
0 5 10m

YOUTH DEVELOPMENT & SMALL GROUP COUNSELING CENTRE

SEVENTEENTH & EIGHTEENTH FLOOR PLAN A15

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300@A4~~



20/F - WORKPLACE & STRESS COUNSELING CENTRE : CAREER COUNSELLING, STRESS MANAGEMENT, WORKPLACE LEADERSHIP DEVELOPMENT, ETC.

0 5 10m

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

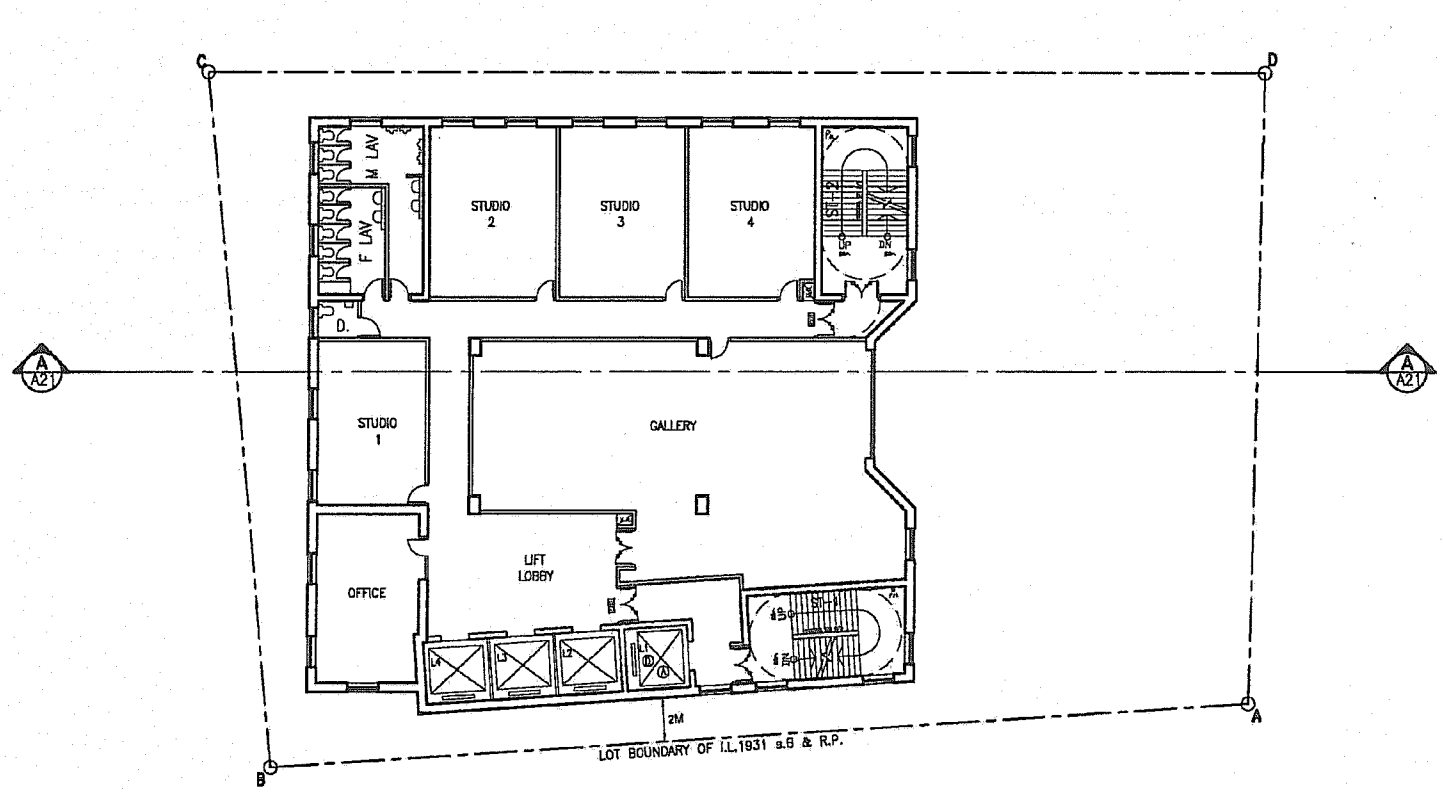
繪圖 DRAWING 2 - Q

DEVELOPMENT & SERVICES CENTRES AT 20/F

TWENTIETH FLOOR PLAN A16

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300@ A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	2 - R

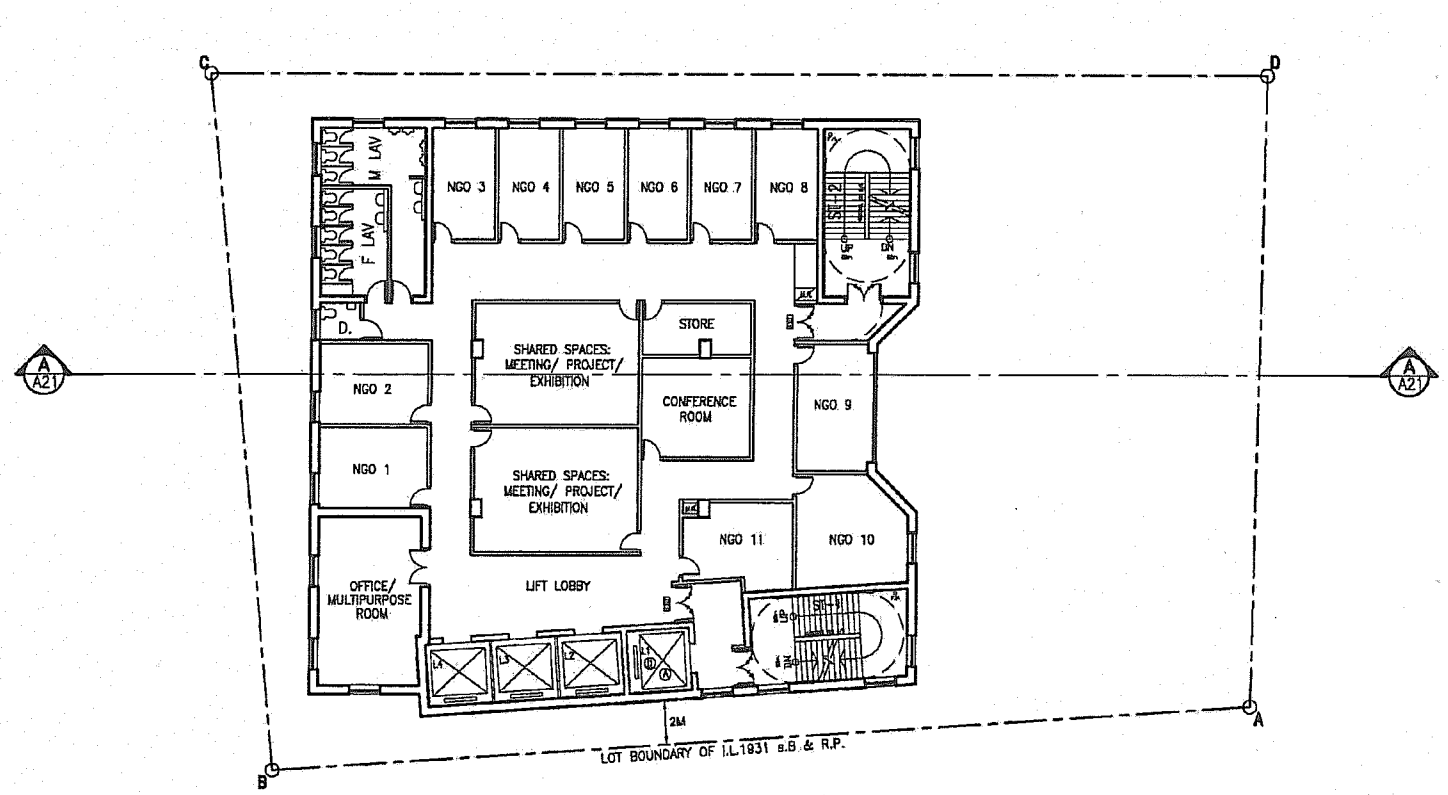
0 5 10m

MULTIMEDIA CENTRA FOR RELIGIOUS STUDIES

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

TWENTY-FIRST FLOOR PLAN A17

RELEASE 2.3 2012-02-28 ~~1:300@A4~~



FOR SUPPORTING SMALL NGOs PUTTING THEIR IDEAS INTO ACTION

0 5 10m

FAMILY & CHILDREN SERVICES CENTRE

TWENTY-SECOND FLOOR PLAN A18

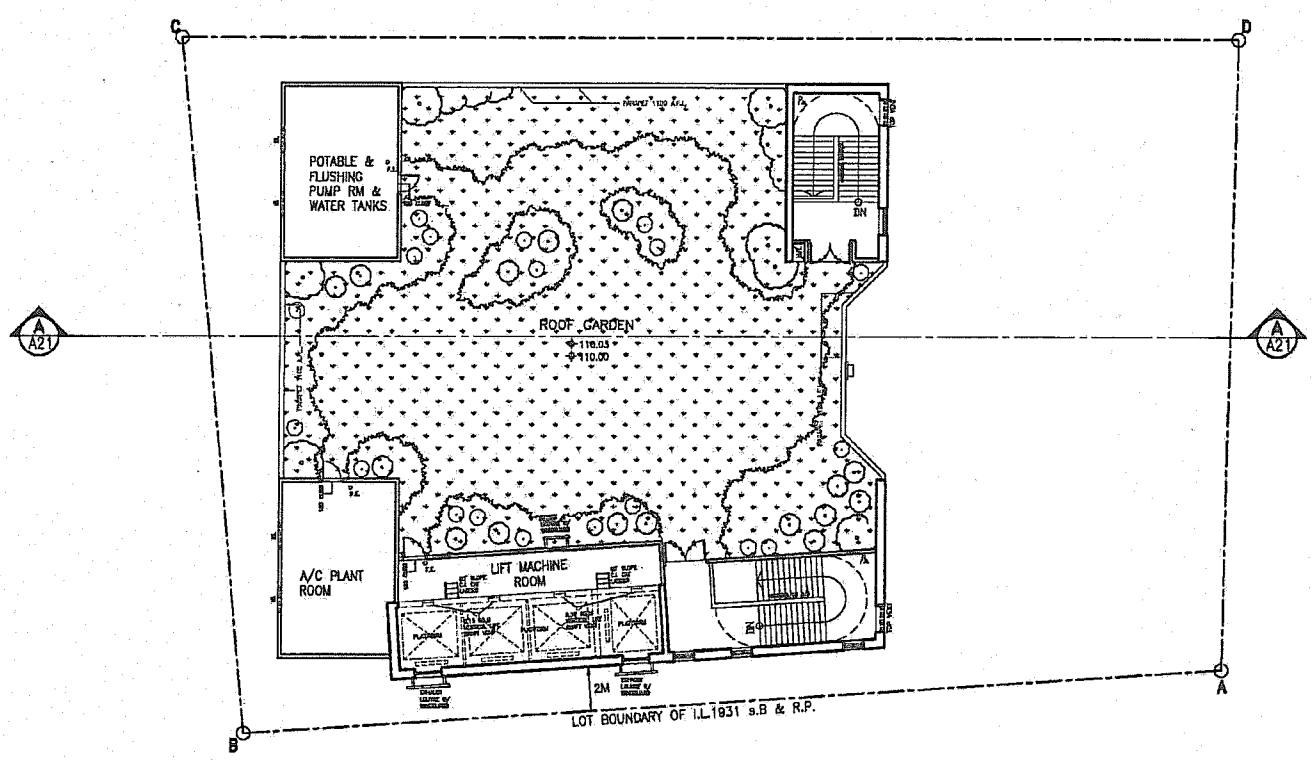
PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:300@A4~~

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 2 - S



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 2-T

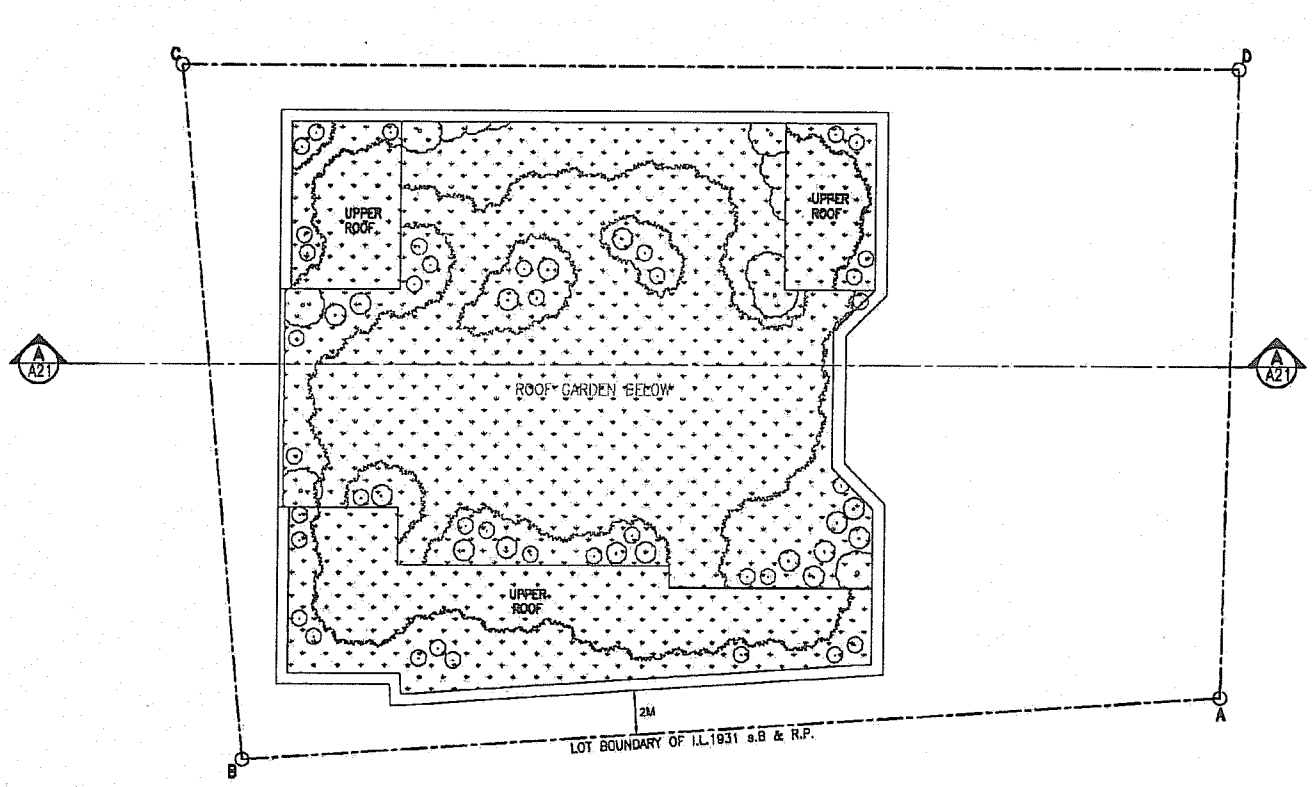
0 5 10m

ROOF GARDEN

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

ROOF PLAN A19

RELEASE 2.3 2012-02-28 ~~1:300 @ A4~~



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 2-U

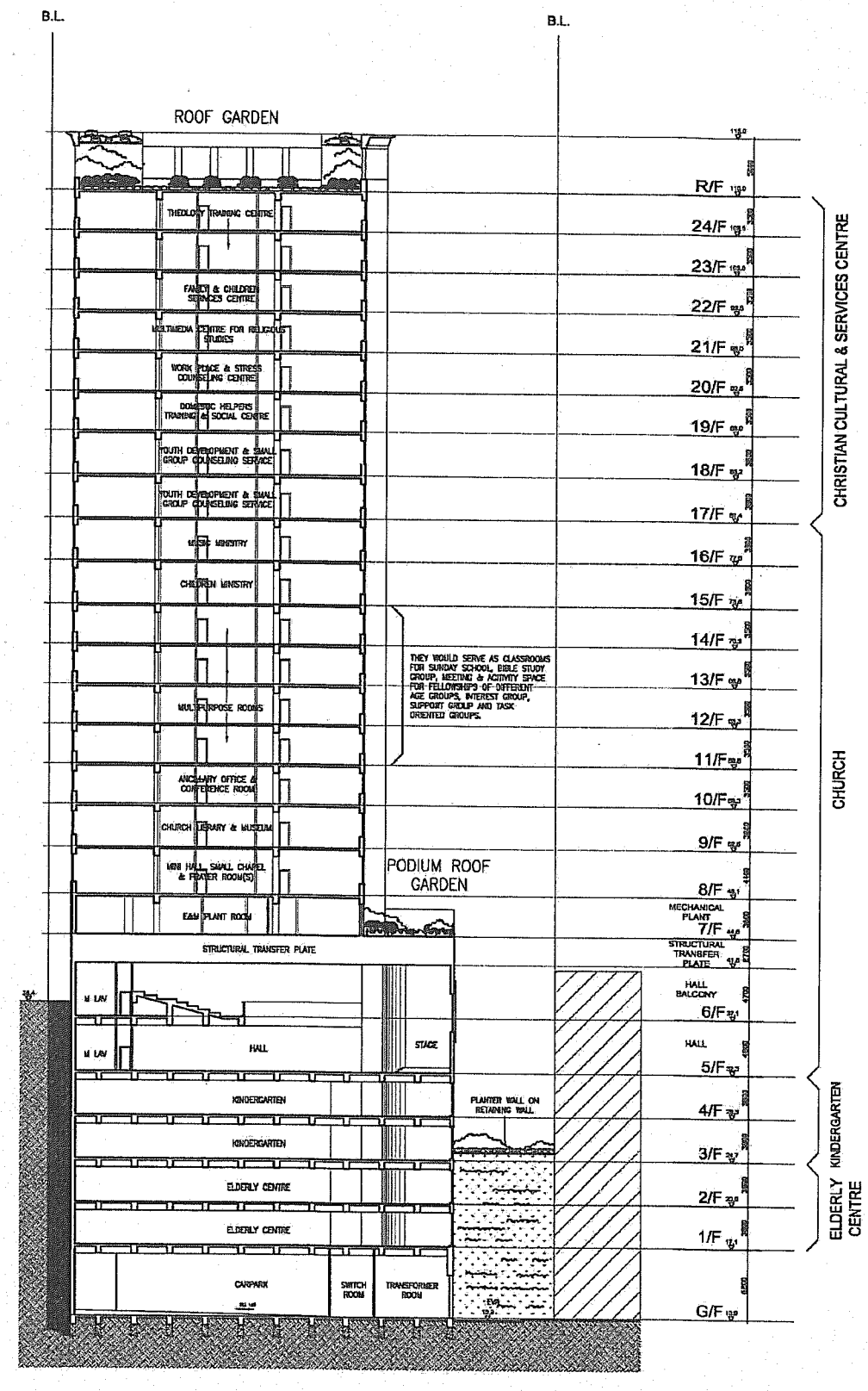
0 5 10m

UPPER ROOF GARDEN

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

UPPER ROOF PLAN A20

RELEASE 2.3 2012-02-28 ~~1:300 @ A4~~



SECTION A-A

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

RELEASE 2.3 2012-02-28 ~~1:500 @ A4~~ A21

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	2 - V

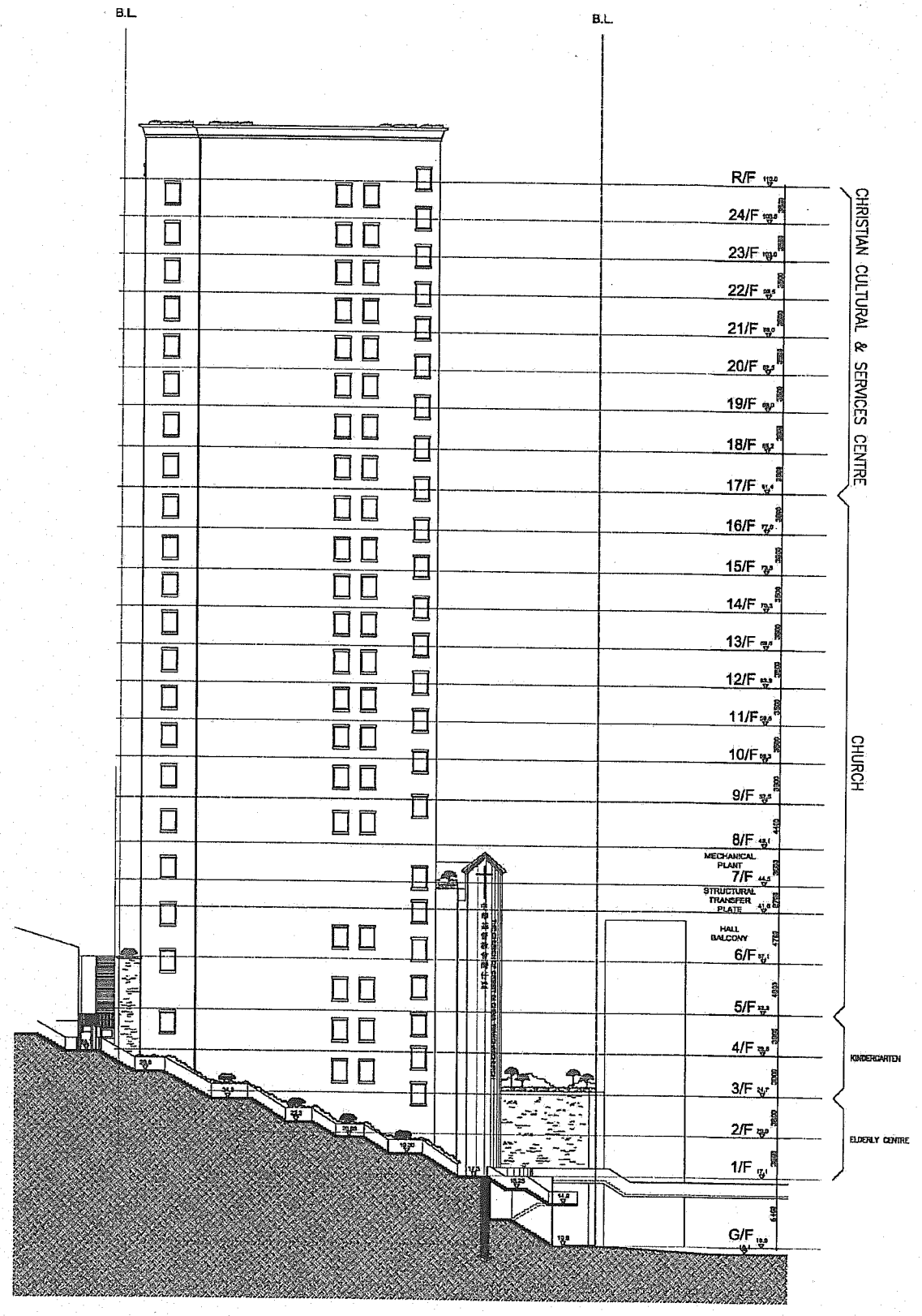
A22

~~1:500 @ A4~~

RELEASE 2.3 2012-02-28

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

EAST ELEVATION



* AFTER REDUCTION OF BUILDING HEIGHT, FLOOR NUMBER AND GFA, DETAIL STUDY ON SPACE RE-ALLOCATION HAS NOT BEEN MADE. USES OF SPACES SHOWN IN THIS DRAWING ARE INDICATIVE ONLY.

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

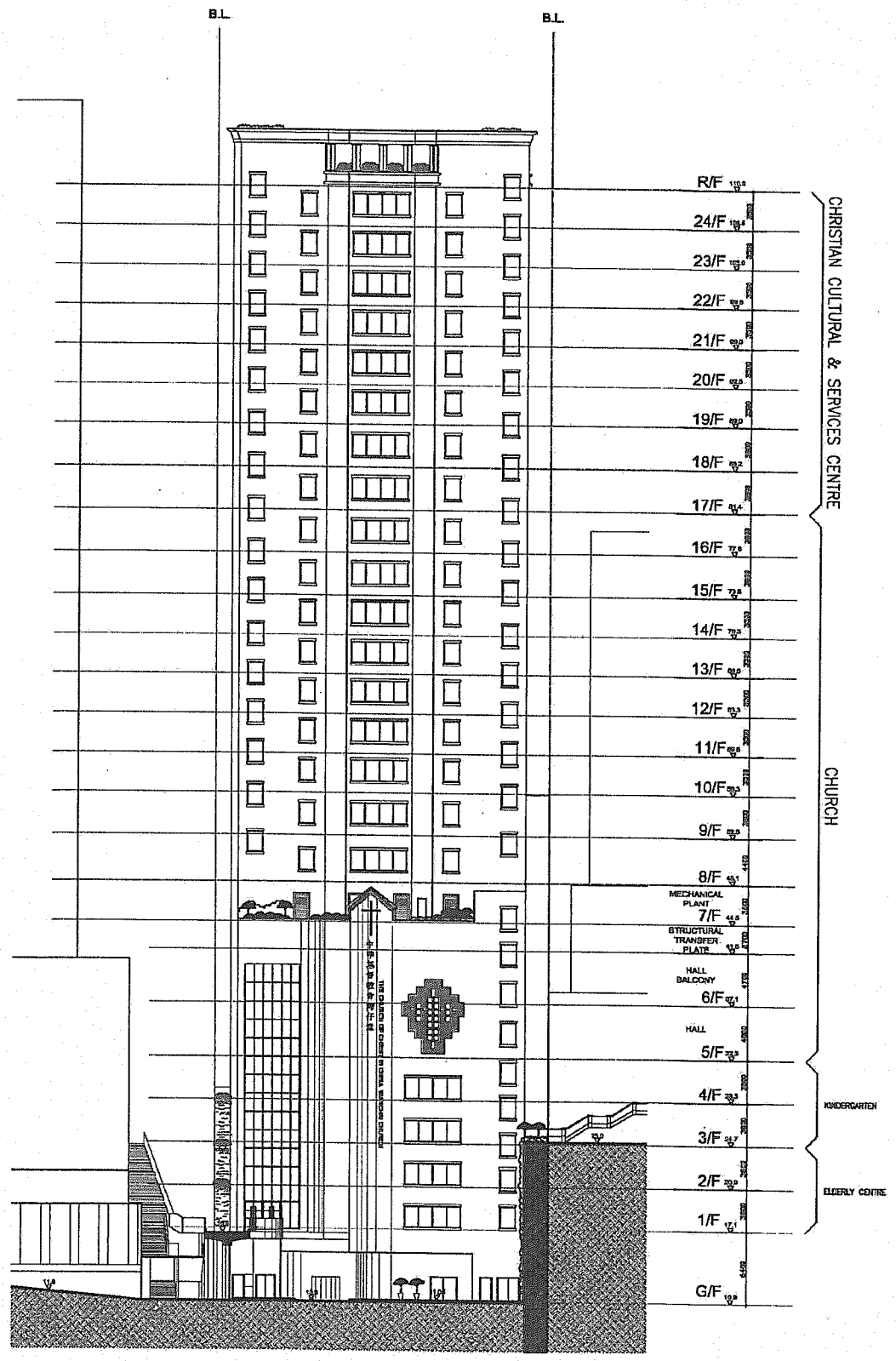
參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	2 - W

A23

RELEASE 2.3 2012-02-28 ~~1:500 @ A4~~

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

NORTH ELEVATION



* AFTER REDUCTION OF BUILDING HEIGHT, FLOOR NUMBER AND GFA, DETAIL STUDY ON SPACE RE-ALLOCATION HAS NOT BEEN MADE. USES OF SPACES SHOWN IN THIS DRAWING ARE INDICATIVE ONLY.

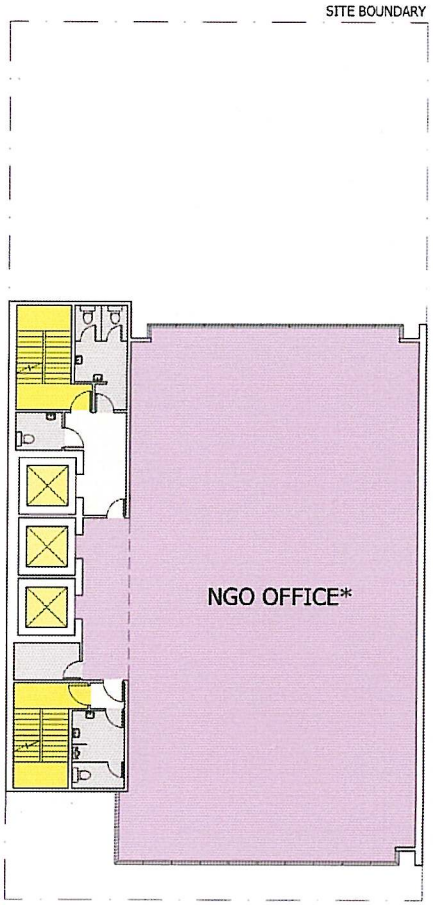
資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	2 - X

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	2 - Y

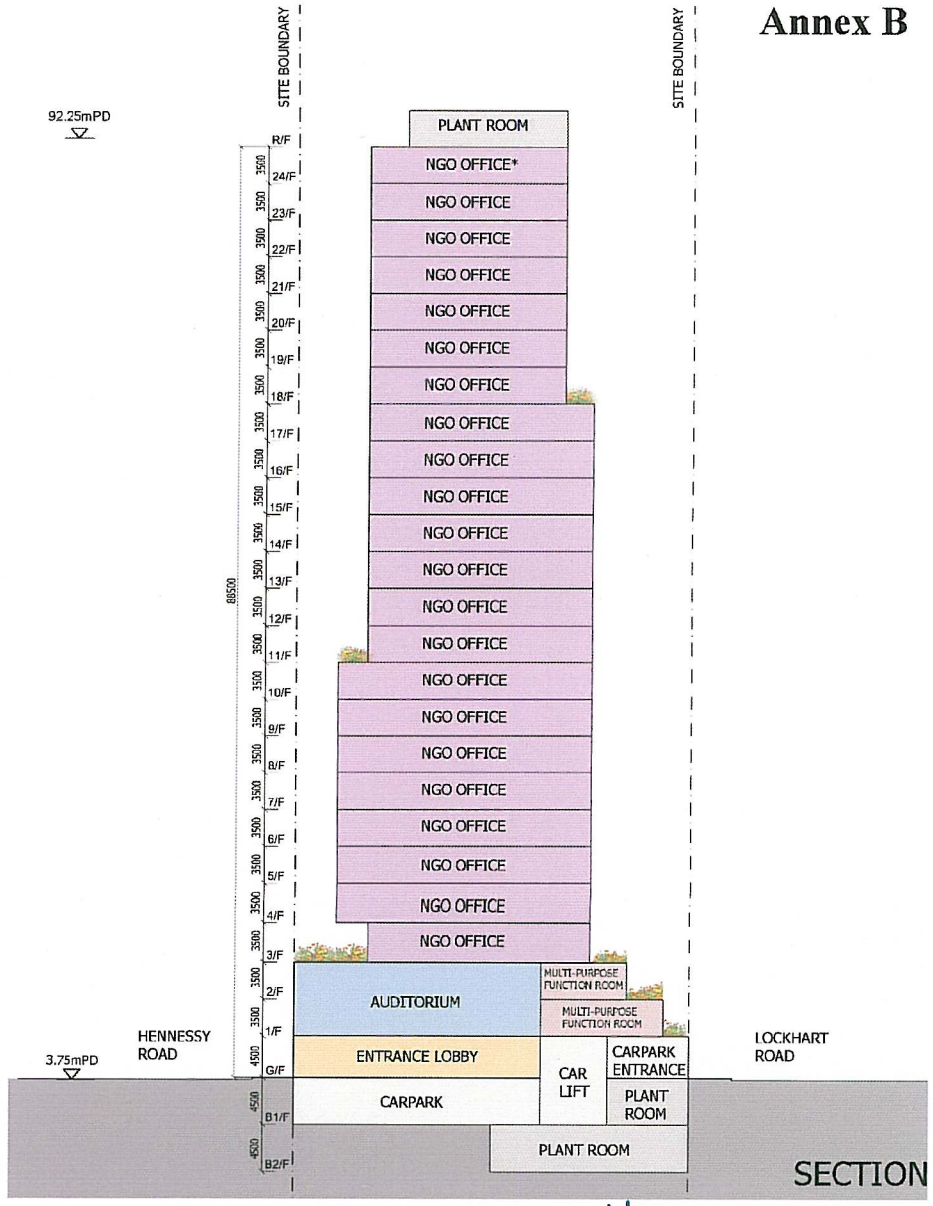
Annex B



* All offices are institutional use for the grantee, NGOs and specified Associations and Organizations.

N 0 1 2 5m

TYPICAL FLOOR PLAN



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 3-A

AD+RG
architecture design and research group ltd.

Redevelopment of the Duke of Windsor Social Service Building (DWSSB)

社聯 HKCSS 香港社會服務聯會 The Hong Kong Council of Social Service

Annex C

View from Hennessy Road

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.
M/H5/12/6

繪圖 DRAWING
3 - B

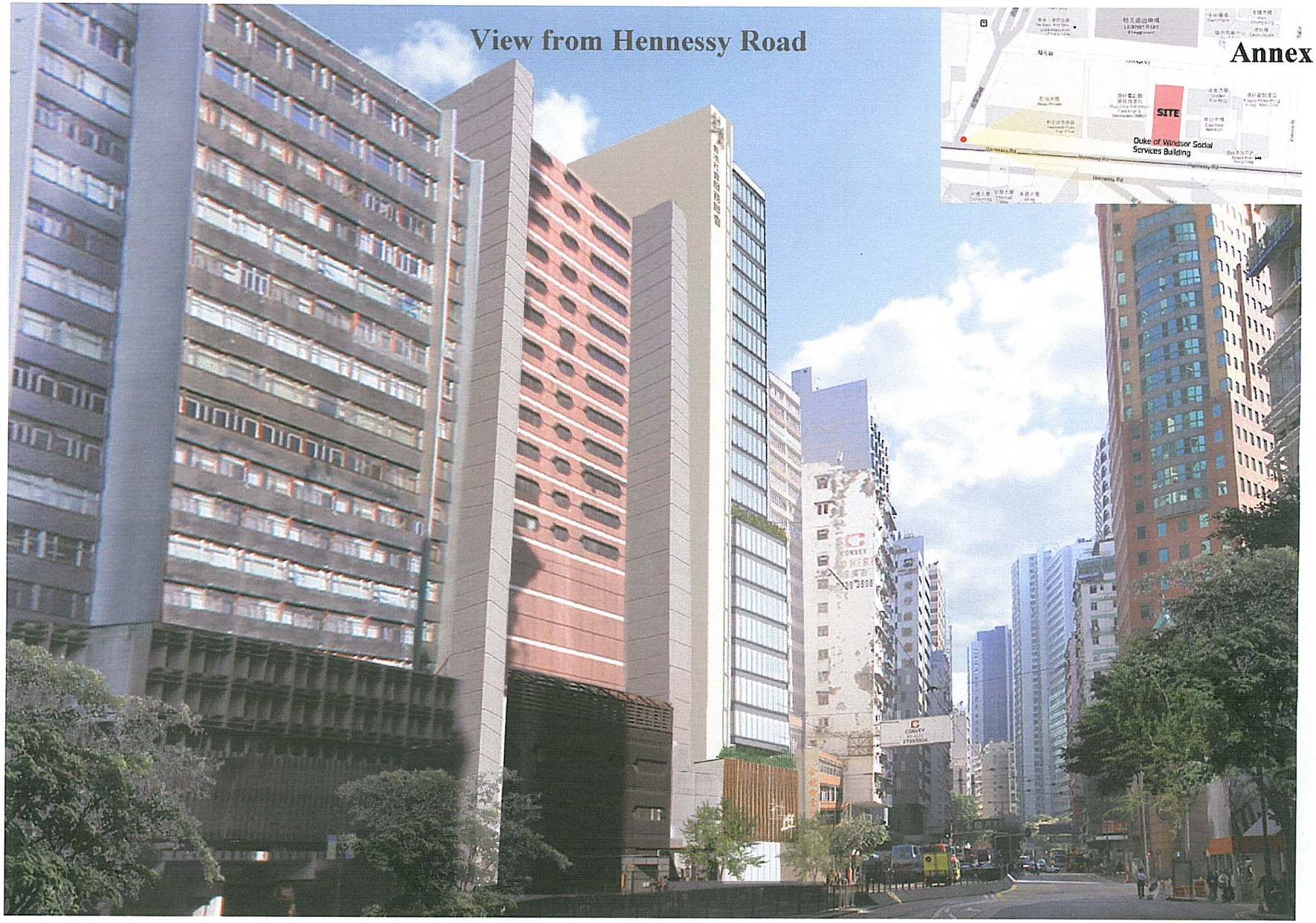
AD+RG
architecture design and research group ltd.

Redevelopment of the Duke of Windsor Social Service Building (DWSSB)

香港社會服務聯會
The Hong Kong Council of Social Service

Annex C

View from Hennessy Road



資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 3 - C

AD+RG
architecture design and research group ltd.

Redevelopment of the Duke of Windsor Social Service Building (DWSSB)

社聯 HKCSS 香港社會服務聯會 The Hong Kong Council of Social Service

View from Lockhart Road

Annex C

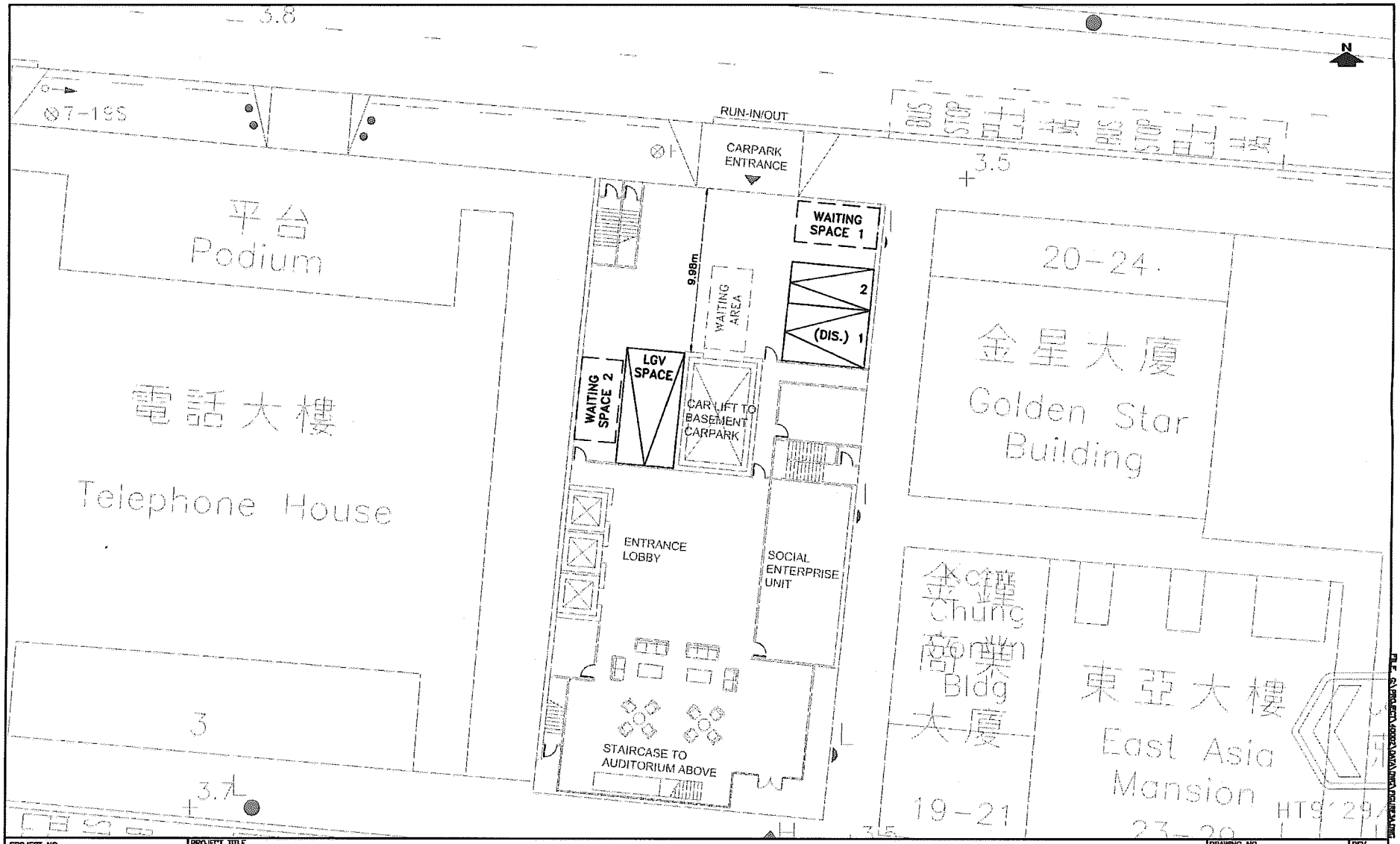
資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No.	繪圖 DRAWING
M/H5/12/6	3 - D

AD+RG
architecture design and research group ltd.

Redevelopment of the Duke of Windsor Social Service Building (DWSSB)

社聯 香港社會服務聯會
The Hong Kong Council of Social Service



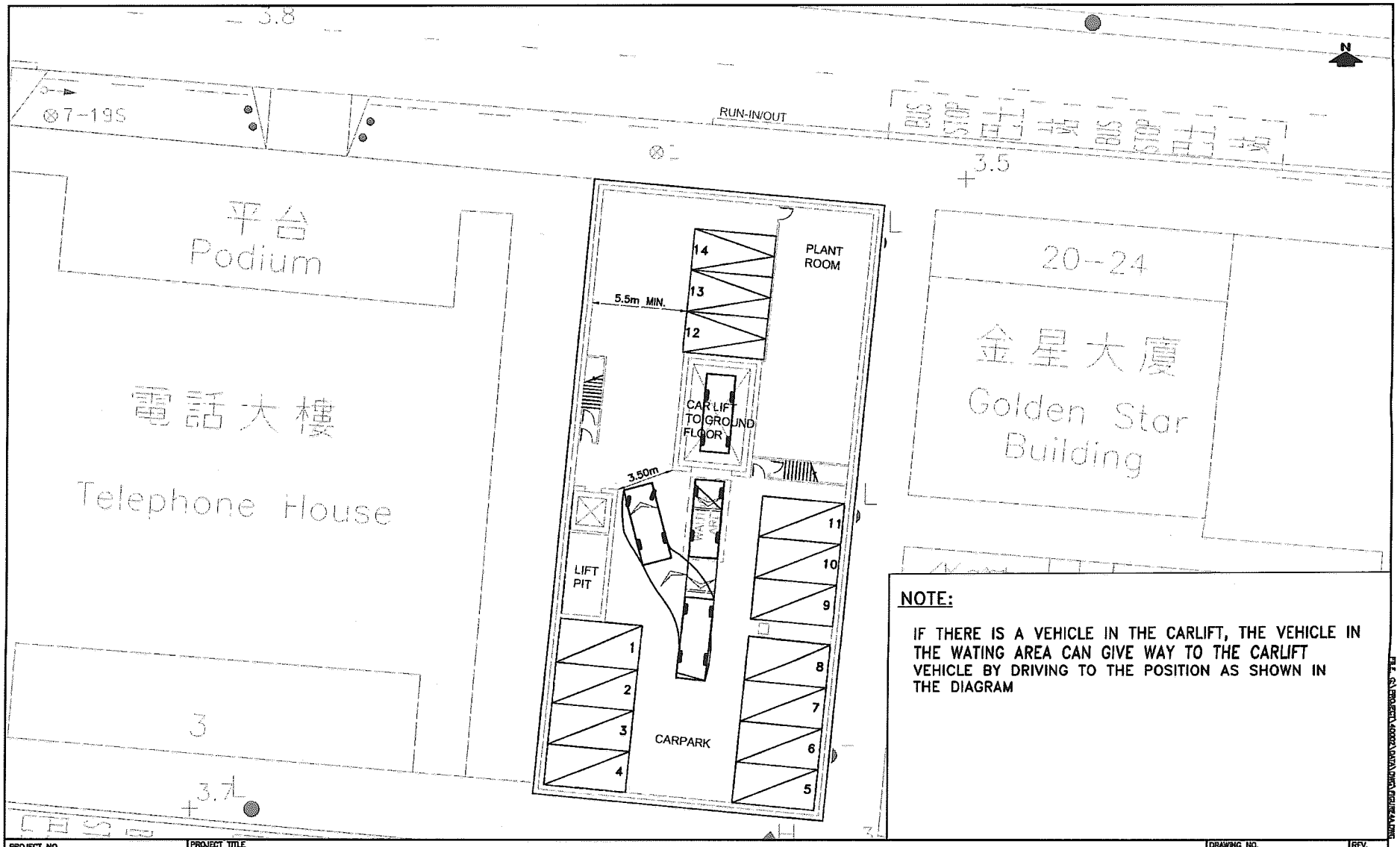
PROJECT NO. 40002	PROJECT TITLE REDEVELOPMENT OF THE DUKE OF WINDSOR SOCIAL SERVICE BUILDING, 15 HENNESSY ROAD, WAN CHAI, H.K.	DRAWING NO. FIGURE 3	REV. A
DESIGNED SLN / DRAWN CLL / CHECKED SLN / DATE JUN 2012 / SCALE ~~1:300~~	DRAWING TITLE GROUND FLOOR PLAN	LLA 顧問有限公司 Consultancy Limited	

FILE G:\PROJECT\40002\DATA\DWG\FIGURE3.DWG PLOT SCALE : 1 = 1

資料來源：由擬議人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

繪圖 DRAWING 3 - E



NOTE:

IF THERE IS A VEHICLE IN THE CARLIFT, THE VEHICLE IN THE WATING AREA CAN GIVE WAY TO THE CARLIFT VEHICLE BY DRIVING TO THE POSITION AS SHOWN IN THE DIAGRAM

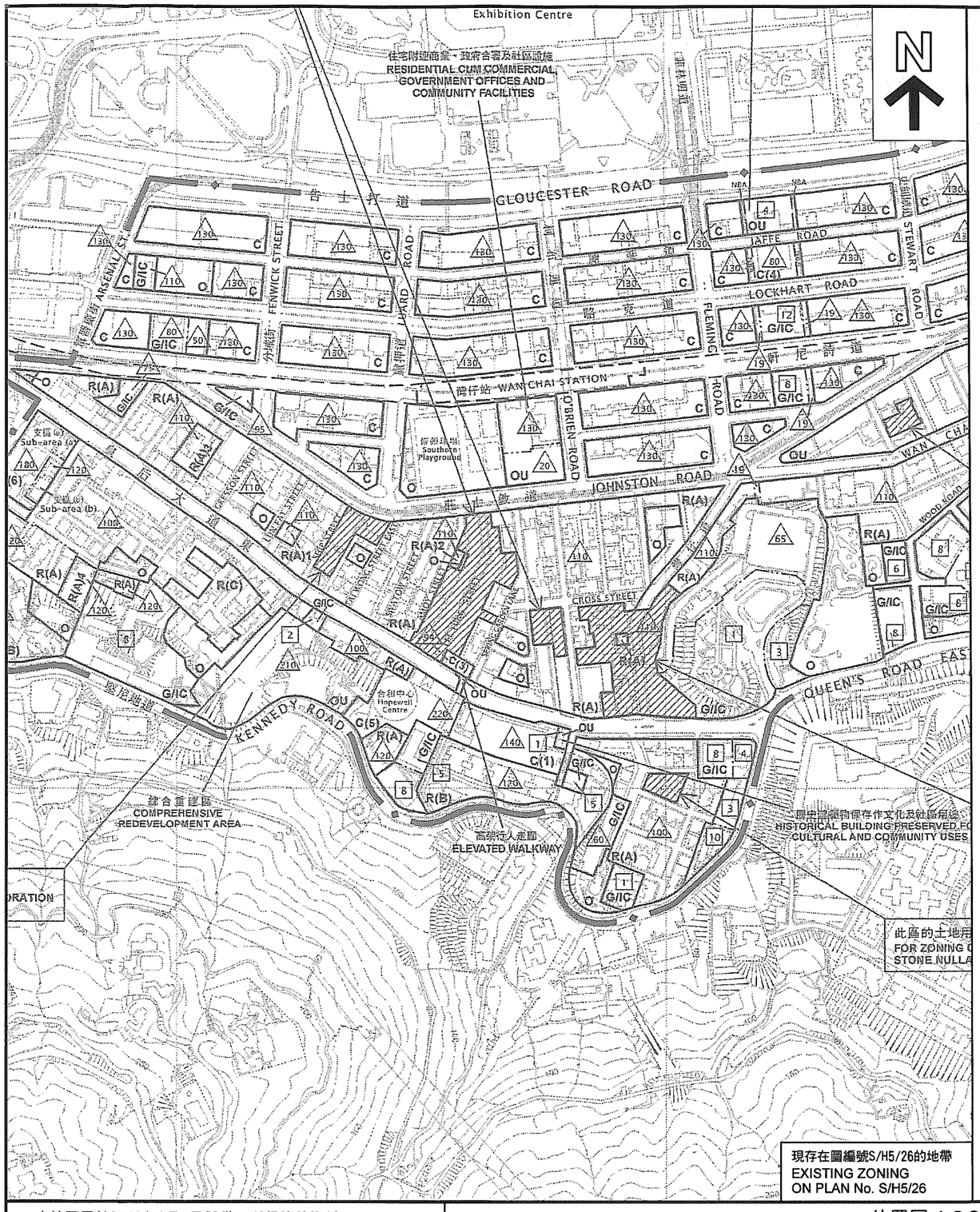
PROJECT NO. 40002	PROJECT TITLE: REDEVELOPMENT OF THE DUKE OF WINDSOR SOCIAL SERVICE BUILDING, 15 HENNESSY ROAD, WAN CHAI, H.K.	DRAWING NO. FIGURE 4	REV. A
DESIGNED SLN / DATE JUN 2012	DRAWING TITLE: BASEMENT PLAN		
DRAWN CLL / SCALE ~~1:300~~		LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\40002\DATA\DWG\FIGURE4A.DWG PLOT SCALE : 1 = 1

資料來源：由提請人提供
SOURCE : SUBMITTED BY THE PROPONENT

參考編號 REFERENCE No. M/H5/12/6

圖則 DRAWING 3 - F



現存在圖編號S/H5/26的地帶
EXISTING ZONING ON PLAN No. S/H5/26

擬議修訂項目
PROPOSED AMENDMENT ITEMS

本摘要圖於2012年6月1日擬備，所根據的資料為於2010年9月24日展示的分區計劃大綱圖編號S/H5/26及被城市規劃委員會於2011年7月29日根據城市規劃條例第6F(8)條確認的修訂圖編號R/S/H5/26-A2

EXTRACT PLAN PREPARED ON 1.6.2012 BASED ON OUTLINE ZONING PLAN No. S/H5/26 EXHIBITED ON 24.9.2010 AND AMENDMENT PLAN No. R/S/H5/26-A2 CONFIRMED BY THE BOARD UNDER SECTION 6F(8) ON 29.7.2011

位置圖 LOCATION PLAN

呂祺教育服務中心、灣仔分科診所、循道衛理會國際禮拜堂、灣仔堂及溫莎公爵社會服務大廈
LUI KEE EDUCATION SERVICES CENTRE, WAN CHAI POLYCLINIC, METHODIST INTERNATIONAL CHURCH, WAN CHAI CHURCH AND DUKE OF WINDSOR SOCIAL SERVICE BUILDING

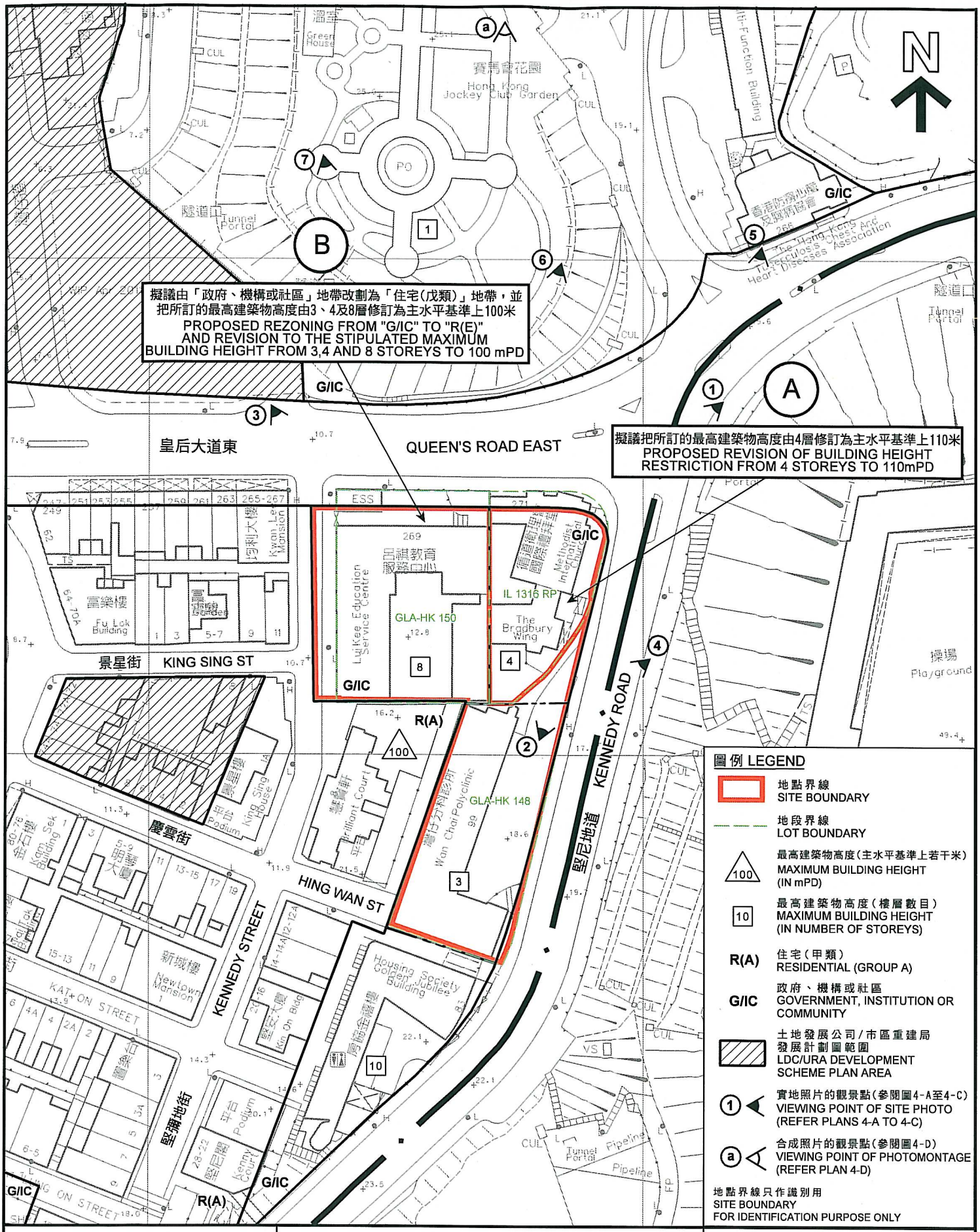
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

SCALE 1 : 5 000 比例尺
METRES 100 0 100 200 300 400 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
1



本摘要圖於2012年6月22日擬備，
所根據的資料為測量圖編號
11-SW-14B/D 及 11-SW-15A/C
EXTRACT PLAN PREPARED ON 22.6.2012
BASED ON SURVEY SHEETS No.
11-SW-14B/D AND 11-SW-15A/C

平面圖 SITE PLAN

呂祺教育服務中心、灣仔分科診所及循道衛理會國際禮拜堂
LUI KEE EDUCATION SERVICES CENTRE,
WAN CHAI POLYCLINIC AND
METHODIST INTERNATIONAL CHURCH
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

SCALE 1 : 1 000 比例尺
米 METRES 20 0 20 40 METRES 米

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/H5/12/6

圖 PLAN
2

界線只作識別用
BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年4月5日擬備，所根據的資料為地政總署於2011年7月4日拍得的航攝照片編號CS32843
EXTRACT PLAN PREPARED ON 5.4.2012
BASED ON AERIAL PHOTO No.
CS32843 TAKEN ON 4.7.2011
BY LANDS DEPARTMENT

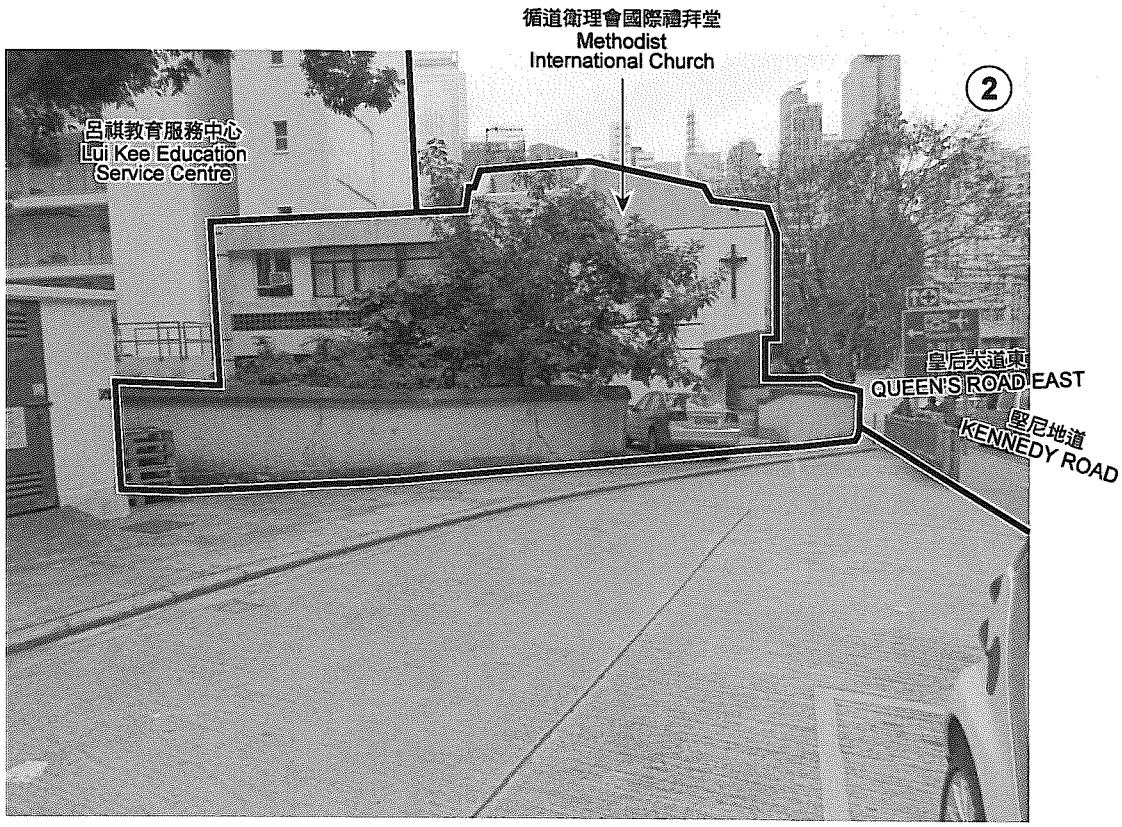
航攝照片 AERIAL PHOTO

呂祺教育服務中心、灣仔分科診所及循道衛理會國際禮拜堂
LUI KEE EDUCATION SERVICES CENTRE,
WAN CHAI POLYCLINIC AND
METHODIST INTERNATIONAL CHURCH
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
3



本摘要圖於2012年5月22日擬備，所根據的資料為攝於2012年2月20日的實地照片
PLAN PREPARED ON 22.5.2012 BASED ON SITE PHOTOS TAKEN ON 20.2.2012

實地照片 SITE PHOTOS

呂祺教育服務中心、灣仔分科診所及循道衛理會國際禮拜堂
LUI KEE EDUCATION SERVICES CENTRE,
WAN CHAI POLYCLINIC AND
METHODIST INTERNATIONAL CHURCH
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
4 - A

本摘要圖於2012年5月22日擬備，所根據的資料為攝於2012年2月20日的實地照片
PLAN PREPARED ON 22.5.2012 BASED ON SITE PHOTOS TAKEN ON 20.2.2012

實地照片 SITE PHOTOS

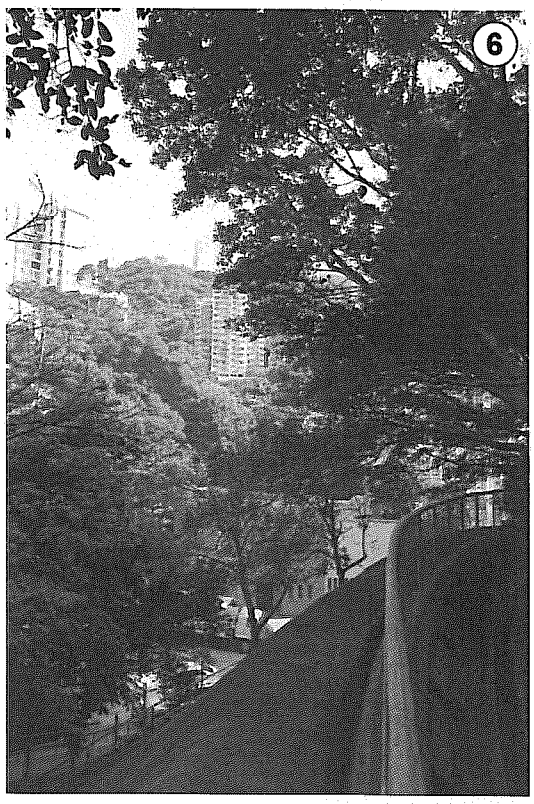
呂祺教育服務中心、灣仔分科診所及循道衛理會國際禮拜堂
LUI KEE EDUCATION SERVICES CENTRE,
WAN CHAI POLYCLINIC AND
METHODIST INTERNATIONAL CHURCH
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

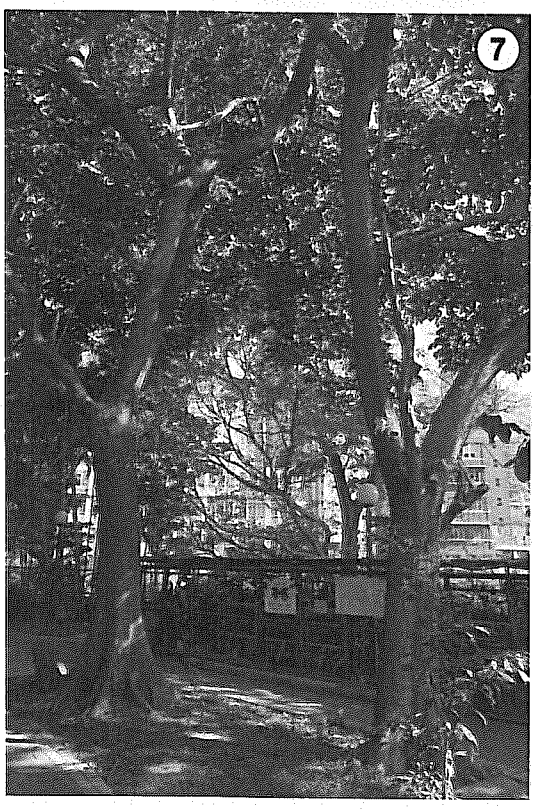
規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
4 - B

從香港防癆心臟及胸病協會天台遠眺
VIEW FROM THE ROOF OF THE HONG KONG TUBERCULOSIS CHEST AND HEART DISEASES ASSOCIATION





從賽馬會花園遠眺
VIEW FROM HONG KONG JOCKEY CLUB GARDEN

本摘要圖於2012年5月30日擬備，所根據的資料為攝於2012年2月20日及2012年5月23日的實地照片
PLAN PREPARED ON 30.5.2012 BASED ON SITE PHOTOS TAKEN ON 20.2.2012 AND 23.5.2012

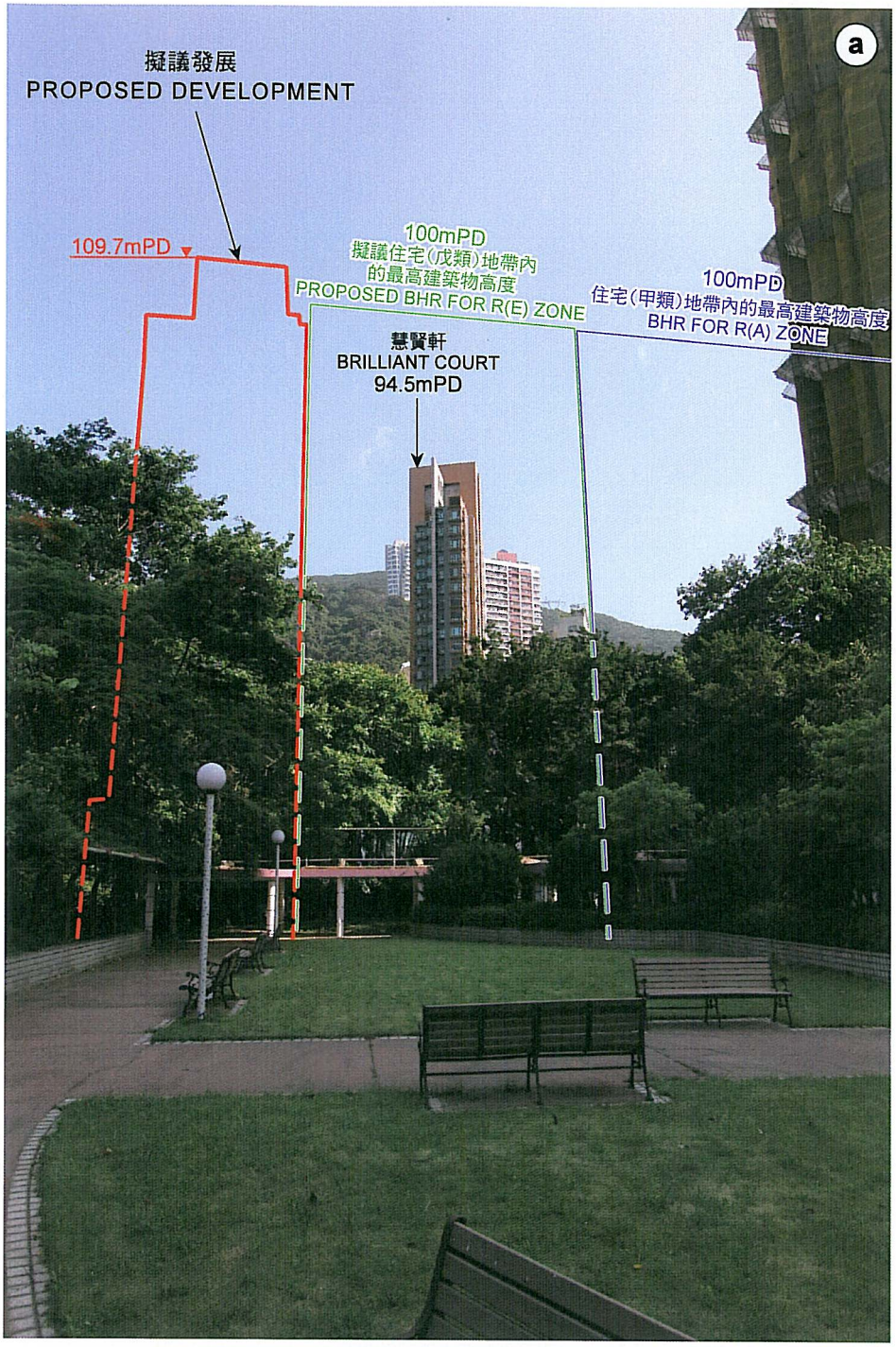
實地照片 SITE PHOTO

呂祺教育服務中心、灣仔分科診所及循道衛理會國際禮拜堂
LUI KEE EDUCATION SERVICES CENTRE, WAN CHAI POLYCLINIC AND METHODIST INTERNATIONAL CHURCH
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
4 - C



從賽馬會花園遠眺
VIEW FROM HONG KONG JOCKEY CLUB GARDEN

本摘要圖於2012年6月22日擬備，所根據的資料為攝於2012年5月23日的實地照片
PLAN PREPARED ON 22.6.2012 BASED ON SITE PHOTO TAKEN ON 23.5.2012

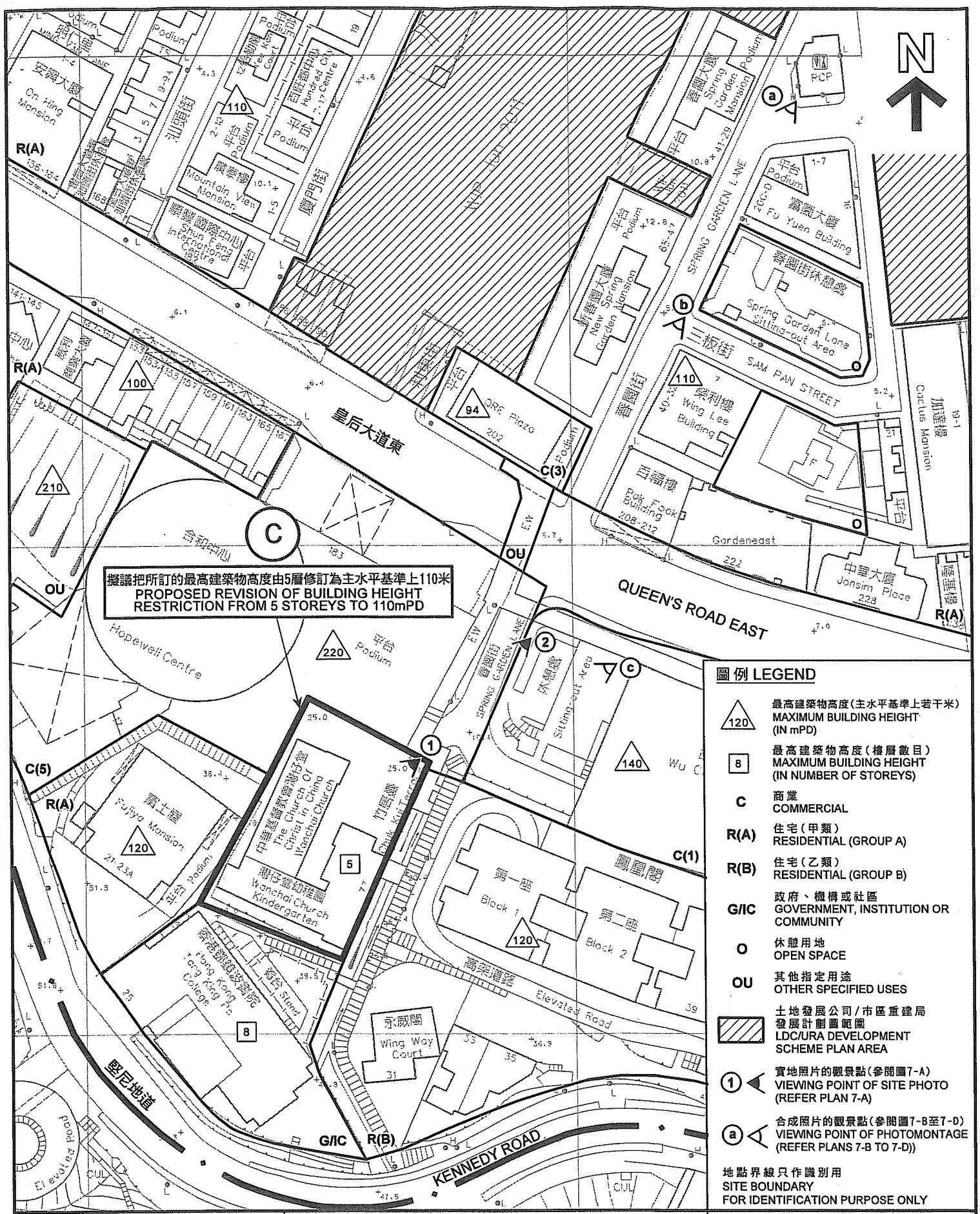
合成照片 PHOTOMONTAGE

呂祺教育服務中心、灣仔分科診所及循道衛理會國際禮拜堂
LUI KEE EDUCATION SERVICES CENTRE,
WAN CHAI POLYCLINIC AND
METHODIST INTERNATIONAL CHURCH
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
4 - D



圖例 LEGEND

120	最高建築物高度(主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN mPD)
8	最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
R(B)	住宅(乙類) RESIDENTIAL (GROUP B)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
OU	其他指定用途 OTHER SPECIFIED USES
	土地發展公司/市區重建局發展計劃圖範圍 LDC/URA DEVELOPMENT SCHEME PLAN AREA
①	實地照片的觀景點(參閱圖7-A) VIEWING POINT OF SITE PHOTO (REFER PLAN 7-A)
ⓐ	合成照片的觀景點(參閱圖7-B至7-D) VIEWING POINT OF PHOTOMONTAGE (REFER PLANS 7-B TO 7-D))

地點界線只作識別用
SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

平面圖 SITE PLAN

灣仔堂
WAN CHAI CHURCH

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

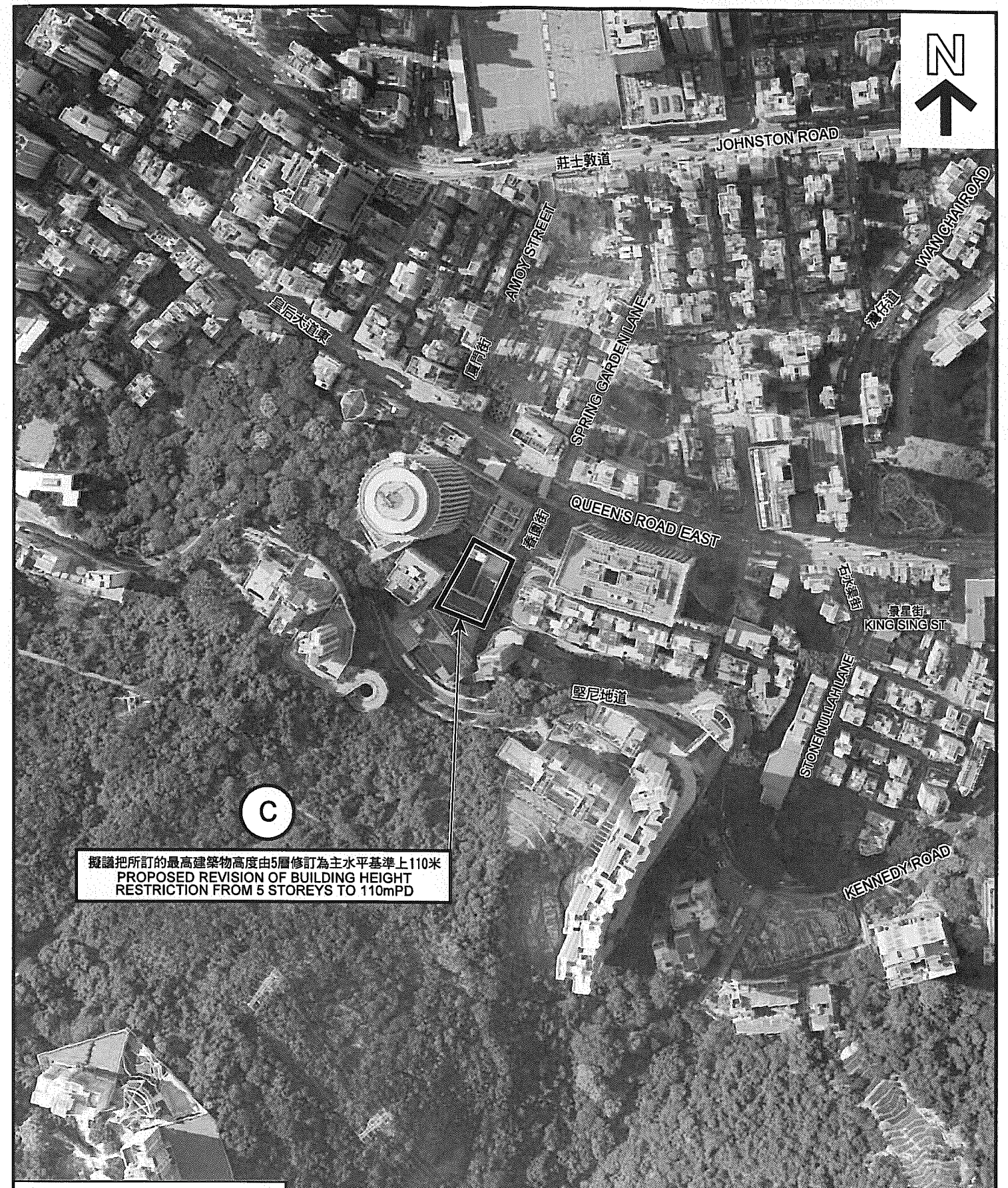
本摘要圖於2012年6月26日擬備，
所根據的資料為測量圖編號
11-SW-14B及D
EXTRACT PLAN PREPARED ON 26.6.2012
BASED ON SURVEY SHEETS No.
11-SW-14B & D

SCALE 1 : 1 000 比例尺
米 METRES 20 0 20 40 METRES 米

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
5



界線只作識別用
BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年3月5日擬備，所根據的資料為地政總署於2011年7月4日拍得的航攝照片編號CS32843
EXTRACT PLAN PREPARED ON 5.3.2012
BASED ON AERIAL PHOTO No.
CS32843 TAKEN ON 4.7.2011
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

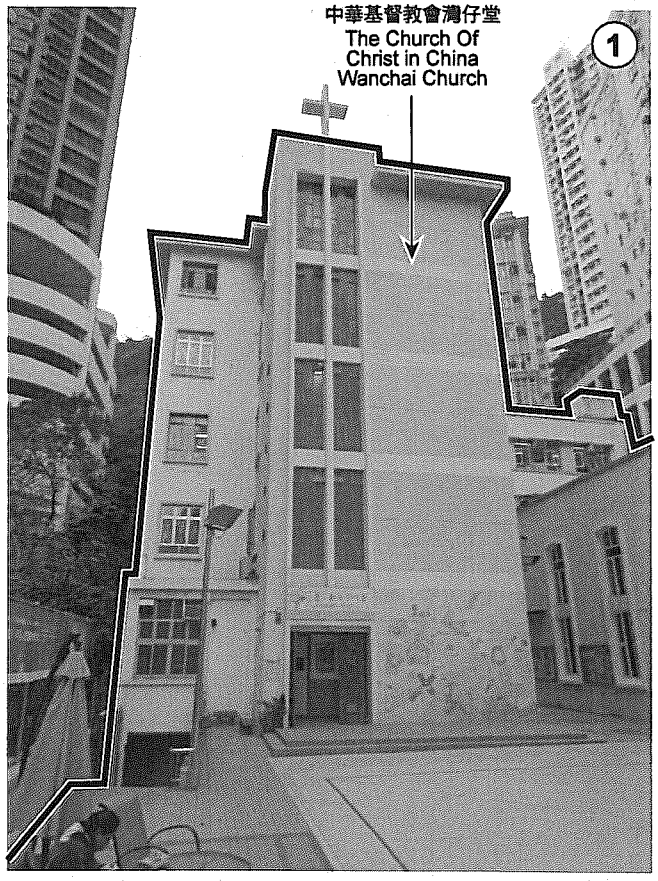
灣仔堂
WAN CHAI CHURCH

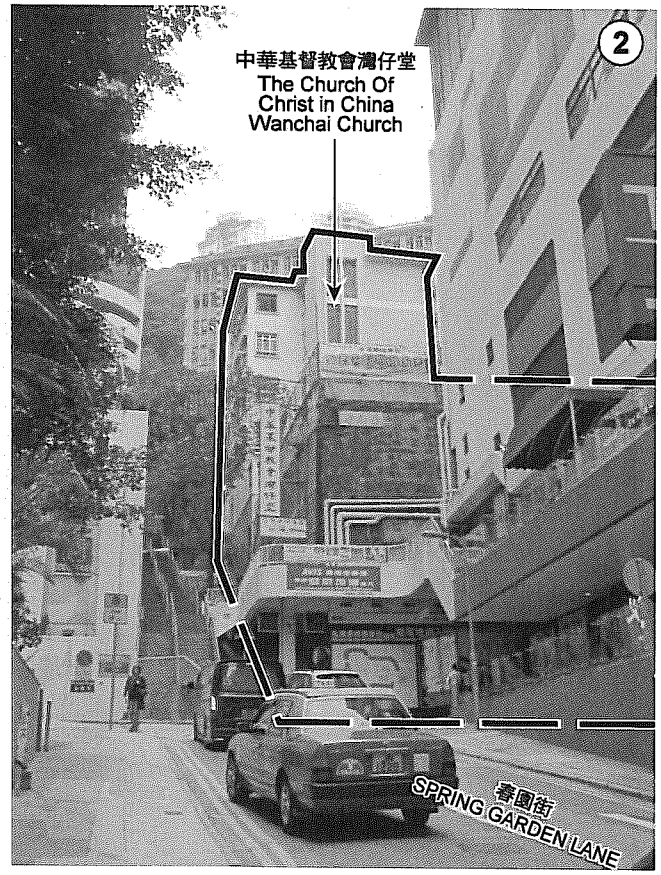
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
6





本摘要圖於2012年5月22日擬備，所根據的資料為攝於2012年2月20日的實地照片
PLAN PREPARED ON 22.5.2012 BASED ON SITE PHOTOS TAKEN ON 20.2.2012

實地照片 SITE PHOTOS

灣仔堂
WAN CHAI CHURCH

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
7 - A

從春園街遠眺
VIEW FROM SPRING GARDEN LANE

本摘要圖於2012年6月12日擬備，所根據的資料為攝於2012年5月21日的實地照片
PLAN PREPARED ON 12.6.2012 BASED ON SITE PHOTO TAKEN ON 21.5.2012

合成照片 PHOTOMONTAGE

灣仔堂
WAN CHAI CHURCH

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
7 - B

擬議發展
PROPOSED DEVELOPMENT

從三板街遠眺
VIEW FROM SAM PAN STREET

本摘要圖於2012年6月12日擬備，所根據的資料為攝於2012年5月21日的實地照片
PLAN PREPARED ON 12.6.2012 BASED ON SITE PHOTO TAKEN ON 21.5.2012

合成照片 PHOTOMONTAGE

灣仔堂
WAN CHAI CHURCH

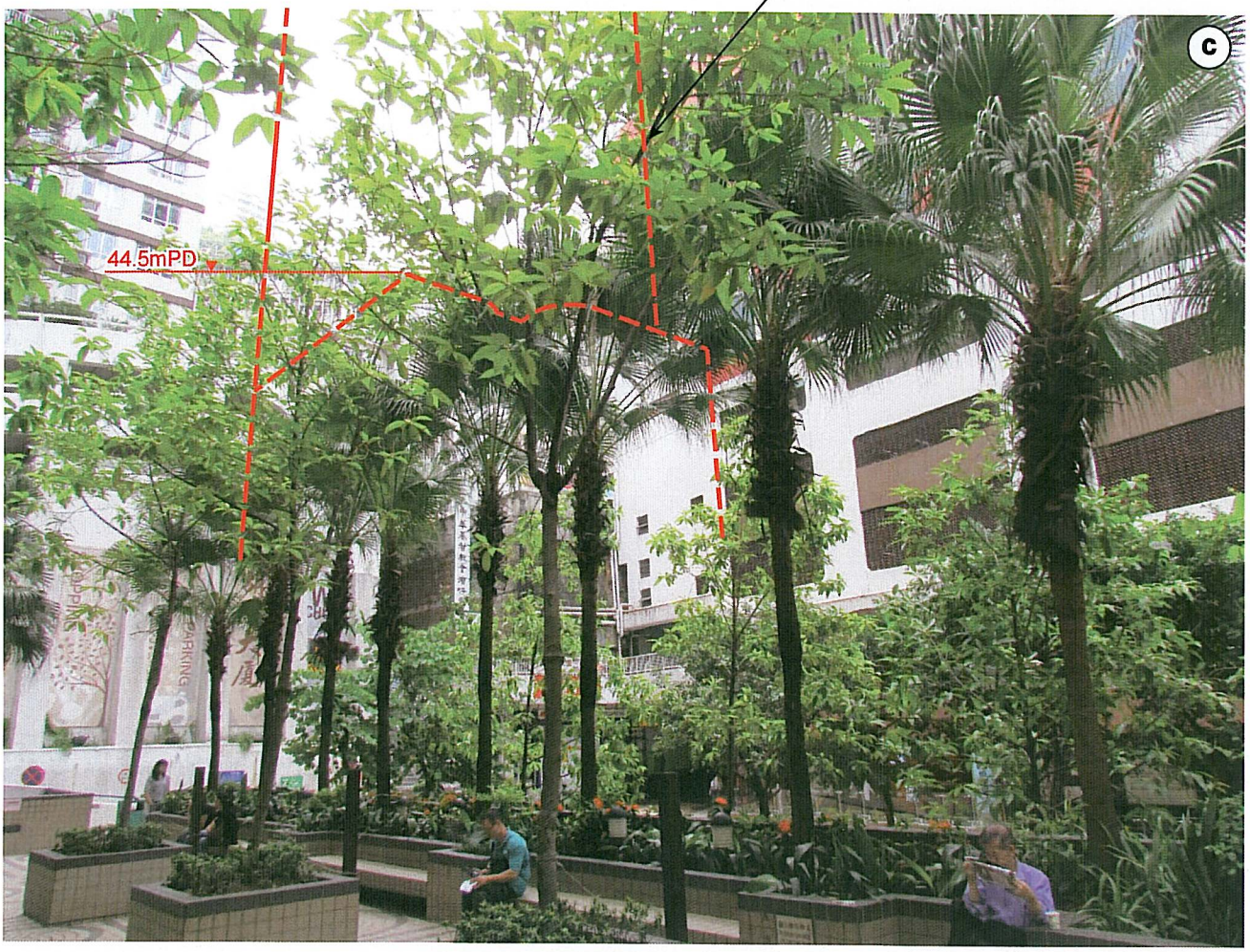
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
7 - C

擬議發展
PROPOSED DEVELOPMENT



從胡忠大廈毗鄰的休憩處遠眺
VIEW FROM SITTING-OUT AREA ADJOINING TO WU CHUNG HOUSE

本摘要圖於2012年6月12日擬備，所根據的資料為攝於2012年5月21日的實地照片
PLAN PREPARED ON 12.6.2012 BASED ON SITE PHOTO TAKEN ON 21.5.2012

合成照片 PHOTOMONTAGE

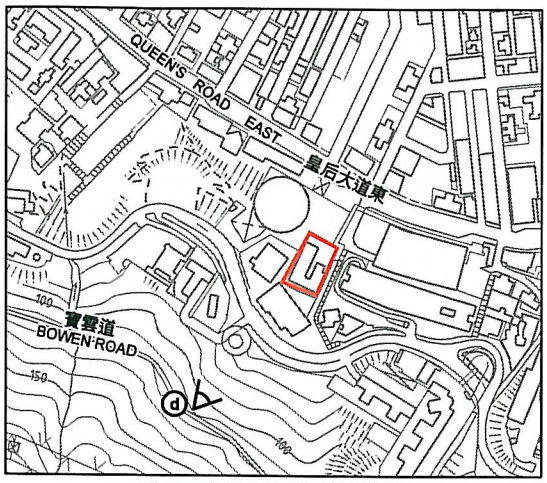
灣仔堂
WAN CHAI CHURCH

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

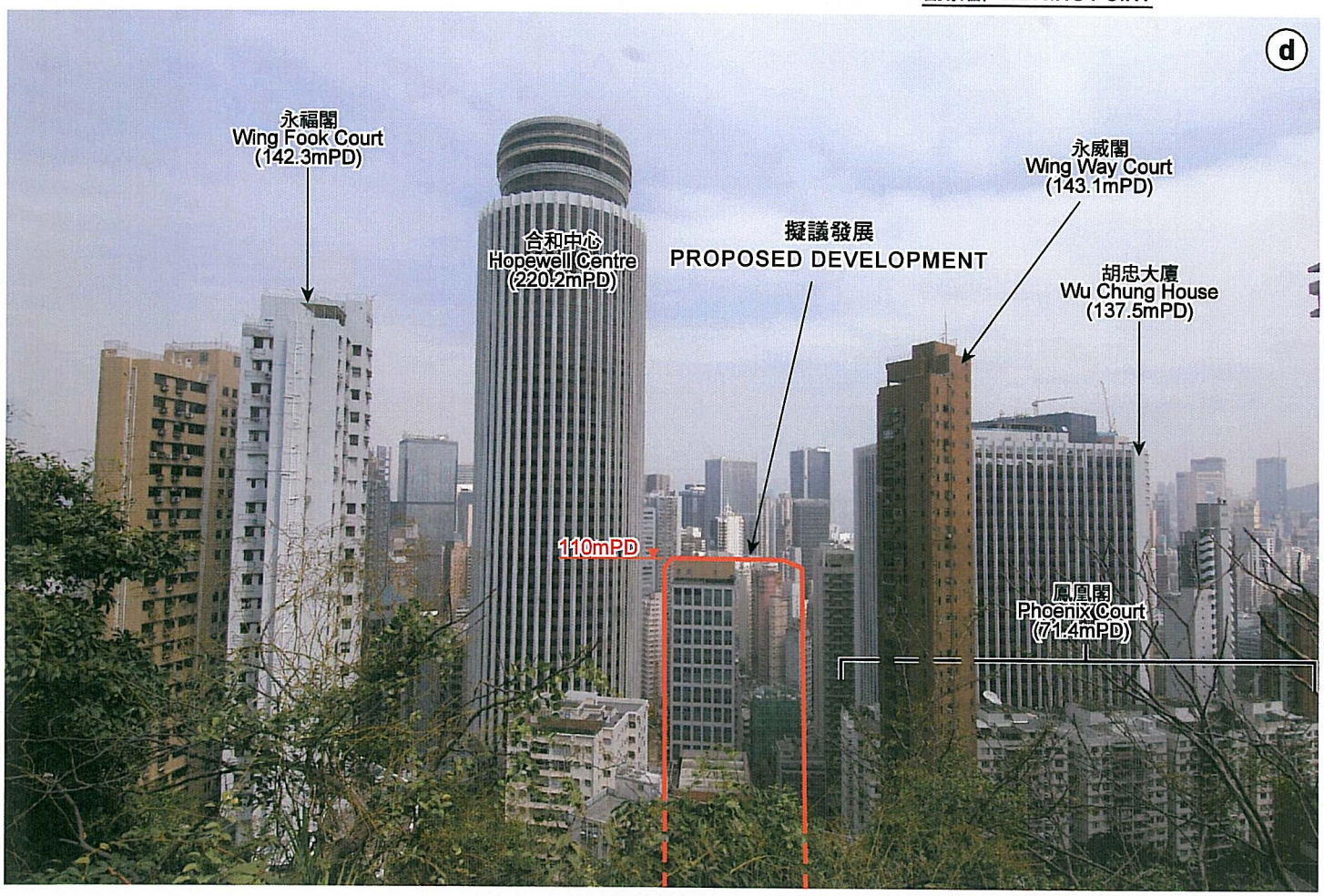
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
7 - D



觀景點 VIEWING POINT



從寶雲道遠眺
VIEW FROM BOWEN ROAD

本摘要圖於2012年6月12日擬備，所根據的資料為攝於2012年2月24日的實地照片
PLAN PREPARED ON 12.6.2012 BASED ON SITE PHOTO TAKEN ON 24.2.2012

合成照片 PHOTOMONTAGE

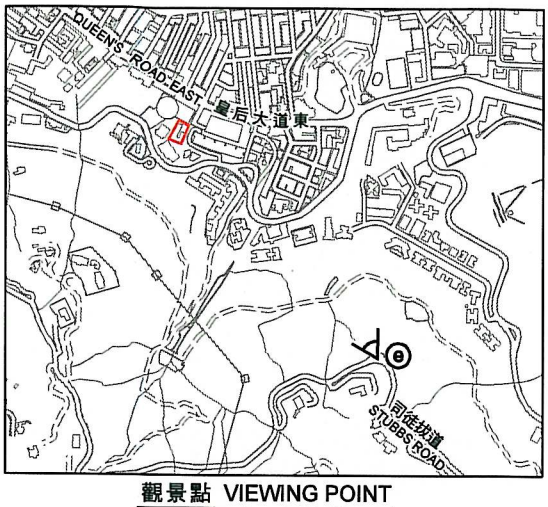
灣仔堂
WAN CHAI CHURCH

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

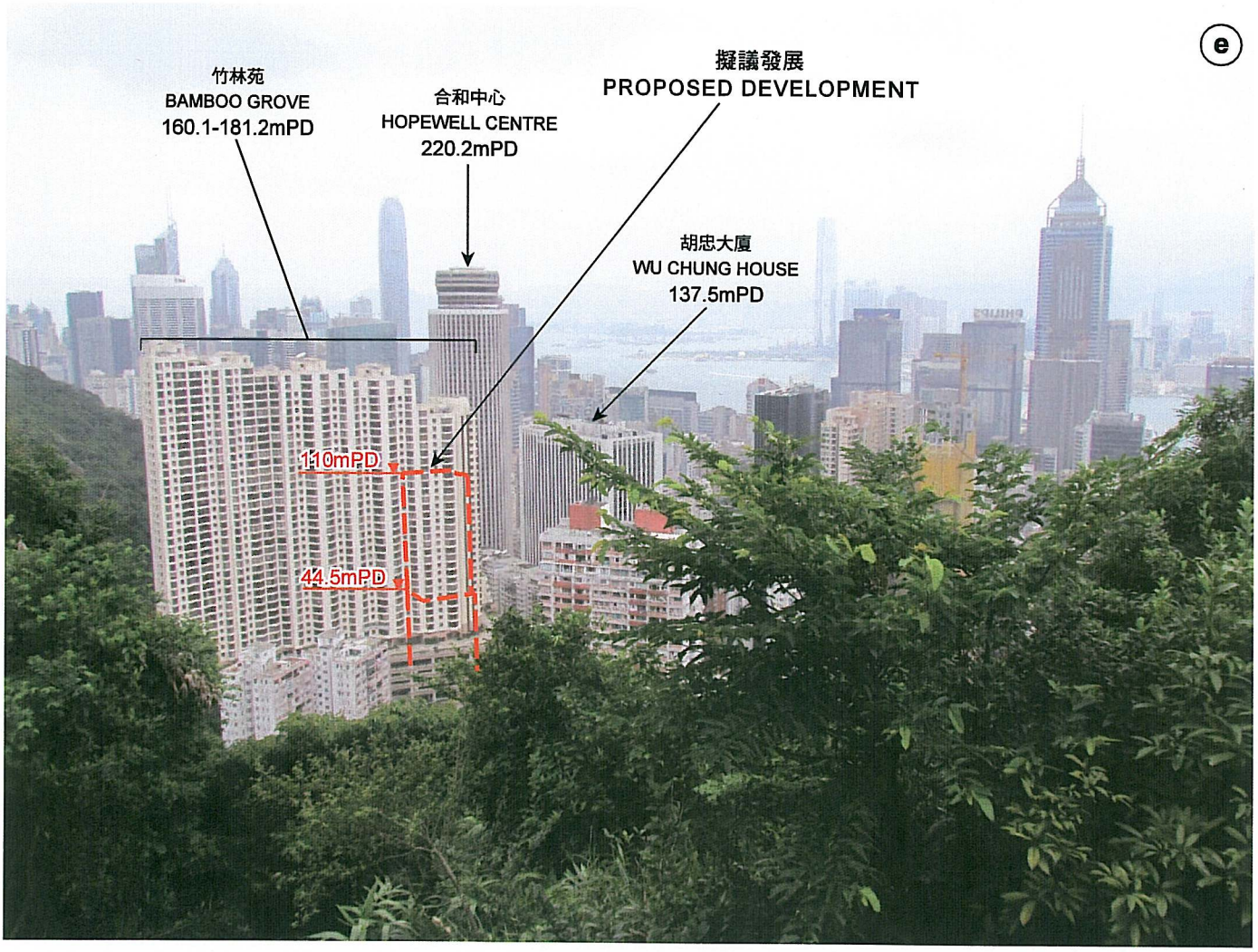
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
7 - E



觀景點 VIEWING POINT



從司徒拔道眺望處遠眺
VIEW FROM STUBBS ROAD LOOKOUT

本摘要圖於2012年6月12日擬備，所根據的資料為攝於2012年5月21日的實地照片
PLAN PREPARED ON 12.6.2012 BASED ON SITE PHOTO TAKEN ON 21.5.2012

合成照片 PHOTOMONTAGE

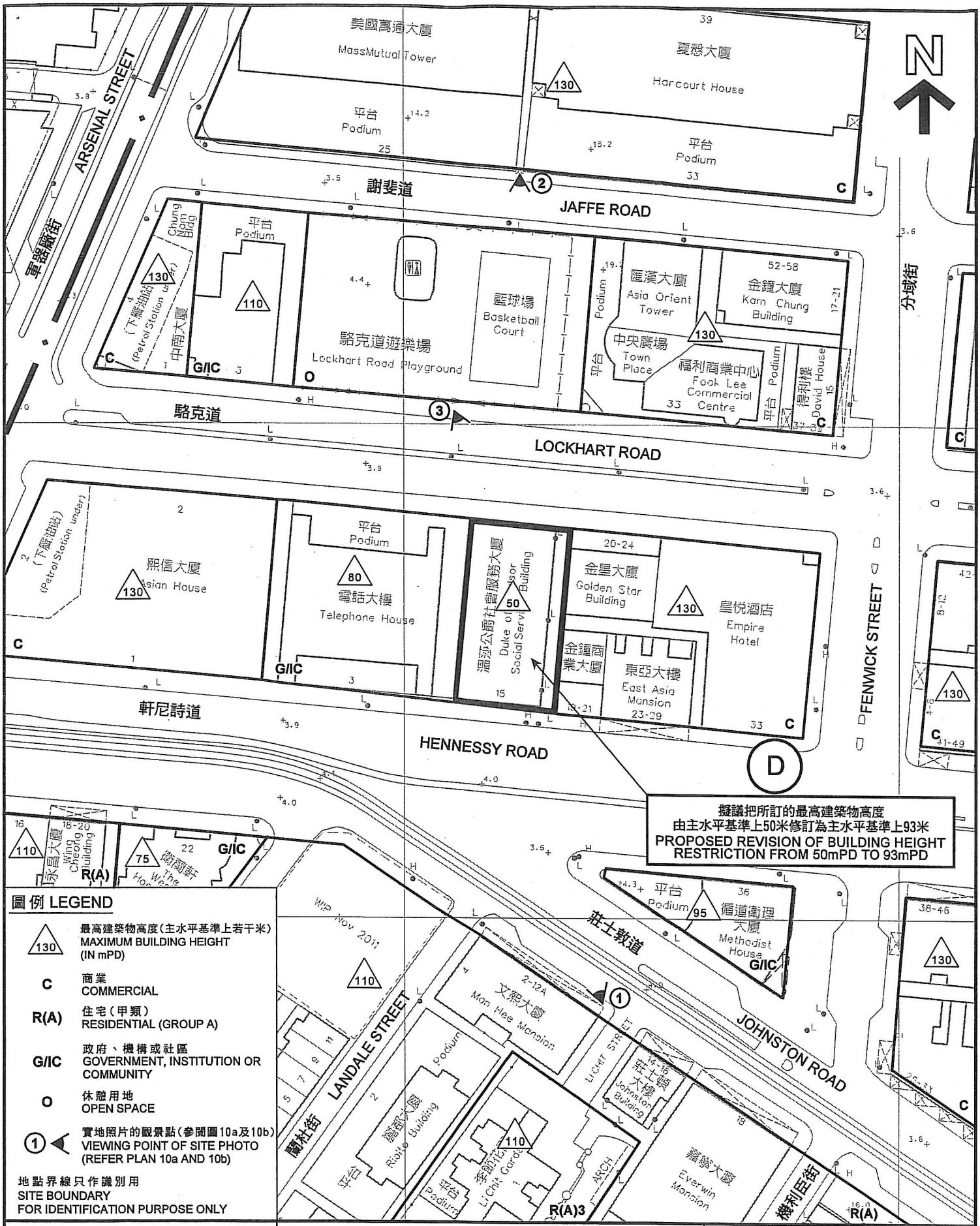
灣仔堂
WAN CHAI CHURCH

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
7 - F



圖例 LEGEND

130	最高建築物高度(主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN mPD)
C	商業 COMMERCIAL
R(A)	住宅(甲類) RESIDENTIAL (GROUP A)
G/IC	政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY
O	休憩用地 OPEN SPACE
①	實地照片的觀景點(參閱圖10a及10b) VIEWING POINT OF SITE PHOTO (REFER PLAN 10a AND 10b)

地點界線只作識別用
SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年5月4日擬備，
所根據的資料為測量圖編號11-SW-14B

EXTRACT PLAN PREPARED ON 4.5.2012
BASED ON SURVEY SHEETS No.11-SW-14B

平面圖 SITE PLAN

溫莎公爵社會服務大廈
DUKE OF WINDSOR SOCIAL SERVICE BUILDING

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

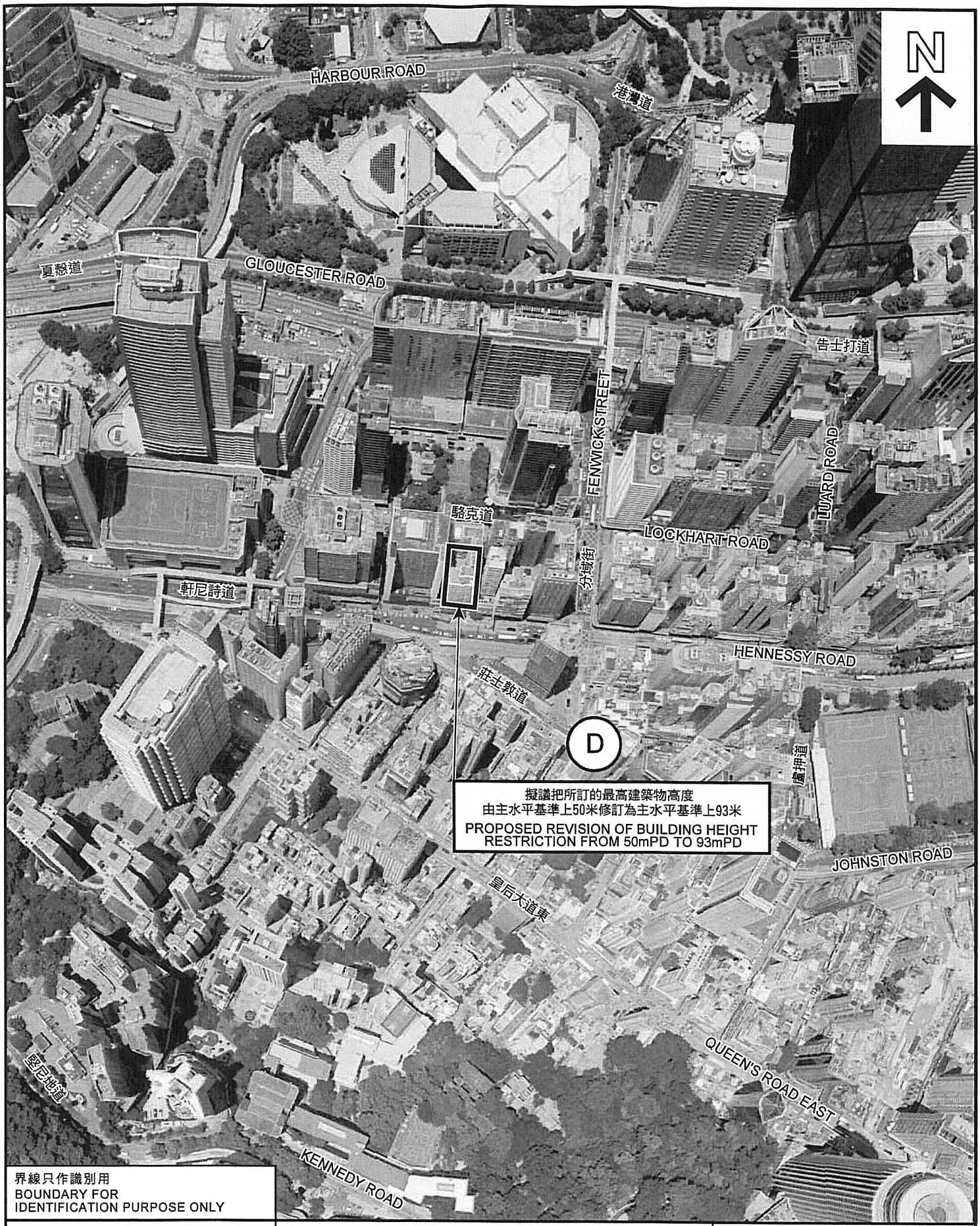
SCALE 1 : 1 000 比例尺

米 METRES 20 0 20 40 METRES 米

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
8



界線只作識別用
BOUNDARY FOR
IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年4月30日擬備，所根據的資料為地政總署於2011年8月4日拍得的航攝照片編號CW90006
EXTRACT PLAN PREPARED ON 30.4.2012
BASED ON AERIAL PHOTO No.
CW90006 TAKEN ON 4.8.2011
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

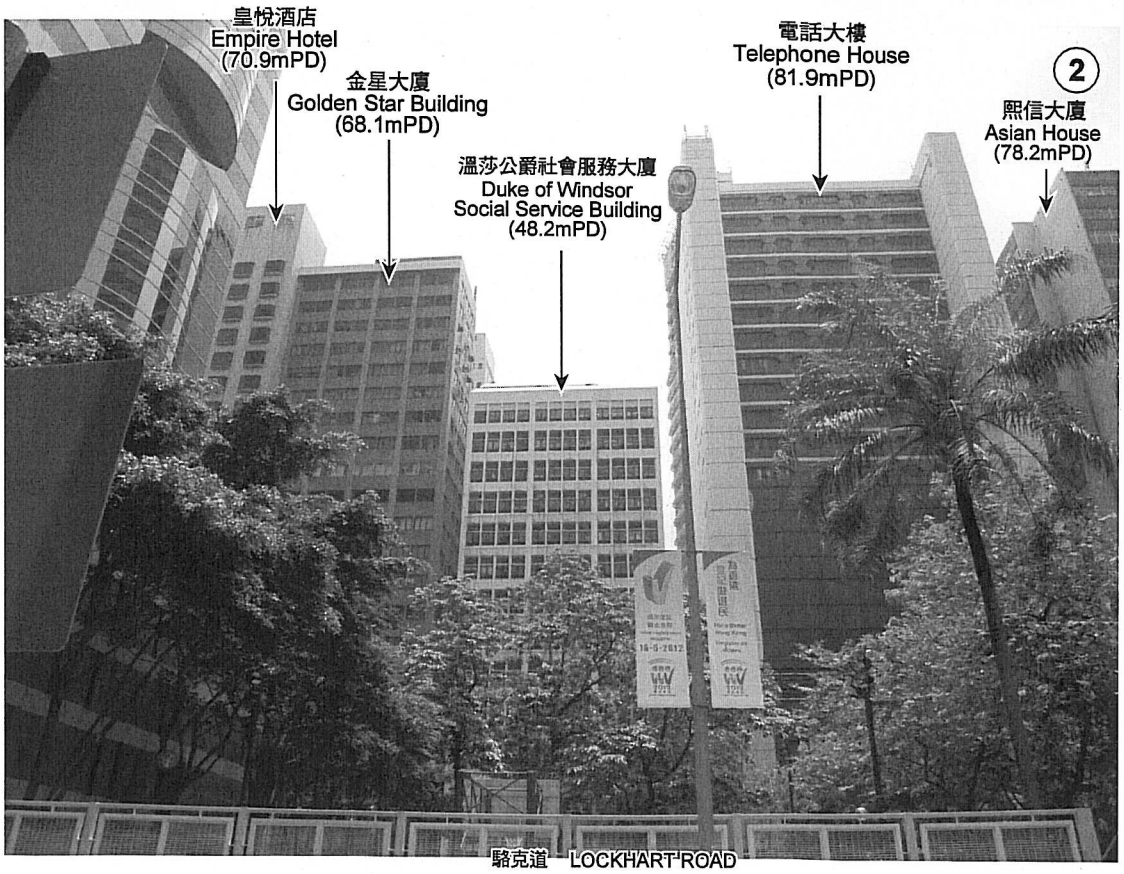
溫莎公爵社會服務大廈
DUKE OF WINDSOR
SOCIAL SERVICE BUILDING

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
9



本摘要圖於2012年5月31日擬備，所根據的資料為攝於2012年5月4日的實地照片
PLAN PREPARED ON 31.5.2012 BASED ON SITE PHOTOS TAKEN ON 4.5.2012

實地照片 SITE PHOTOS

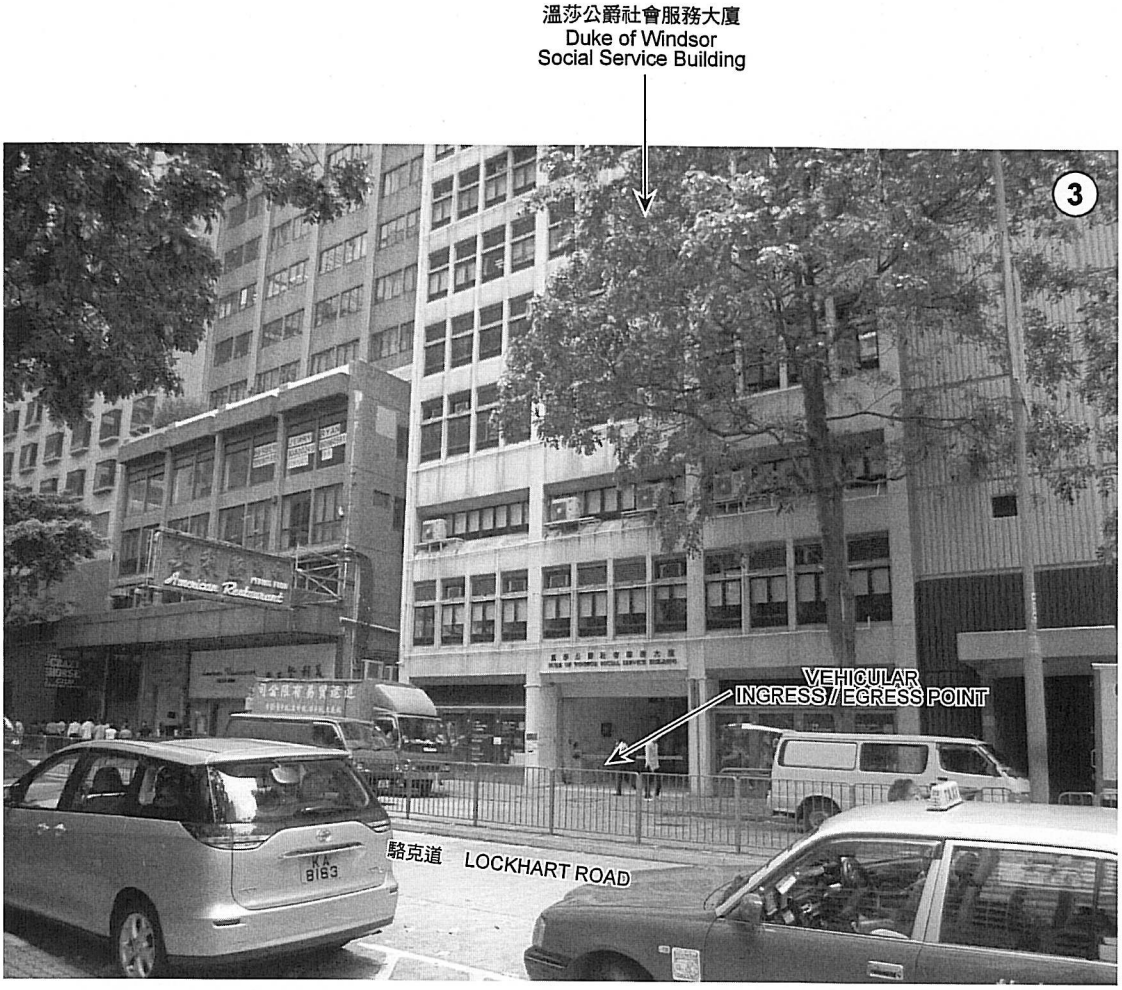
溫莎公爵社會服務大廈
DUKE OF WINDSOR
SOCIAL SERVICE BUILDING

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
10 - A



本摘要圖於2012年6月12日擬備，所根據的資料為攝於2012年5月4日的實地照片
PLAN PREPARED ON 12.6.2012 BASED ON SITE PHOTOS TAKEN ON 4.5.2012

實地照片 SITE PHOTO

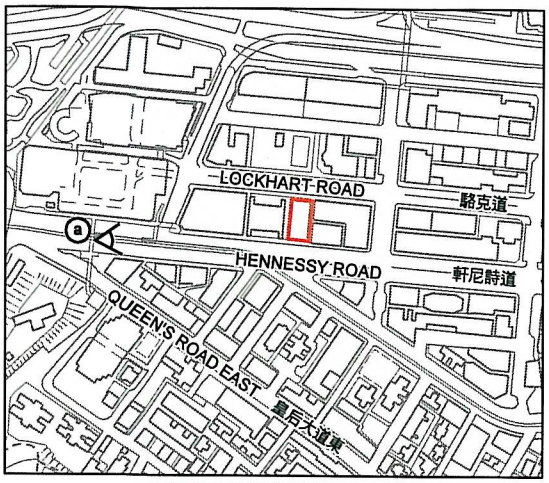
溫莎公爵社會服務大廈
DUKE OF WINDSOR
SOCIAL SERVICE BUILDING

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT
WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

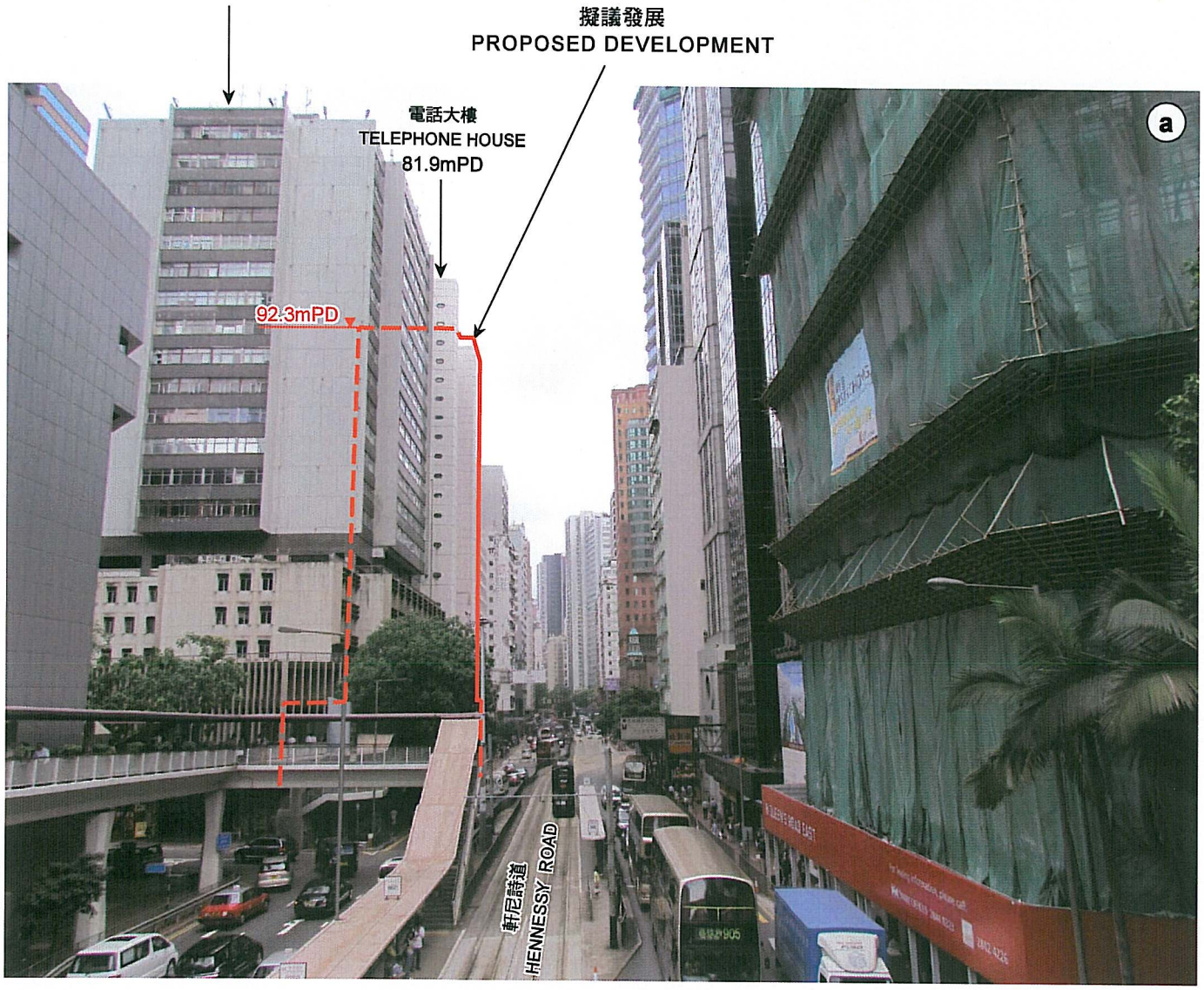
規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
10 - B



觀景點 VIEWING POINT



從軒尼詩道行人天橋遠眺
VIEW FROM THE FOOTBRIDGE ACROSS HENNESSY ROAD

本摘要圖於2012年6月12日擬備，所根據的資料為攝於2012年5月21日的實地照片
PLAN PREPARED ON 12.6.2012 BASED ON SITE PHOTO TAKEN ON 21.5.2012

合成照片 PHOTOMONTAGE

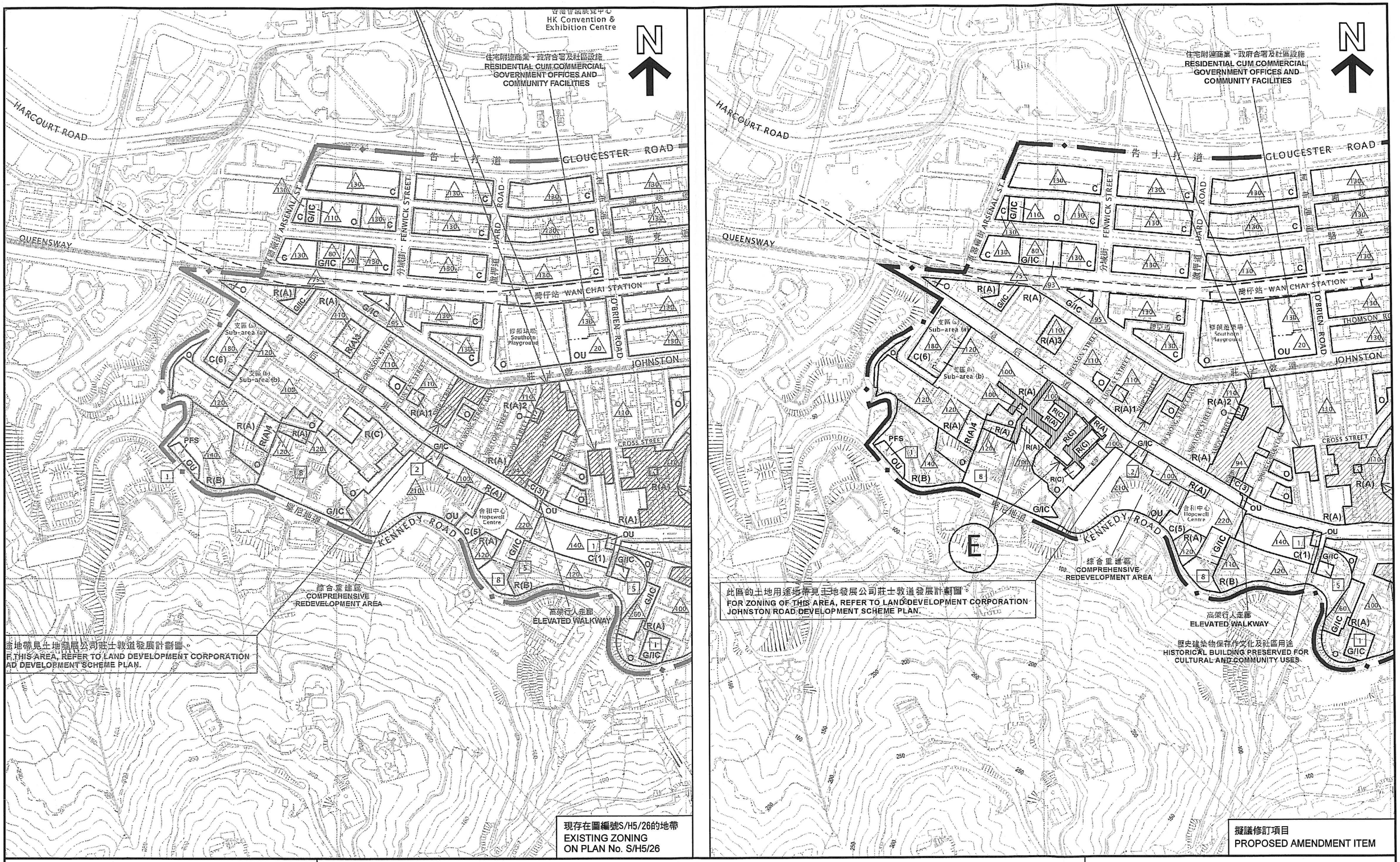
溫莎公爵社會服務大廈
DUKE OF WINDSOR SOCIAL SERVICE BUILDING

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
10 - C



本摘要圖於2012年6月1日擬備，所根據的資料為於2010年9月24日展示的分區計劃大綱圖編號S/H5/26及被城市規劃委員會於2011年7月29日根據城市規劃條例第6F(8)條確認的修訂圖編號R/S/H5/26-A2

EXTRACT PLAN PREPARED ON 1.6.2012 BASED ON OUTLINE ZONING PLAN No. S/H5/26 EXHIBITED ON 24.9.2010 AND AMENDMENT PLAN No. R/S/H5/26-A2 CONFIRMED BY THE BOARD UNDER SECTION 6F(8) ON 29.7.2011

位置圖 LOCATION PLAN

擬議由「住宅(甲類)」、「住宅(丙類)」、「政府、機構或社區」地帶及「休憩用地」改劃為「道路」用地
PROPOSED REZONING FROM "R(A)", "R(C)", "G/IC" AND "O" TO 'ROAD'
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

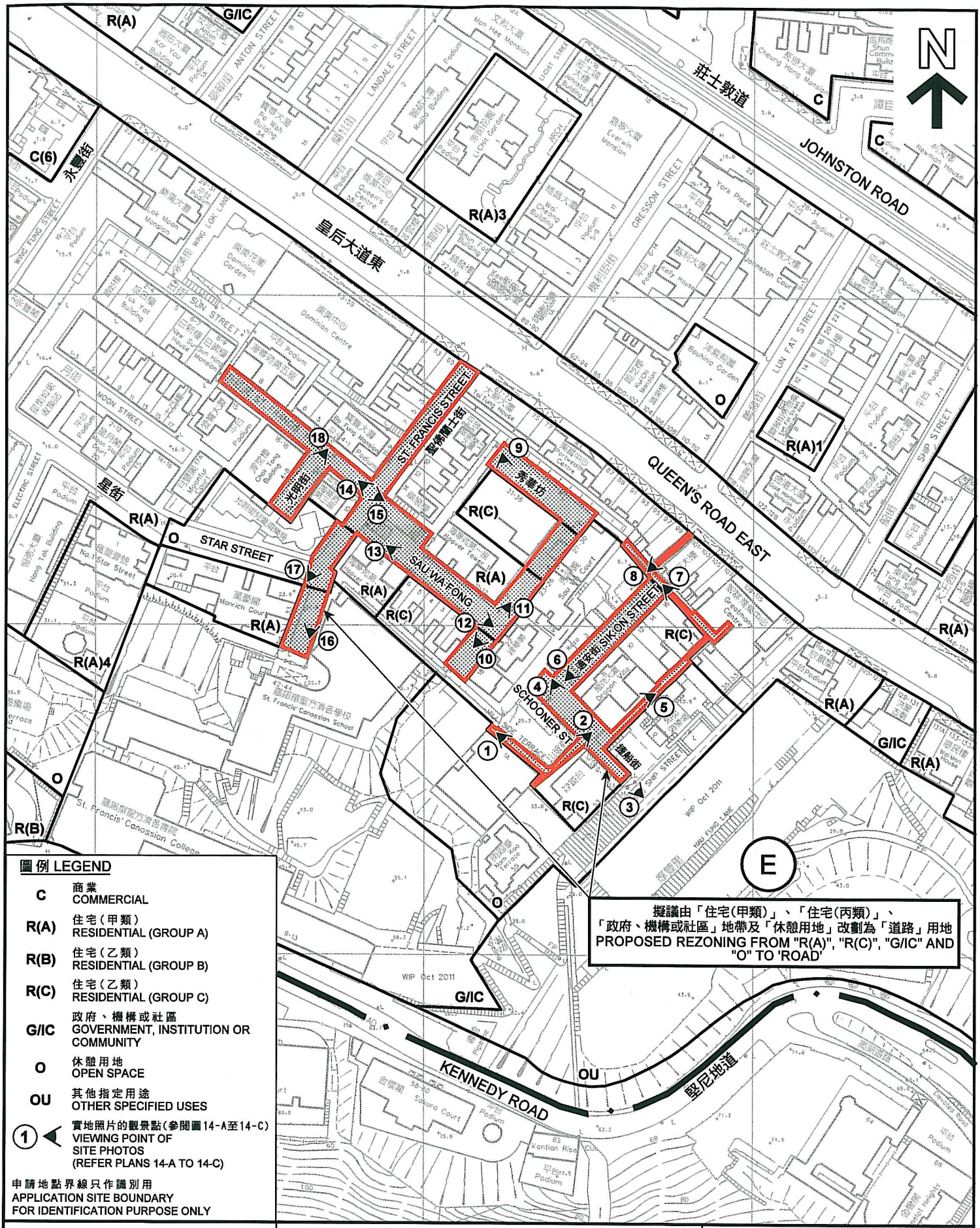
SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 300 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/H5/12/6

圖 PLAN
11



本摘要圖於2012年5月28日擬備，
所根據的資料為測量圖編號 11-SW-14B
EXTRACT PLAN PREPARED ON 28.5.2012
BASED ON SURVEY SHEET No. 11-SW-14B

平面圖 SITE PLAN

擬議由「住宅(甲類)」、「住宅(丙類)」、「政府、機構或社區」地帶及「休憩用地」改劃為「道路」用地
PROPOSED REZONING FROM "R(A)", "R(C)", "G/IC" AND "O" TO 'ROAD'
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26
SCALE 1 : 1 500 比例尺
米 METRES 25 0 25 50 METRES 米

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/H5/12/6

圖 PLAN 12

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年5月28日擬備，所根據的資料為地政總署於2011年8月11日拍得的航攝照片編號CW900006
EXTRACT PLAN PREPARED ON 28.5.2012 BASED ON AERIAL PHOTO No. CW900006 TAKEN ON 11.8.2011 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

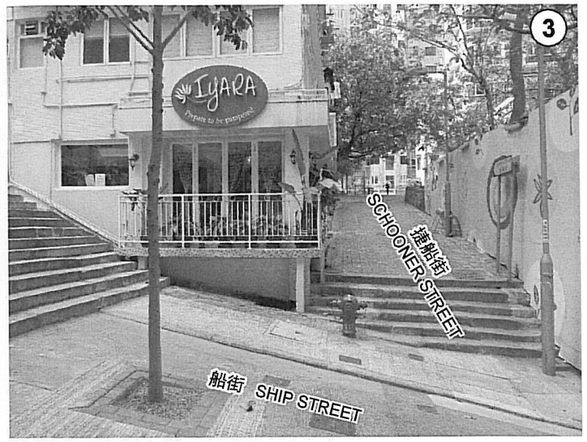
擬議由「住宅(甲類)」、「住宅(丙類)」、
「政府、機構或社區」地帶及「休憩用地」改劃為「道路」用地
PROPOSED REZONING FROM "R(A)", "R(C)", "G/IC" AND "O" TO 'ROAD'

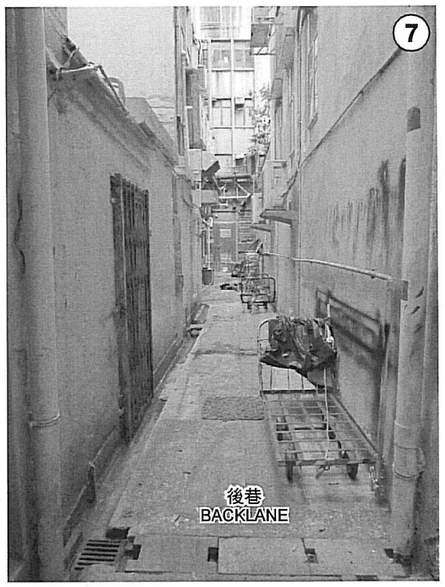
擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
13





本摘要圖於2012年5月28日擬備，所根據的
資料為攝於2012年4月3日的實地照片
PLAN PREPARED ON 28.5.2012 BASED ON
SITE PHOTOS TAKEN ON 3.4.2012

實地照片 SITE PHOTOS

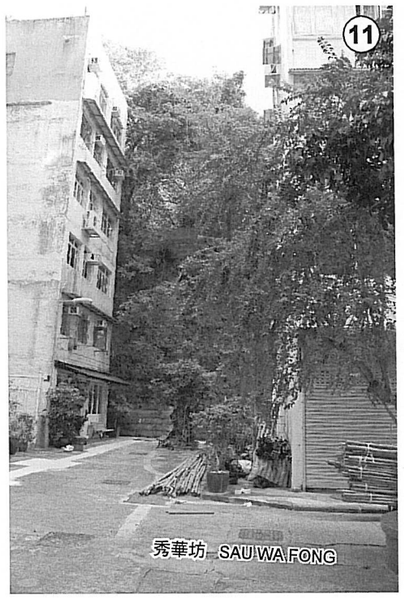
擬議由「住宅(甲類)」、「住宅(丙類)」、
「政府、機構或社區」地帶及「休憩用地」改劃為「道路」用地
PROPOSED REZONING FROM "R(A)", "R(C)", "G/IC" AND "O" TO 'ROAD'

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
14 - A



本摘要圖於2012年5月28日擬備，所根據的
資料為攝於2012年4月3日及5月23日的實地照片
PLAN PREPARED ON 28.5.2012 BASED ON
SITE PHOTOS TAKEN ON 3.4.2012 & 23.5.2012

實地照片 SITE PHOTOS

擬議由「住宅(甲類)」、「住宅(丙類)」、
「政府、機構或社區」地帶及「休憩用地」改劃為「道路」用地
PROPOSED REZONING FROM "R(A)", "R(C)", "G/IC" AND "O" TO 'ROAD'

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
14 - B

本摘要圖於2012年5月28日擬備，所根據的資料為攝於2012年4月3日的實地照片
PLAN PREPARED ON 28.5.2012 BASED ON SITE PHOTOS TAKEN ON 3.4.2012

實地照片 SITE PHOTOS

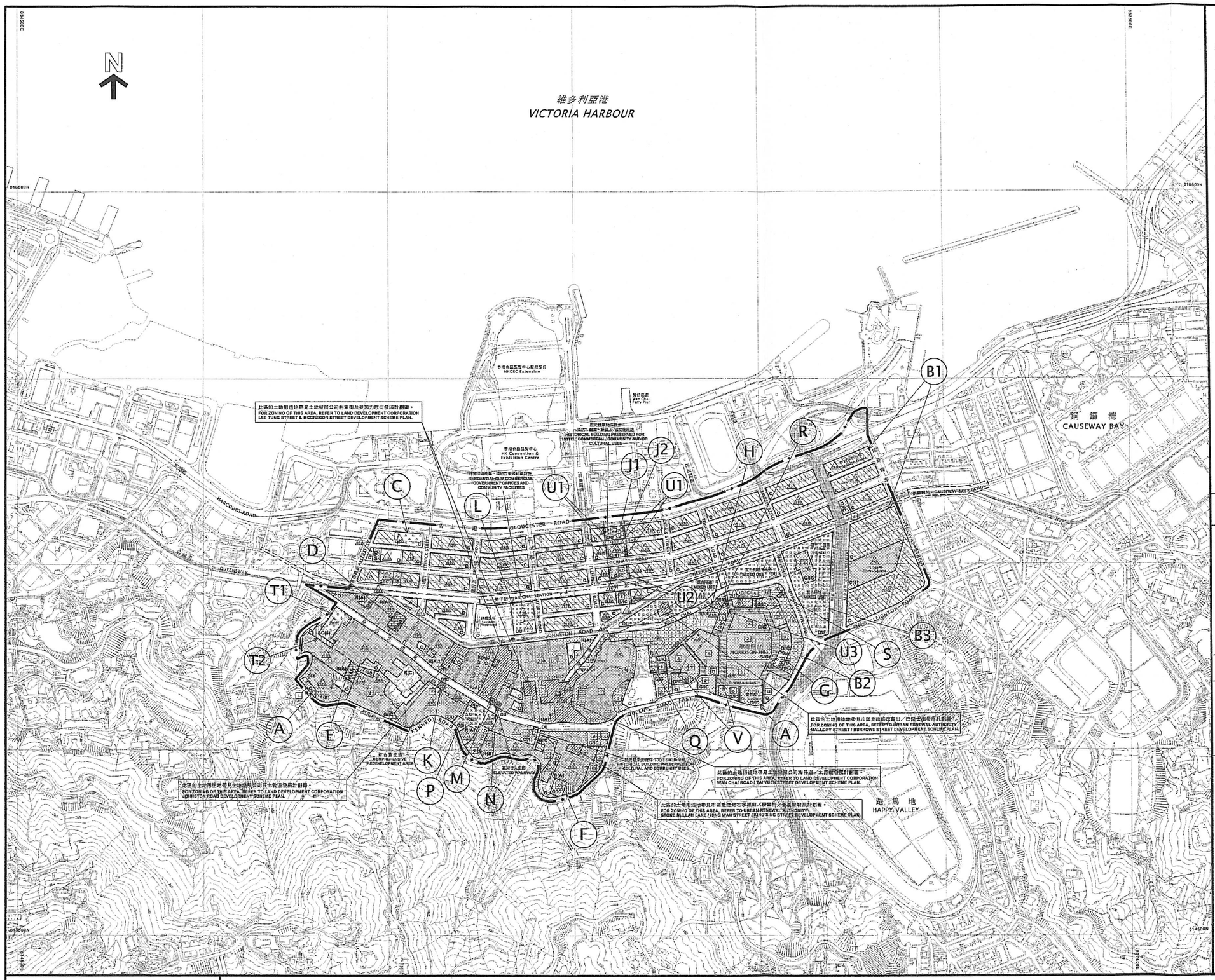
擬議由「住宅(甲類)」、「住宅(丙類)」、「政府、機構或社區」地帶及「休憩用地」改劃為「道路」用地
PROPOSED REZONING FROM "R(A)", "R(C)", "G/IC" AND "O" TO 'ROAD'

擬議修訂灣仔分區計劃大綱草圖編號S/H5/26
PROPOSED AMENDMENTS TO THE DRAFT WAN CHAI OUTLINE ZONING PLAN No. S/H5/26

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/12/6

圖 PLAN
14 - C



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途

COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	MTR STATION	鐵路及車站（地下）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
LAND DEVELOPMENT CORPORATION/ URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA		土地發展公司／市區重建局發展計劃圖範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	120	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	20.39	22.96	商業
RESIDENTIAL (GROUP A)	13.88	15.56	住宅（甲類）
RESIDENTIAL (GROUP B)	1.70	1.91	住宅（乙類）
RESIDENTIAL (GROUP C)	0.47	0.53	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	10.80	12.11	政府、機構或社區
OPEN SPACE	3.95	4.43	休憩用地
OTHER SPECIFIED USES	6.38	7.15	其他指定用途
MAJOR ROAD ETC.	29.47	33.05	主要道路等
LAND DEVELOPMENT CORPORATION/ URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	2.14	2.40	土地發展公司／市區重建局發展計劃圖範圍
TOTAL PLANNING SCHEME AREA	89.18	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第5條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/H5/25 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H5/25
按照城市規劃條例第5條展示的修訂
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目A項 AMENDMENT ITEM A	修訂項目H項 AMENDMENT ITEM H	修訂項目R項 AMENDMENT ITEM R
修訂項目B1項 AMENDMENT ITEM B1	修訂項目J1項 AMENDMENT ITEM J1	修訂項目S項 AMENDMENT ITEM S
修訂項目B2項 AMENDMENT ITEM B2	修訂項目J2項 AMENDMENT ITEM J2	修訂項目T1項 AMENDMENT ITEM T1
修訂項目B3項 AMENDMENT ITEM B3	修訂項目K項 AMENDMENT ITEM K	修訂項目T2項 AMENDMENT ITEM T2
修訂項目C項 AMENDMENT ITEM C	修訂項目L項 AMENDMENT ITEM L	修訂項目U1, U3項 AMENDMENT ITEMS U1,U3
修訂項目D項 AMENDMENT ITEM D	修訂項目M項 AMENDMENT ITEM M	修訂項目U2項 AMENDMENT ITEM U2
修訂項目E項 AMENDMENT ITEM E	修訂項目N項 AMENDMENT ITEM N	修訂項目V項 AMENDMENT ITEM V
修訂項目F項 AMENDMENT ITEM F	修訂項目P項 AMENDMENT ITEM P	
修訂項目G項 AMENDMENT ITEM G	修訂項目Q項 AMENDMENT ITEM Q	

（參看附表）
(SEE ATTACHED SCHEDULE)

2010年9月24日 按照城市規劃條例第5條展示的核准圖編號 S/H5/25 的修訂
AMENDMENTS TO APPROVED PLAN No. S/H5/25 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 24 SEPTEMBER 2010

Ophelia Y. S. WONG 黃婉霜
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的灣仔（港島規劃區第5區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREA No. 5 - WAN CHAI - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

米 METRES 100 0 200 400 600 800 METRES 米

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. **S/H5/26**

Attachment II(A) of
MPC Paper No. 7/12

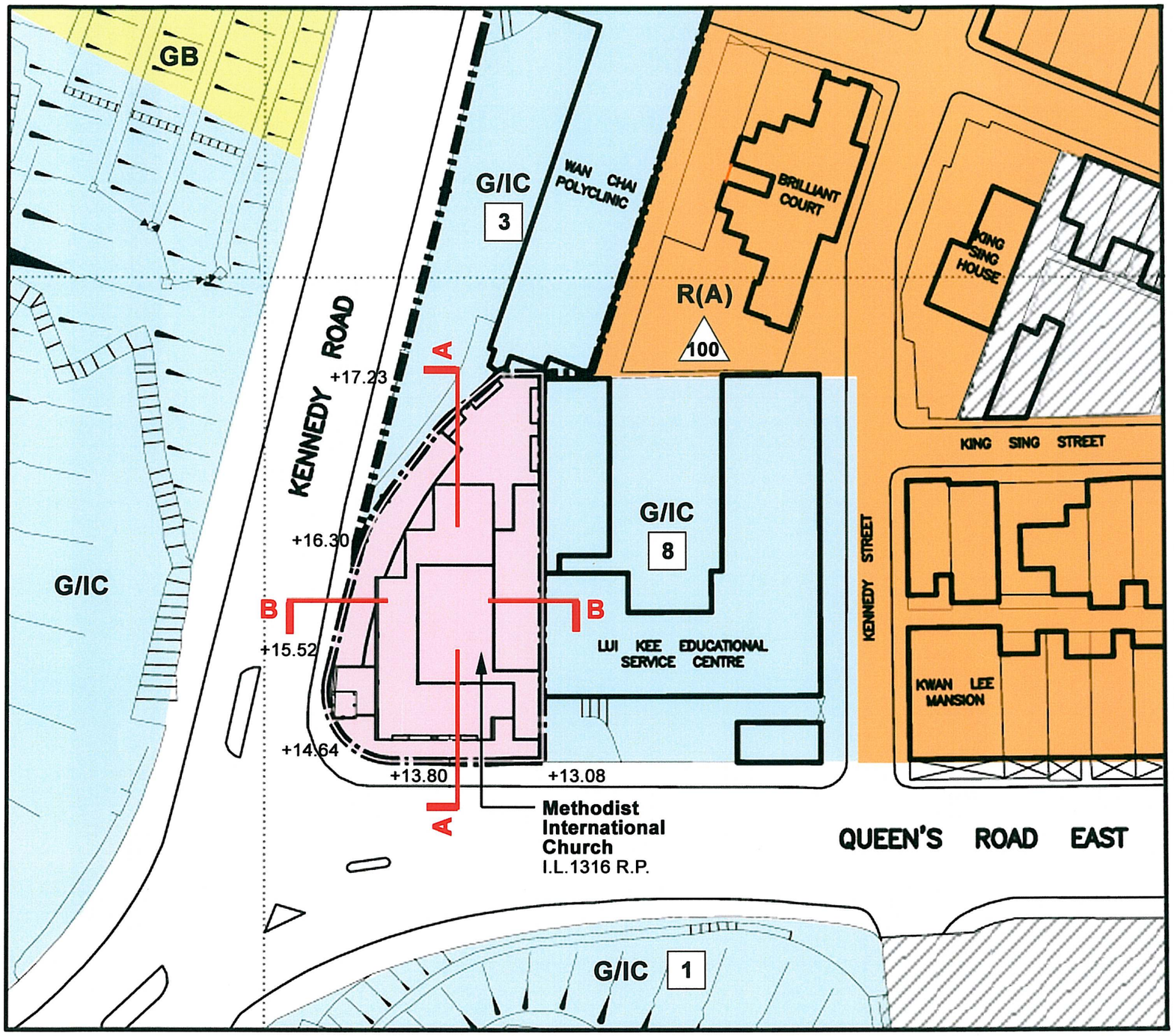
Redevelopment of

Methodist International Church

271 Queen's Road East, Hong Kong I.L.1316 R.P.

Contents

	Page
Project Description	1
Reduction of Building Height and Schematic Sections	2
Design Merit	3
Development Schedule	4
Building Plans	5 - 9
Schematic Sections of the Approved General Building Plans	10
View of Proposed Church Development from Queen's Road East	11 - 12



Legend

- G/IC — Government / Institution / Community
- GB — Green Belt
- R(A) — Residential (Group A)
- Land Development Corporation / Urban Renewal Authority Development Scheme Plan Area
- 100 — Maximum Building Height (In Metres Above Principal Datum)
- 8 — Maximum Building Height (In Number of Storeys)

Location Plan
Scale 1 : 500
N

Project Description

The application site is zoned "Government, Institution or Community (G/IC)" on the Draft Wan Chai Outline Zoning Plan No.S/H5/26 dated September 2010, with a maximum permitted 4 numbers of storeys. Methodist International Church (MIC) finds this recently imposed height restriction entirely impossible. A redevelopment proposal of 26 storeys with a height of 121.88mPD has already obtained approval of the General Building Plans by the Building Authority on 26 August 2009 and 25 March 2011 repeatly. Further to recent discussions with Planning Department, MIC is prepared to refine the design of the building with building height lowered to 110mPD.

The subject site is a Class A site abutting Queen's Road East with approximate 9,979s.m. total non-domestic GFA and approximate 1,029s.m. total domestic GFA. The redevelopment proposal is a 24 storeys church building with a proposed building height at 110mPD including a basement worship hall, a covered open space, a main sanctuary, 2 storeys of chapels, 14 storeys of church activity rooms and 4 storeys of minister's residence. Percentage of proposed social services shall be not less than 10% of the total non-domestic GFA. Should any social services to be provided require registration, they will comply with the relevant Ordinance and the related regulatory requirements.

The covered open space provides a semi-outdoor space for gathering and worship such as drilling of the Boys' Brigade and Girls' Brigade, tea reception after service and wedding ceremony. It also allows members to have their fellowship gathering and provides space for the Youth Fellowship to have their games and exercise. The church activity rooms include church administration office; library and archives; resource centre and training facilities for laity training; overseas mission committee; missions and pastoral care division; social service division; school education division; counselling and training facilities for integrated employment service and continuing education service; and children and youth service. These activity rooms will also provide space for religious functions such as Covenant Disciple Class, Chinese Evangelistic Opera Training, Spiritual Dancing Class, Group Discussion for Alpha Course, Practice Room for Worship Leaders of Contemporary Worship and fellowship gathering. The minister's residence will provide living accommodation for the 3 ministers serving the MICHK, pastoral workers, guest speakers and conference guests.

Justifications and architectural design merits are demonstrated in support of the proposed building height:-

1. The present church building was built and occupied in 1960s. In the past half-a-century, the church continues to grow as the Wan Chai District grows rapidly. Expansion of church in response to the increasing community need is essential.

2. The provision of covered open space of 7.5m high headroom enhances air movement and therefore allows better natural ventilation and light penetration at street level. The covered open space is open to public to relax pedestrian flow between Queen's Road East and Kennedy Road.

3. 8% setback of site area from Queen's Road East improves street environment in terms of natural lighting and ventilation. The increase pavement width also allows better pedestrian circulation and provides additional space for street furniture and planting.

4. Provision of four domestic floors with a reduced site coverage and setback from the building envelop further mitigates the visual impact by having a lower roof-line of the non-domestic portion.

5. The proposal is compatible in use and urban form of the adjoining "Residential (Group A)" zone, with a maximum permitted height of 100mPD.

6. Due to the planning gains provided to the local community services, no undesirable precedent will be set.

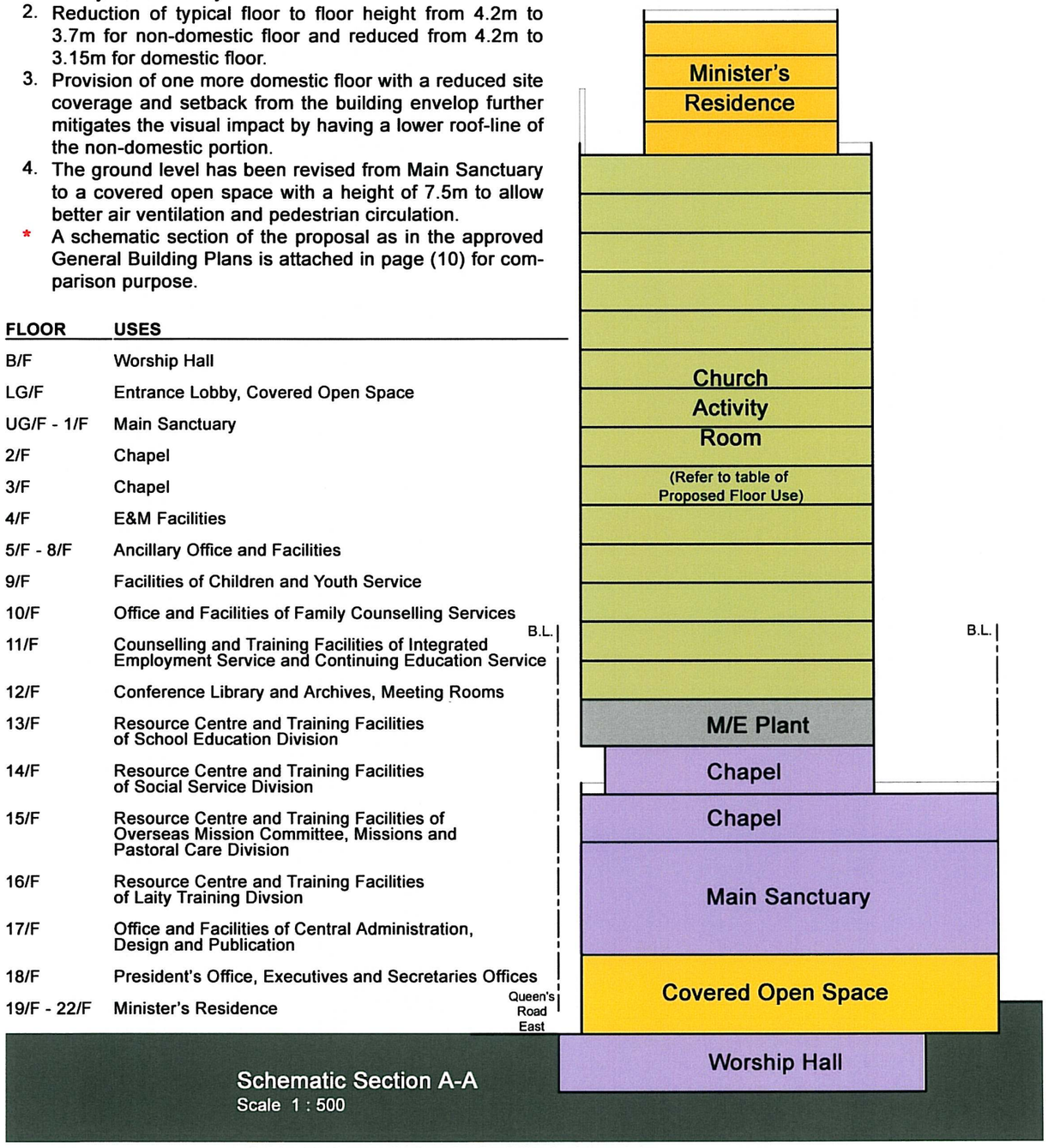
Reduction of Building Height

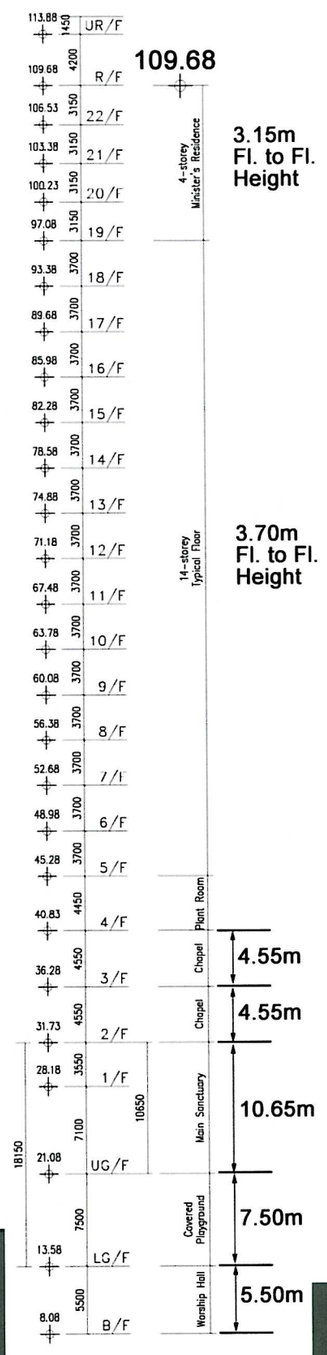
In comparison with general building plans approved on 26 August 2009 and 25 March 2011*, the design of this redevelopment proposal is refined with the building height lowered from 121.88mPD to 109.68mPD by means of:-

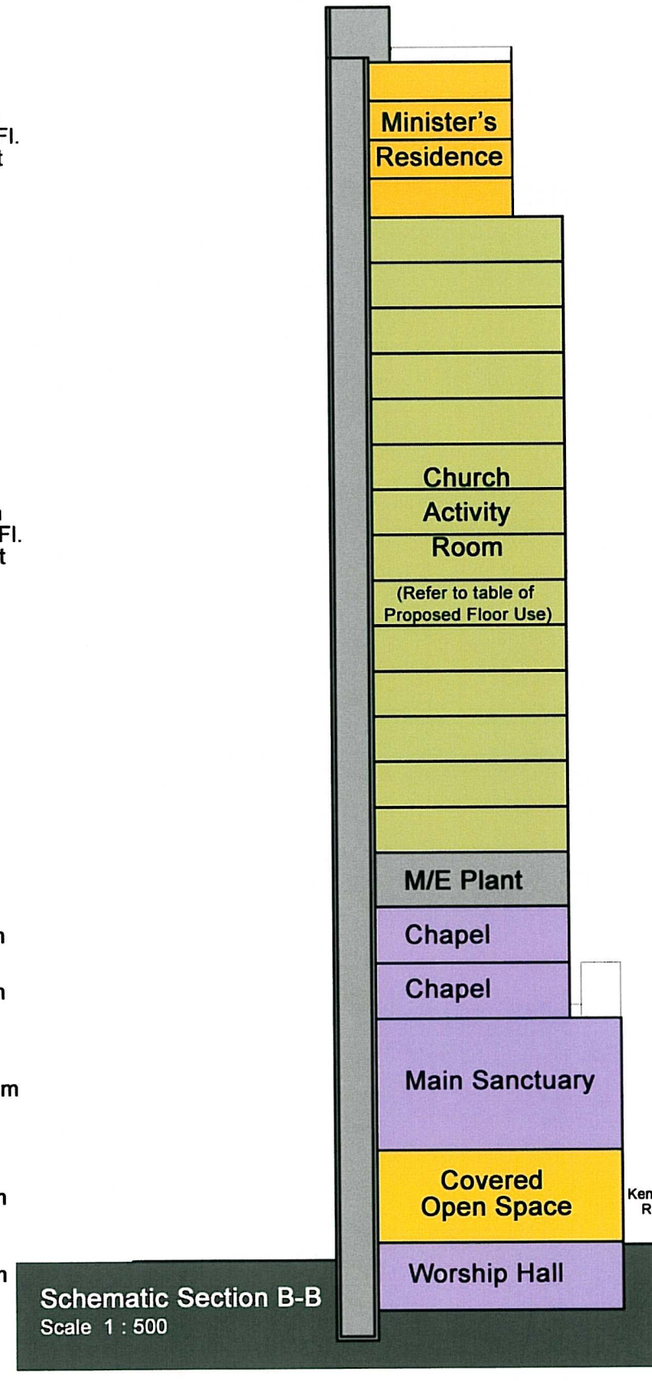
1. Reducing the total number of typical floors from 17 storeys to 14 storeys.
2. Reduction of typical floor to floor height from 4.2m to 3.7m for non-domestic floor and reduced from 4.2m to 3.15m for domestic floor.
3. Provision of one more domestic floor with a reduced site coverage and setback from the building envelop further mitigates the visual impact by having a lower roof-line of the non-domestic portion.
4. The ground level has been revised from Main Sanctuary to a covered open space with a height of 7.5m to allow better air ventilation and pedestrian circulation.

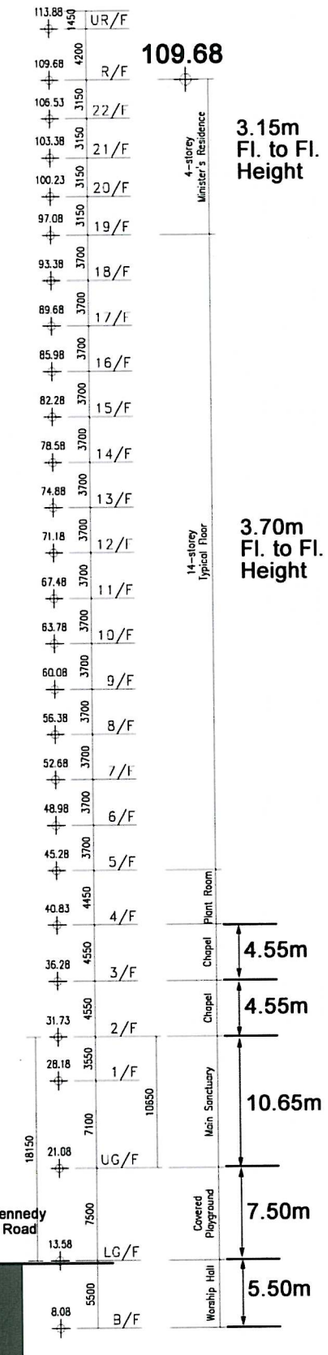
* A schematic section of the proposal as in the approved General Building Plans is attached in page (10) for comparison purpose.

FLOOR	USES
B/F	Worship Hall
LG/F	Entrance Lobby, Covered Open Space
UG/F - 1/F	Main Sanctuary
2/F	Chapel
3/F	Chapel
4/F	E&M Facilities
5/F - 8/F	Ancillary Office and Facilities
9/F	Facilities of Children and Youth Service
10/F	Office and Facilities of Family Counselling Services
11/F	Counselling and Training Facilities of Integrated Employment Service and Continuing Education Service
12/F	Conference Library and Archives, Meeting Rooms
13/F	Resource Centre and Training Facilities of School Education Division
14/F	Resource Centre and Training Facilities of Social Service Division
15/F	Resource Centre and Training Facilities of Overseas Mission Committee, Missions and Pastoral Care Division
16/F	Resource Centre and Training Facilities of Laity Training Divsion
17/F	Office and Facilities of Central Administration, Design and Publication
18/F	President's Office, Executives and Secretaries Offices
19/F - 22/F	Minister's Residence









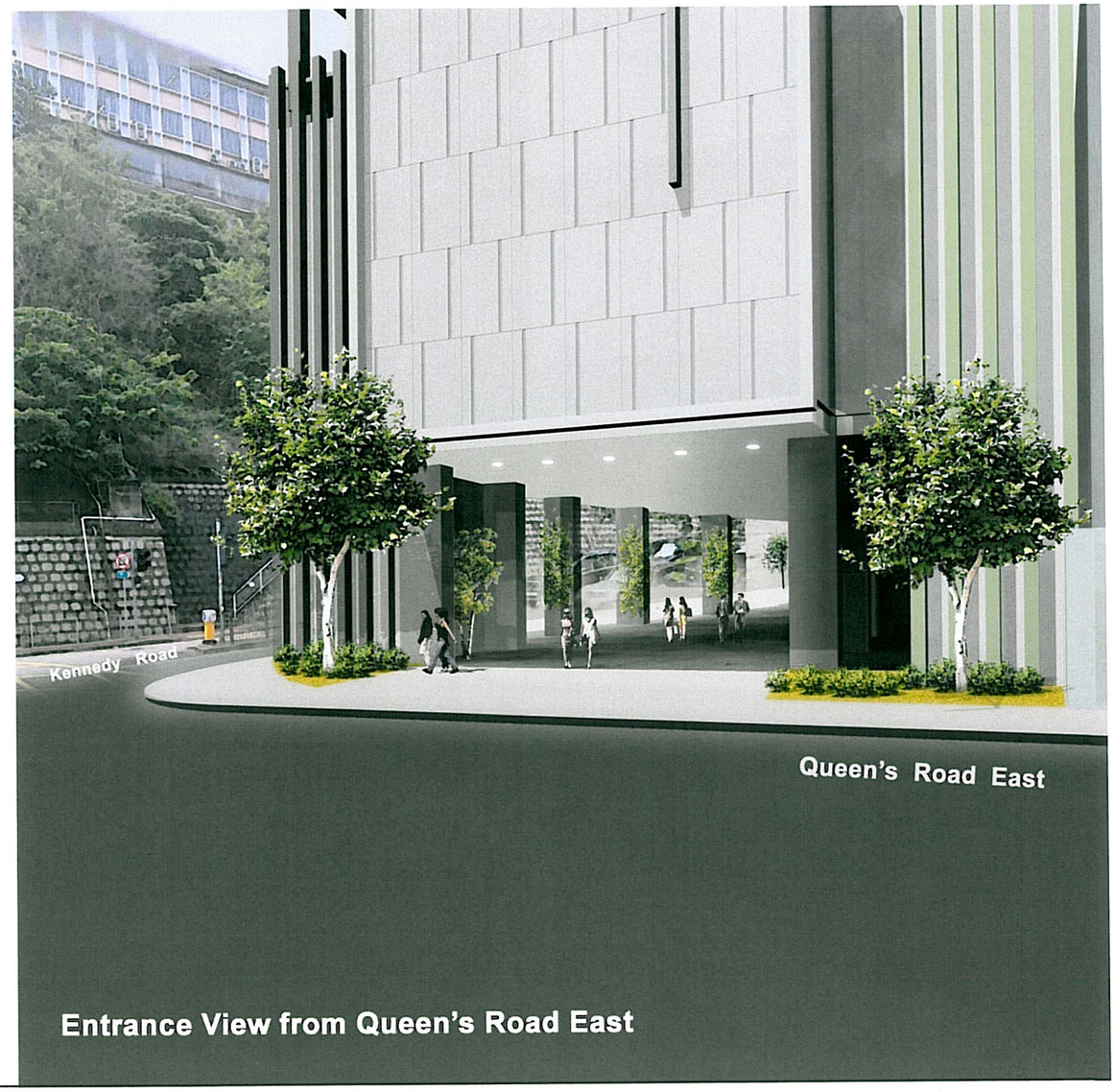
* Subject to the application for flexibility in determining site coverage and open space provision to facilitate innovative design under Practice Note APP-132 (PNAP-280)

Design Merit

1. The provision of covered open space of 7.5m high headroom enhances air movement and therefore allows better natural ventilation and light penetration at street level. The covered open space is open to public to relax pedestrian flow between Queen's Road East and Kennedy Road.

2. 8% setback of site area from Queen's Road East improves street environment in terms of natural lighting and ventilation. The increase pavement width also allows better pedestrian circulation and provide additional space for street furniture and planting.

3. Provision of one more domestic floor with a reduced site coverage and setback from the building envelop further mitigates the visual impact by having a lower roof-line of the non-domestic portion.

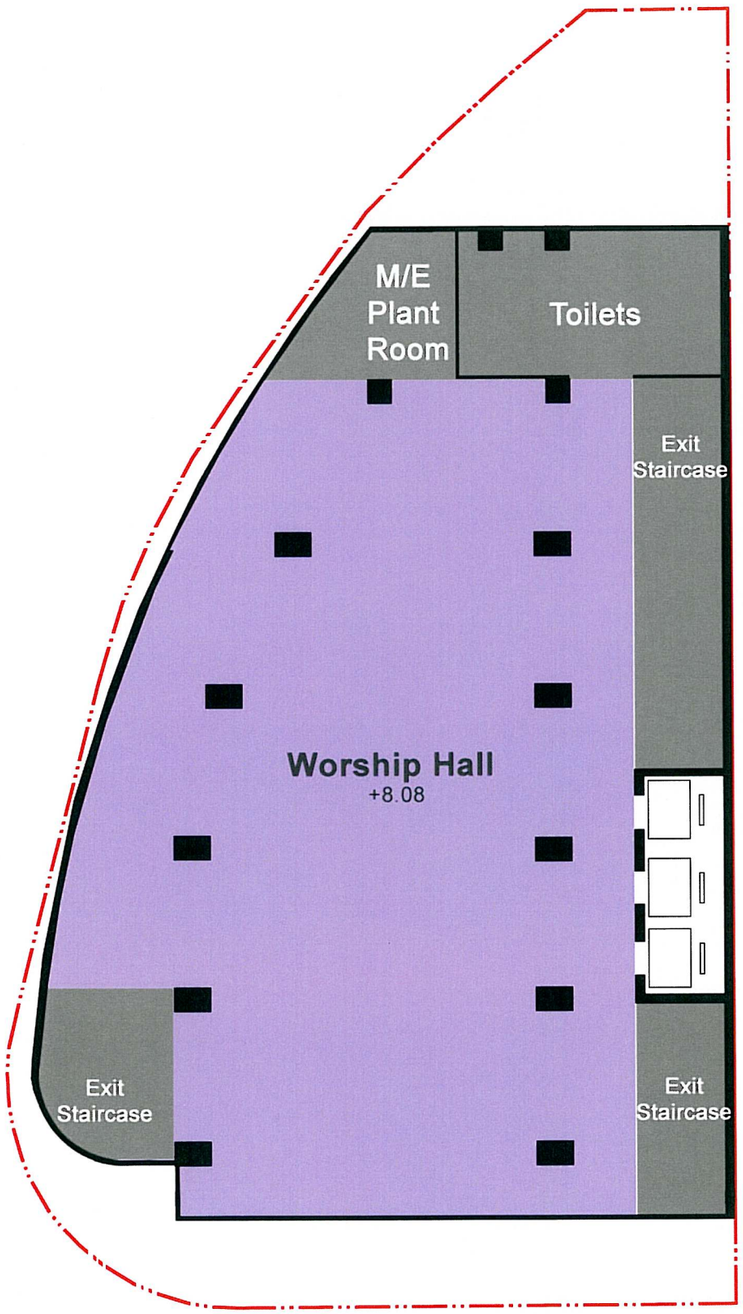


Entrance View from Queen's Road East

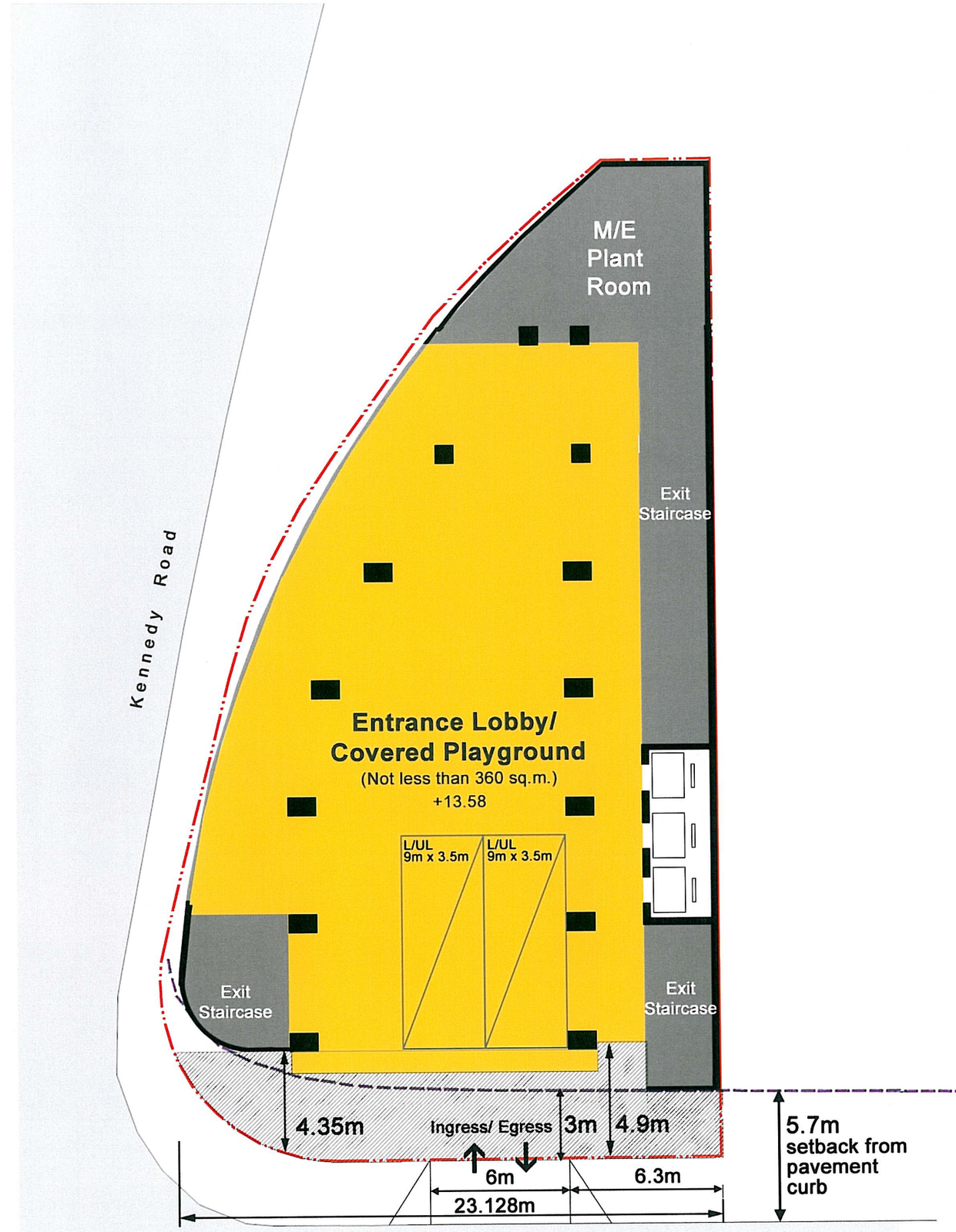
Development Schedule

Site Area	=	793.856 m2	=	8545 ft2
Class of Site	=	A		
Mean Street Level of Queen's Road East	=	13.86 m		
Actual Building Height	=	109.68 mPD - 13.86 mPD	=	95.82 m
Permitted Non-domestic Site Coverage	=	100%	(under 15m of Building)	
	=	65%	(over 61m of Building) (PNAP APP-132)	
Permitted Domestic Site Coverage	=	40%	(over 61m of Building) (PNAP APP-132)	
Permitted Plot Ratio	=	8 for Domestic & 15 for Non-domestic		
Actual Non-domestic Plot Ratio	=	9978.755 / 793.856		
	=	12.57 < 15 (Permitted)		
Permitted Domestic Plot Ratio for Composite Building	=	(15-12.57) x 8/15	=	1.296
Actual Domestic Plot Ratio	=	1029.056 / 793.856	=	1.296 (permitted)

Actual GFA			Actual Site Coverage
B/F	647.306		
LG/F	647.328		82.7%
UG/F	570.585		76.4%
1/F	306.434		76.4%
2/F	601.302		76.4%
3/F	450.282		56.7%
5/F to 18/F (14 storeys Typical Floor)	482.537 x 14	6755.518	60.8%
19/F to 22/F (4 storeys Typical Floor)	257.264 x 4	1029.056	32.4%
Total GFA (Non-domestic) B/F to 18/F		= 9978.755 m2	
Total GFA (Domestic) 19/F to 22/F		= 1029.056 m2	



Basement Floor Plan 1 : 200

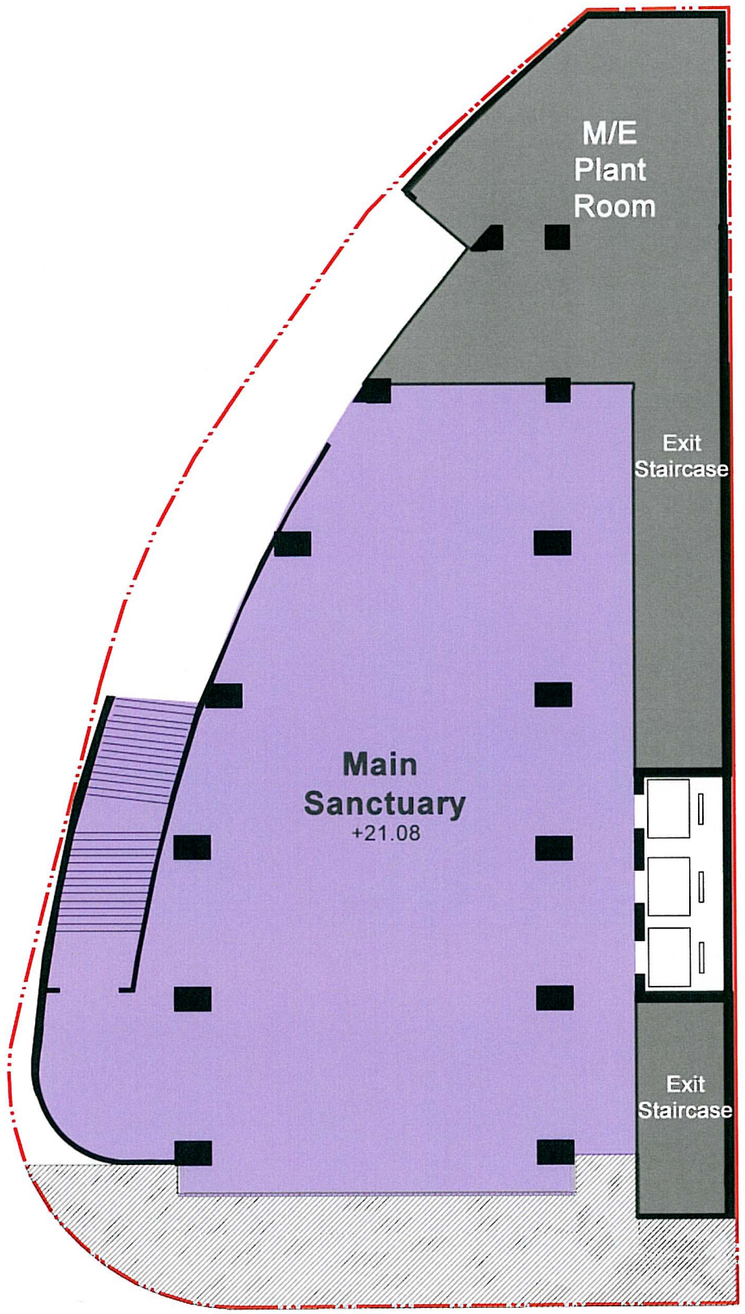


Lower Ground Floor Plan 1 : 200 Queen's Road East

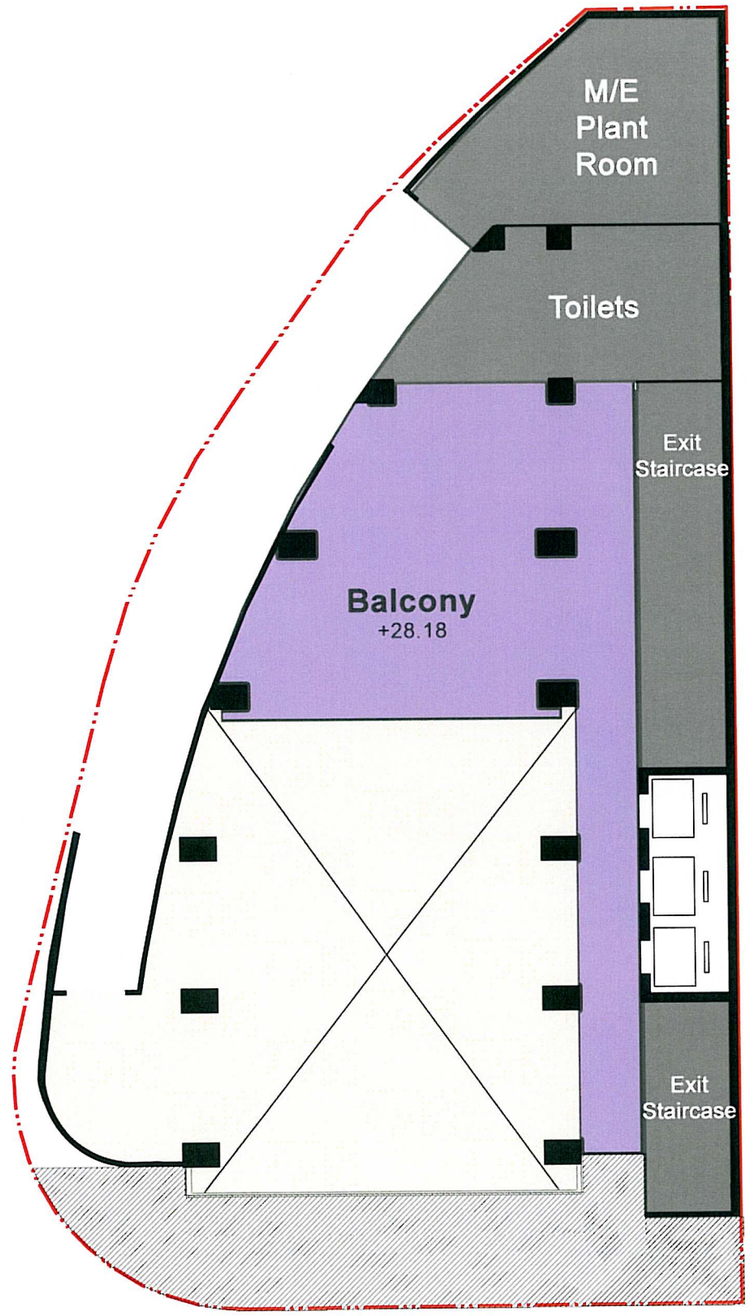
Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

Setback Area = 80.92 sq.m.
80.92 / 793.856
= 10.2% > 8 %

Setback Frontage:
Frontage of Site = 23.128m.
Length of Setback Frontage = 23.128m = 100%



Upper Ground Floor Plan 1 : 200

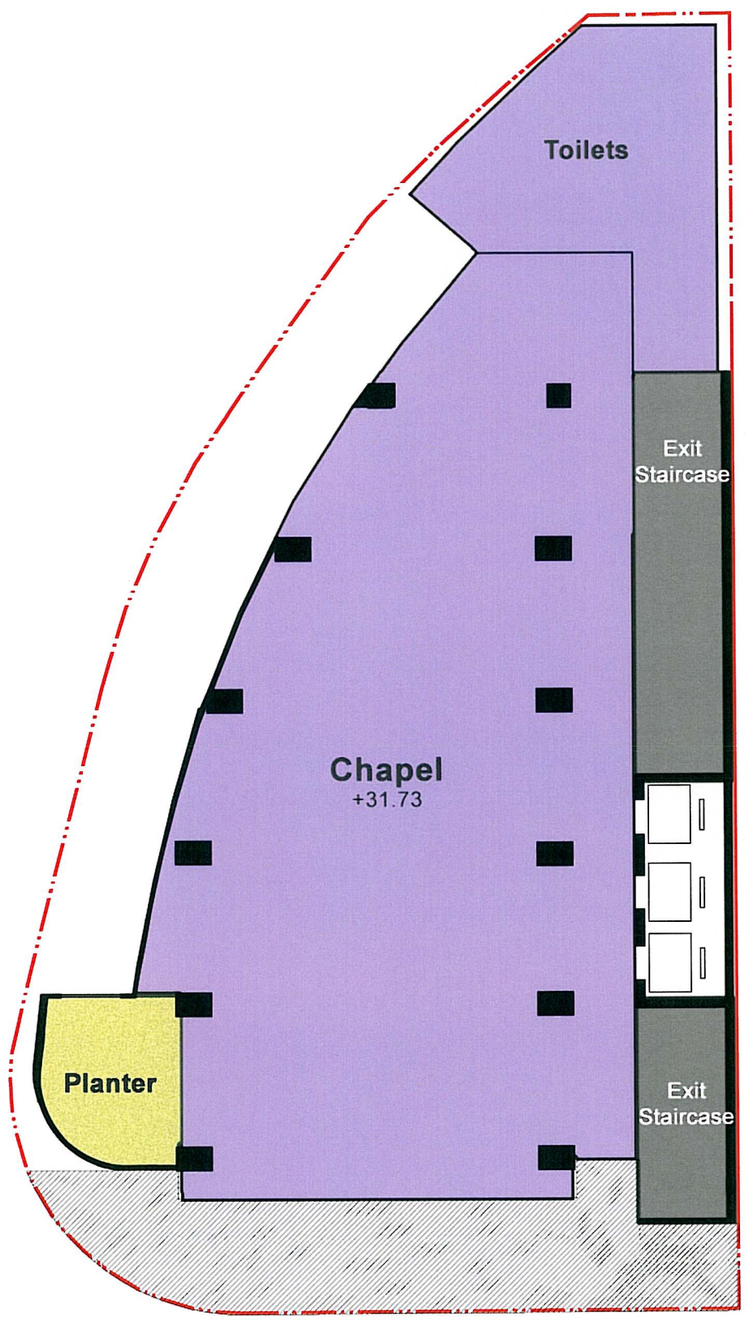


First Floor Plan 1 : 200

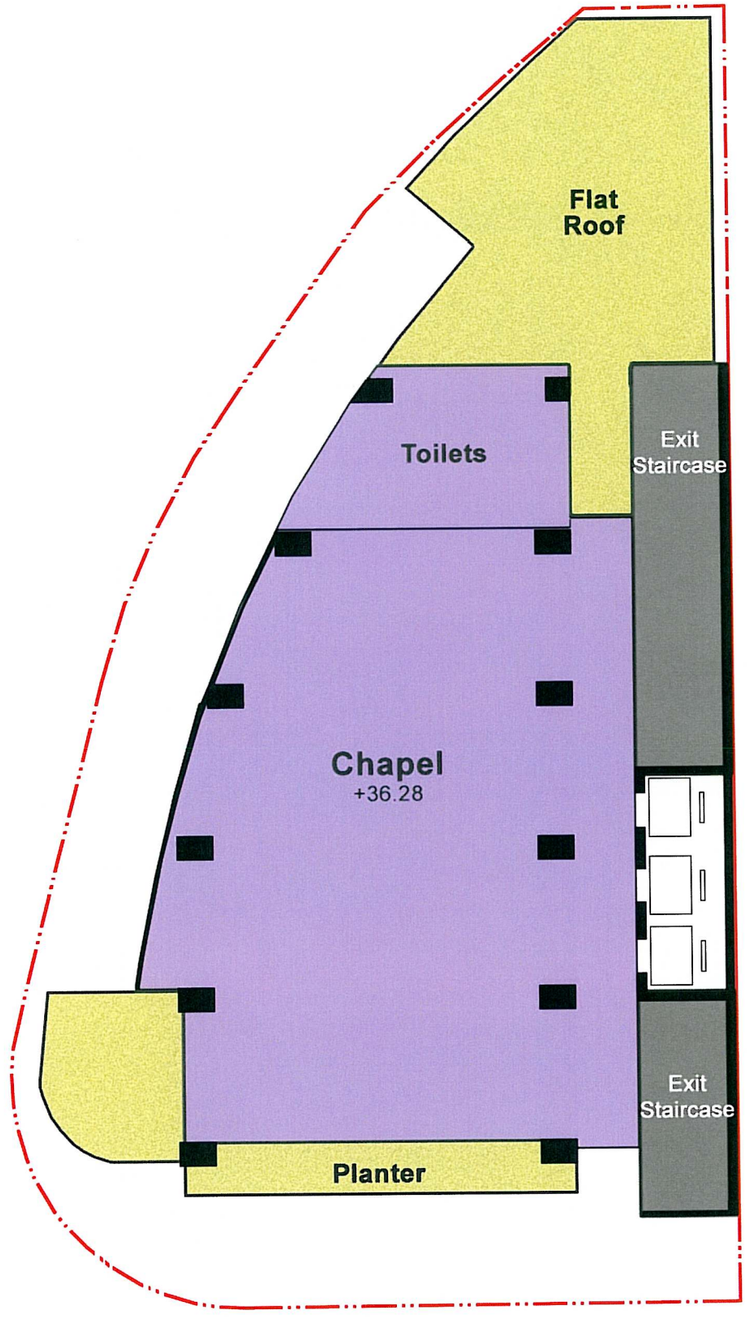
Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

Setback Area = 80.92 sq.m.
80.92 / 793.856
= 10.2% > 8 %

Setback Frontage:
Frontage of Site = 23.128m.
Length of Setback Frontage = 23.128m = 100%



Second Floor Plan 1 : 200

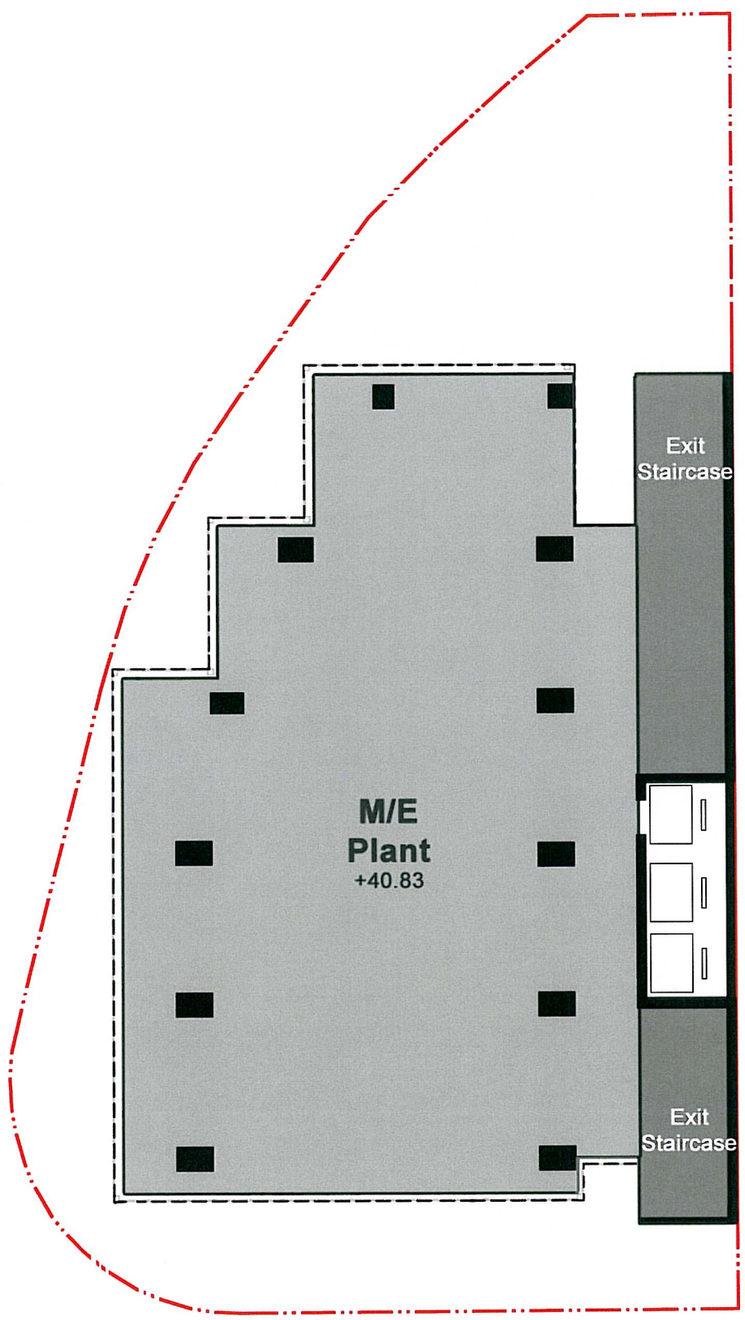


Third Floor Plan 1 : 200

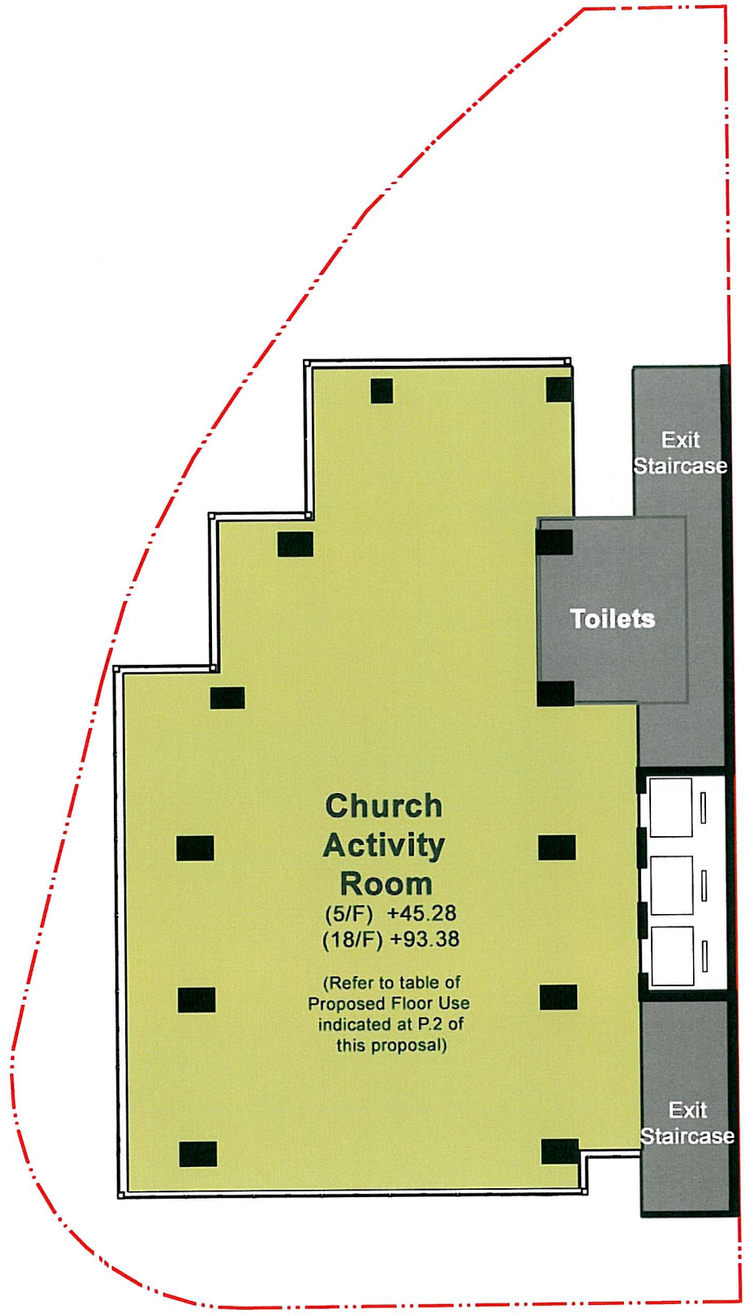
Redevelopment of Methodist International Church
271 Queen's Road East, Hong Kong

Setback Area = 80.92 sq.m.
80.92 / 793.856
= 10.2% > 8 %

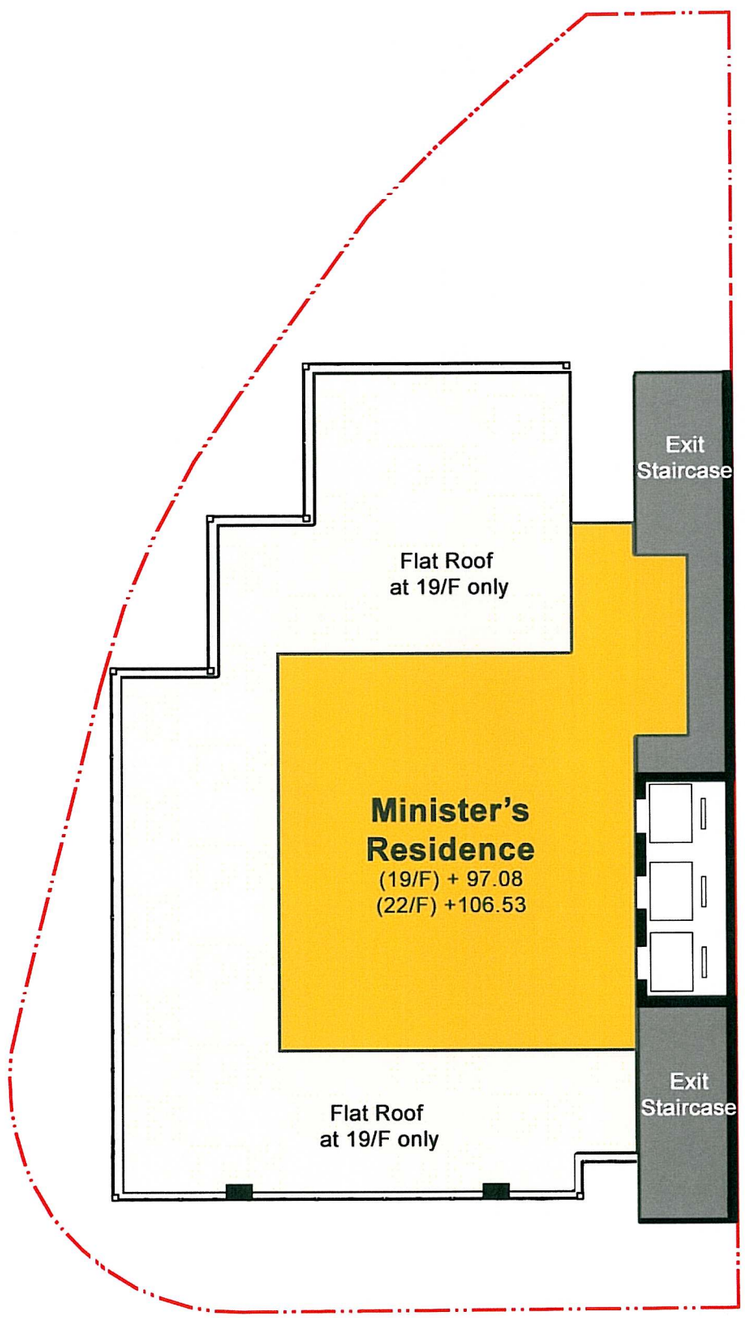
Setback Frontage:
Frontage of Site = 23.128m.
Length of Setback Frontage = 23.128m = 100%



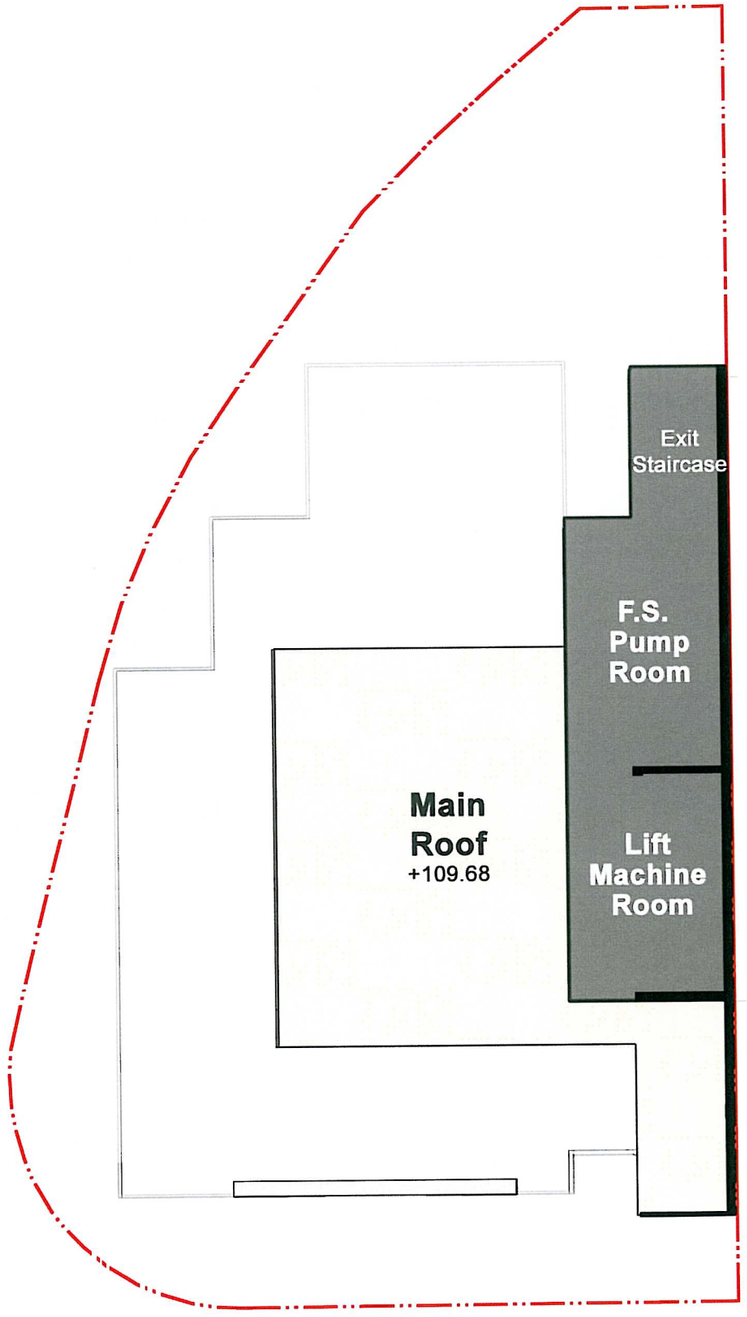
Fourth Floor Plan 1 : 200



Typical Floor Plan (5/F - 18/F) 1 : 200

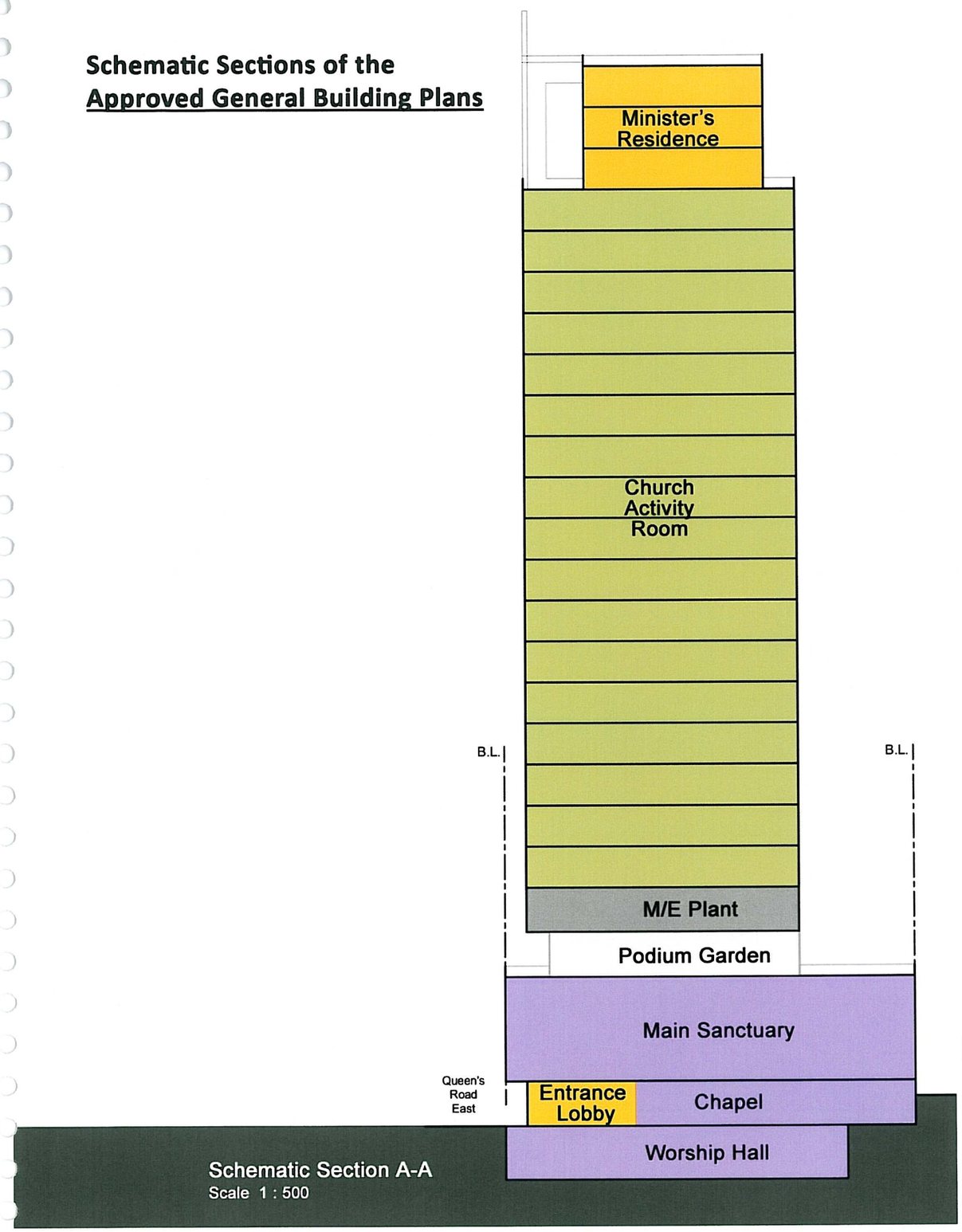


Typical Floor Plan (19/F - 22/F) 1 : 200

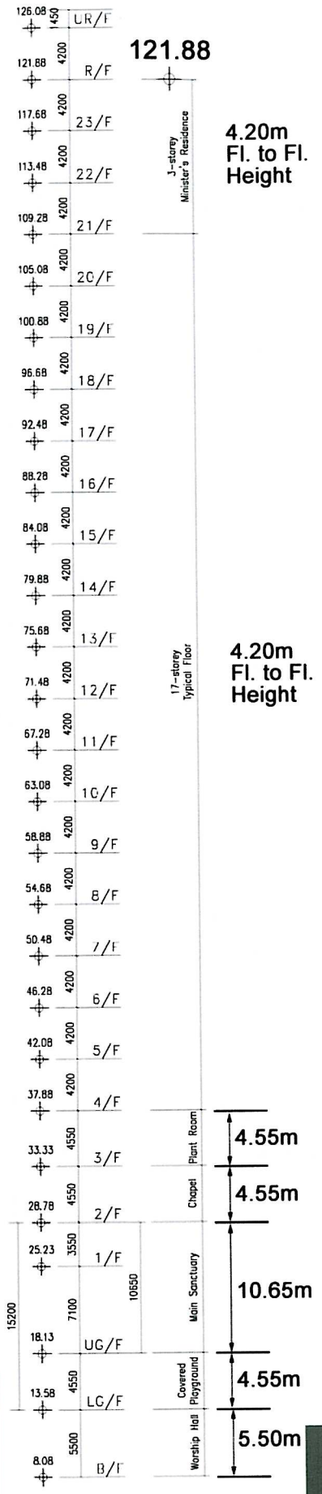


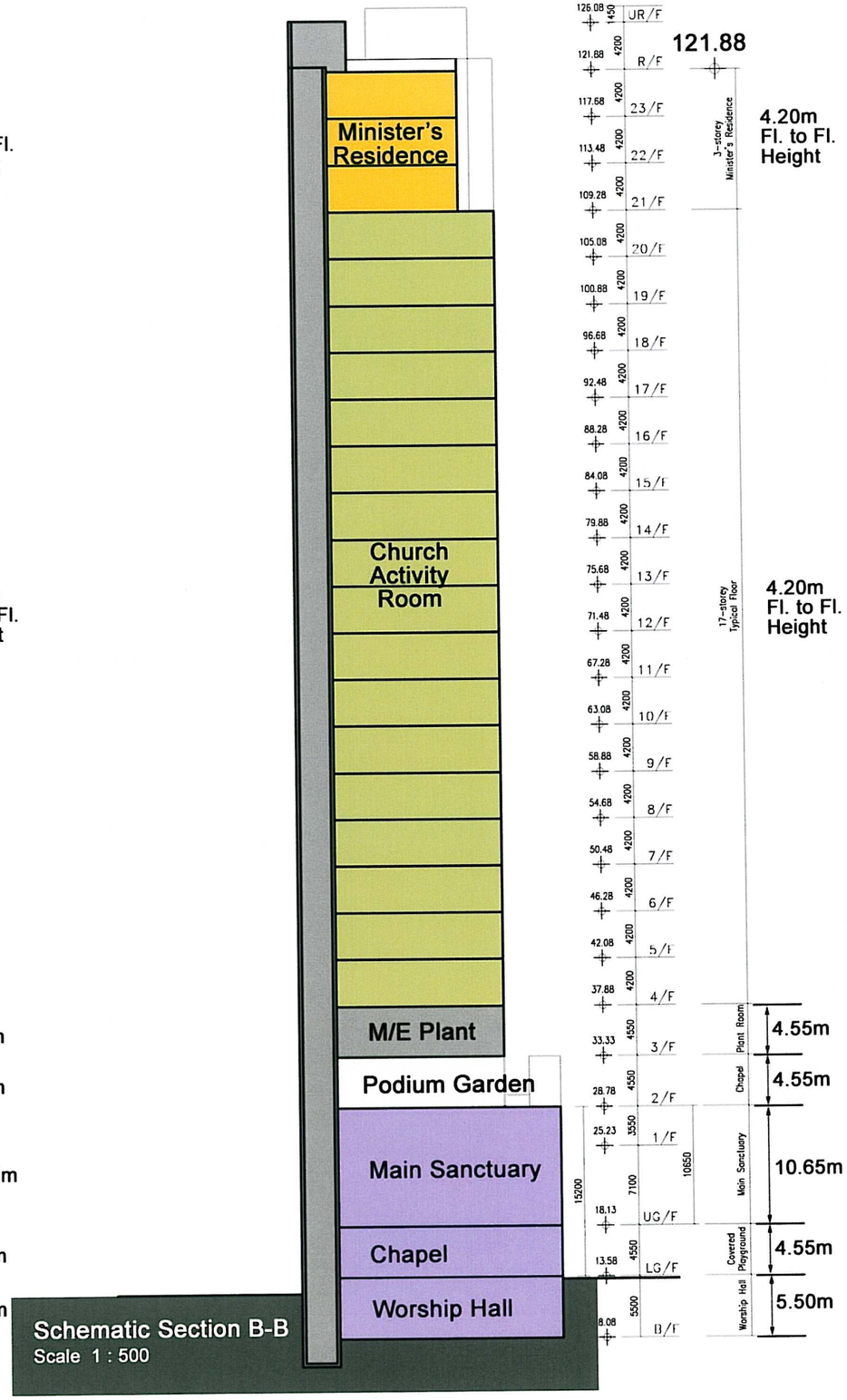
Roof Plan 1 : 200

Schematic Sections of the Approved General Building Plans



Schematic Section A-A
Scale 1 : 500





Schematic Section B-B
Scale 1 : 500

View of Proposed Church Development from Queen's Road East

View of Proposed Church Development from Queen's Road East

Development Proposal for the Church of Christ in China, Wanchai Church at 77 Spring Garden Lane, Wanchai

The Trustees of the Church of Christ in China, Wanchai Church
DesignVision Architects Limited
PlanArch Consultants Limited

June 2012

1. INTRODUCTION

On behalf of the Trustees of the Church of Christ in China, Wanchai Church (WCC), the registered owner of IL 1931 SB & RP, 77 Spring Garden Lane, Wanchai (the subject site), PlanArch Consultants Ltd. submits this planning statement which describes the proposed redevelopment scheme at the subject site for consideration by the Government.

WCC lodged an objection to the stipulation of building height restriction on the subject site on the Draft Wan Chai Outline Zoning Plan No. S/H5/26 and the representation was heard by Town Planning Board (TPB) on 26.4.2011. Although the TPB decided not to uphold the objection, TPB *"agreed to request PlanD to follow-up with the circulation of the development proposal submitted by WCC... for departmental comments as appropriate... Should the proposals be acceptable to all relevant government departments and policy support was granted, PlanD would recommend to the Board to amend the BHR under section 5 or section 7 of the Ordinance."* (Para.174, Minutes of 981st Meeting of the TPB held on 26.4.2011)

2. SITE CONTEXT

2.1 LOCATION (PLANS 2.1 & 2.2)

The subject site, IL 1931 SB & RP, is located at 77 Spring Garden Lane, Wanchai. It is situated between Hopewell Centre and Wu Chung House in Queen's Road East.

2.2 LAND USE ZONING

The subject site under objection is zoned "Government / Institution / Community (G/IC)" with a height restriction of 5 storey on the draft Wan Chai Outline Zoning Plan No. S/H5/26 exhibited on 24.9.2010.

The subject site was zoned "Government / Institution / Community (G/IC)" with no restrictions since the existence of Outline Zoning Plan was made for Wan Chai, until the amendment was made on the OZP on 24.9.2010

The existing buildings on the Subject Site comprise a 5-storey building for the Kindergarten / Nursery and a separate Church hall building.

2.3 LAND LEASE

The subject site, IL 1931 SB & RP was acquired some 60 years ago in the open market. It is a virtually **unrestricted** government lease. It is held by the Church of Christ in China, Wanchai Church incorporated under Chapter 1063 of Hong Kong Ordinances.

2.4 EXISTING LAND USES

The Church building comprises a worship hall and offices. The Kindergarten and Nursery together with ancillary offices and multi-function rooms occupy a 5 storey building sitting on a terrace at 25mPD. Existing building height is about 43mPD. The above uses are within Column 1 of the "G/IC" uses in the Notes of the OZP.

2.5 ADJACENT LAND USES

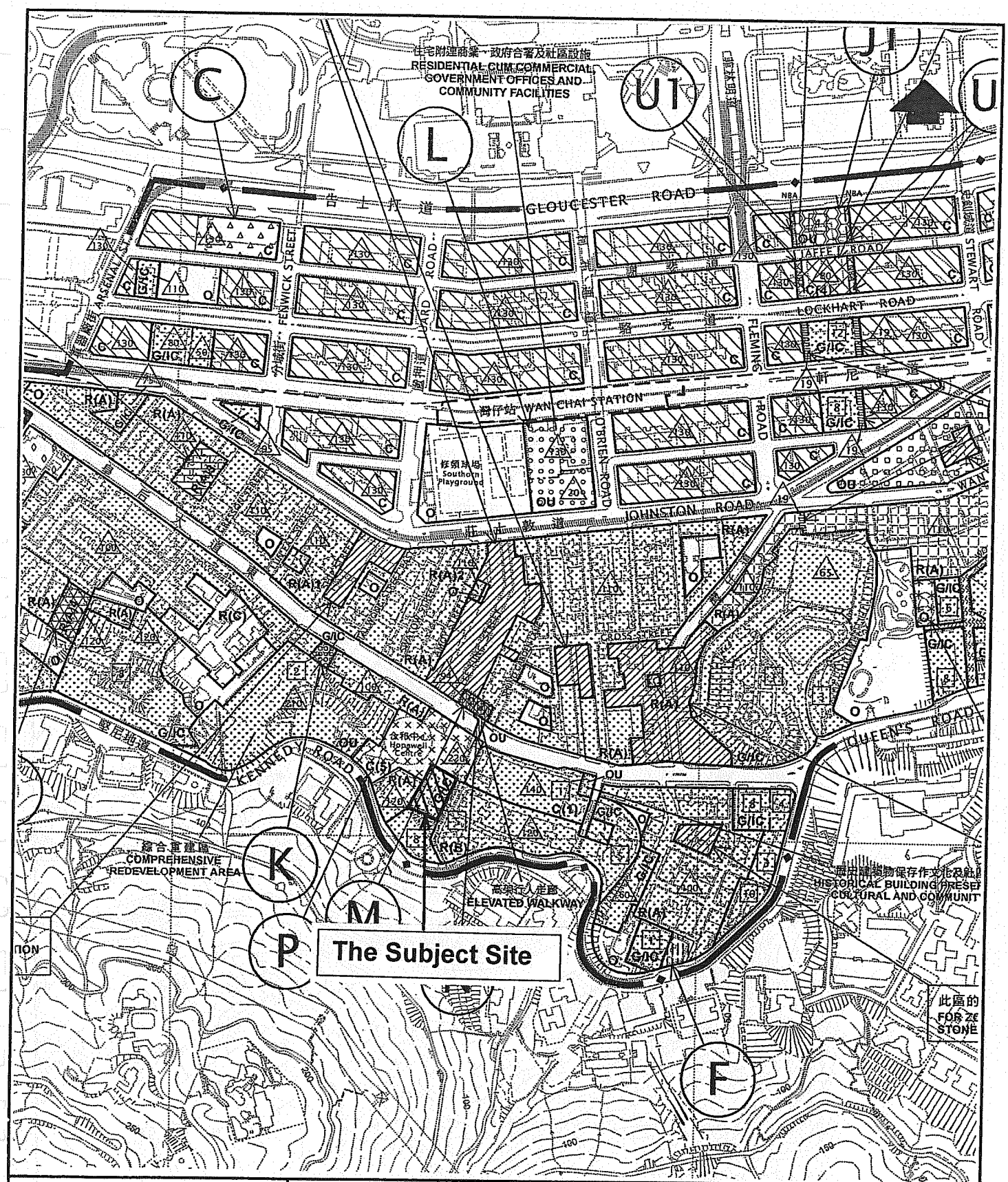
The subject site is located in the mixed commercial and residential neighbourhood of central Wan Chai. It is situated between two high-rise commercial buildings, namely Hopewell Centre (about 222mPD) to the west and Wu Chung House (about 144mPD) to the east on Queen' Road East. Most of the buildings along the road are the mixed C/R uses with a building height ranging from 25 storey to 66 storey.

South of the subject site is Hong Kong Tang King Po College (about 72mPD). Further South is the hill slopes above Kennedy Road which form the back drop of the site. The URA Lee Tung Street/McGregor Street redevelopment which is under construction is to the north of the subject site.

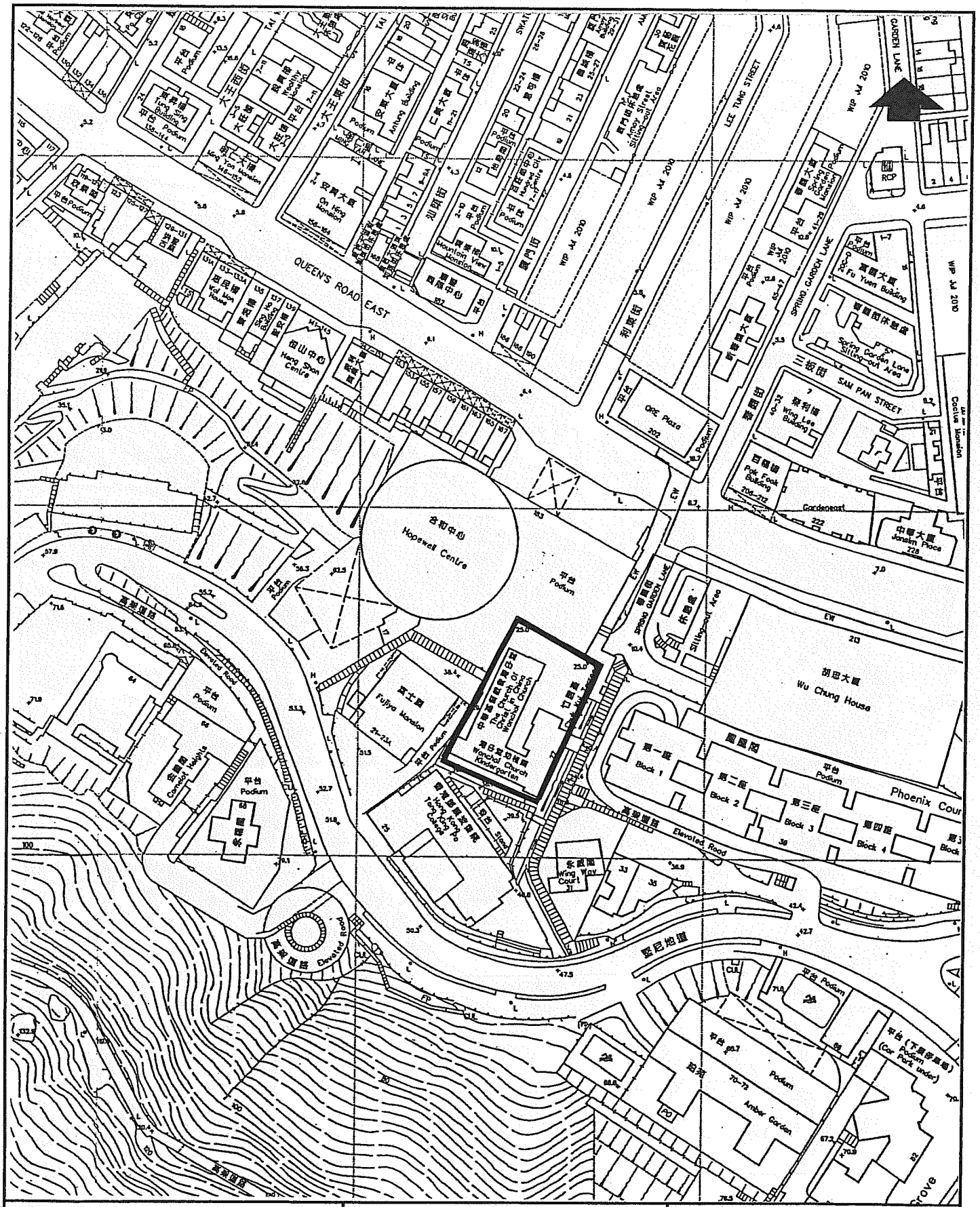
On the draft Wan Chai Outline Zoning Plan No. S/H5/26 exhibited on 24.9.2010, height restrictions of 220mPD and 140mPD are imposed at Hopewell Centre and Wu Chung House respectively. The "R(A)" and "R(B)" zone to the immediate east and west of the subject site have height restrictions of 120mPD. The height restriction for the Hong Kong Tang King Po College is 8 storey. According to the approved application no. A/H5/356, the proposed redevelopment at URA Lee Tung Street/McGregor Street redevelopment is about 155m above street level.

2.6 ACCESSIBILITY

The subject site is located at the population centre of Wan Chai. It is accessible from Spring Garden Lane off Queen's Road East. It is at a very convenient location and is easily accessible by trams, buses and minibus running along Queen's Road East. It is also located within 10 minutes walking distance from the nearby MTR Wanchai Station.



Plan Based on Wan Chai Outline Zoning Plan No. S/H5/26 Exhibited on 24.9.2010	Location Plan Development Proposal for the Church of Christ in China, Wanchai Church at 77 Spring Garden Lane, Wan Chai Scale 1 : 5 000	Plan 2.1 **PlanArch Consultants Ltd.** Revision: Date:26.6.2012



Legend

Site Boundary

Base Plan Extracted from
Survey Sheet No. 11-SW-14B &14D
Last updated on 26.10.2010

Site Plan

Development Proposal for
the Church of Christ in China,
Wanchai Church at
77 Spring Garden Lane, Wan Chai

Scale 1 : 1 500

Plan 2.2

PlanArch Consultants Ltd.

Revision: Date: 26.2.2012

3. THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH

3.1 BACKGROUND

The Church of Christ in China, Wanchai Church (WCC) was founded in 1863 by the London Missionary Society. In 1952, the Church of Christ in China Wanchai Church was incorporated under Chapter 1063 of the Hong Kong Ordinances. WCC has been providing worship, educational, and community services in the area for almost 150 years.

About sixty years ago, WCC purchased the subject site in the open market for church development. The existing church and the kindergarten / nursery premises at the subject site were built in early 1950s. With the aim to serve the community, WCC has been providing a wide range of services to the community in Wan Chai, and collaborating and supporting other organisations to provide different types of community services.

3.2 SERVICES PROVIDED BY THE CHURCH

WCC provides different worship services for children, youth, teenager, adult the and elderly. It also provides library, bible resource centre and study room for religious education. Besides, it also provides various community services for different age groups and different needs, such as children choirs, workplace services etc.

The Church of Christ in China Wanchai Church Kindergarten / Nursery occupies 9 classrooms with over 160 students.

In view of the ageing population in the District, there is an increasing demand for elderly services. Since the existing premises in the subject site has been fully occupied, WCC rented commercial premises at Dominion Centre, 43-59 Queen Road East for Gracious Shepherd Elderly Centre (牧恩長者中心) to provide day care service for about 400 number of elderly in the area for more than ten years.

3.3 COLLABORATION WITH OTHER ORGANISATIONS

Apart from its own endeavours, WCC provides a wide range of services in collaboration with other organisations to service the community, these includes:

- workplace services: Hong Kong Professional & Education Services Ltd. (香港專業人才服務機構) & Graduates Christian Fellowship of Hong Kong (基督徒畢

業生團契), Imagine(職場教牧網絡)

- chaplaincy services at Ruttonjee Hospital and 8 other hospitals in South West Hong Kong: South West Hong Kong Hospital Christian Chaplaincy Company Limited
- community services: FountainHead Association (思源協會), One Circle Ltd. (同心圓福音平台), Ontrack Leadership Institute, Chuk Kui Terrace Mission Assoiciation(竹居台協會), Hong Kong Church renewal Movement(香港教會更新運動)
- medical mission services: MSI Professional Service（國際專業服務機構）
- services for ex-mentally ill persons: Christian Oi Hip Fellowship (愛協團契)
- grassroots development services: (愛鄰舍福音網絡)
- youth service: (灣仔區使命青年網絡), Community Programme Against Youth Drug Abuse in Wan Chai

4. THE PROPOSED REDEVELOPMENT

4.1 THE NEED FOR REDEVELOPMENT

The existing buildings which were built in the early 1950s, have become obsolete by current standard. The existing floor space falls short of demand and WCC has to rent outside premises for the elderly services. Besides, since Wan Chai has been undergoing rapid urban redevelopment and transformation to a high density mixed commercial and residential, there will be substantial growth in population resulting in an increasing demand for spiritual and community services.

In view of the increasing need for more floor space to provide church, education and community services to serve the increasing population, WCC planned to redevelop the subject site into a modern complex which will provide more spiritual, social services and education service to Wan Chai.

4.2 PROPOSED REDEVELOPMENT SCHEME

It is proposed to redevelop the existing building at the subject site into a modern complex with a building height of 110mPD with a set back of 2m from the site boundary abutting Spring Garden Lane.

The building height will be lower than the adjoining developments along Queen's Road East, which mainly range from 110 to 220mPD. Besides, the set back of 2m from Spring Garden Lane will widen the visual gap from Queen's Road East, and help improve the visual amenity in the area.

The set of development proposals (including the layout plans and sections in Plans 4.1 to 4.22), and the following development parameters are indicative, and without prejudice:

Site Area:	About 1,385m^2 (from lease)
Building Height:	Not higher than 110mPD (main roof level)
GFA (non-domestic):	About 16,620m^2
Site Coverage:	Not More than 60%

As shown in the photomontage viewing from Bowen Road in Plan 4.23, the proposed redevelopment is compatible with the height profile in the surroundings and will have no effect to the harbour view from Bowen Road since the buildings at the back drop is much taller.

4.3 Uses of Different Floors of the Proposed Redevelopment

In the proposed redevelopment, the existing Kindergarten/ Nursery and Gracious Shepherd Elderly Centre will be reprovisioned to the lower floors below 24 metres above ground. The proposed services will be self-financed by the Church and its congregation with no financial implication on the Government whereas nominal fees to recover the cost will be charged. The proposed services in the redevelopment are as follows:

Table 4.1 Proposed Services to Serve the Local Community

Floor	Uses	Proposed Church activities / Community Services
G/F	Entrance Lobby, E&M Facilities, Mini Coach Parking, U&UL Bay	Ancillary facilities to the Church
1 & 2/F	Gracious Shepherd Elderly Centre	Day care services for the elderly
3 & 4/F	The Church of Christ in China Wanchai Church Kindergarten / Nursery	12 no. of classroom, playground and other facilities for kindergarten/ nursery
5 & 6/F	Main Hall for about 500 persons	Worship & activities place
7/F	E&M facilities	Ancillary facilities to the Church
8/F	Mini Hall for about 200 persons persons, Small Chapel and Prayer Rooms	Weekdays: lunch time seminars and resting place for office workers and parents of kindergarten children Weekends: worship & activities place
9/F	Church Library & Museum	WCC has a long history since its establishment in 1863, it will display of a collection of resources and objects of historical importance of WCC.

10/F	Ancillary office & conference room	Ancillary facilities to the Church
11 to 14/F	Multipurpose rooms for church activities	Sunday schools, bible studies, meeting and activity space for fellowship for different groups
15/F	Children Ministry (Church Use)	Specially designed worship & activities place for children
16/F	Music Ministry (Church Use)	Rehearsal facilities and classroom with special acoustic design for the church's choir and worship team
17 & 18/F	Youth Development and small group Counseling Service	The traditional youth centre–type operation has lost the attraction to the attraction to the teenager and young people. This Service is intended to provide an innovative means to draw the participation of youngsters. Through the influence of various arts and music media, it will foster spiritual growth and interpersonal relationship. Training & rehearsal facilities, gallery & studio and counseling facilities will be provided. ▪ Service target: teenagers and young people ▪ Target No: 5,000 man-times per month ▪ All proposed services will be self-financed by the Church, only nominal fee will be charged and there will be no financial implications on the Government.
19/F	Church Use (Domestic Helpers Training and Social Centre)	Religious preaching and bible studies targetted at workers of all sectors of the society including domestic workers.
20/F	Church Use (Work Place & Stress Couselling Centre)	Religious preaching and bible studies targetted at workers of all sectors of the society including labour workers, office workers and managers.
21/F	Multimedia Centre for Religious Studies (Church Use)	WCC has to reach out to different generations and therefore various approaches and channels will be adopted to meet changing community needs. In order to attract the younger generation, like the post-80s and post-90s, the multimedia centre will adopt a new approach and use multimedia facilities, such as audio and visual, art, music, information technology, publication and reading channels to conduct religious education them on religious development and personal well-being. The gallery, studios, publication library and reading rooms will allow the younger generation to undertake religious studies in an innovative and creative manner.

22/F	Family & Children Services Centre	WCC will provide family counselling and mediating services, children development and play therapy with collaboration with other NGOs. While details of the programmes and services to be provided will be formulated closer to the completion of the redevelopment, which is about 4 years from now. Examples of programmes it is intended to have may include: ▪ Development of parent and children relationship through various learning and activities ▪ Fun learning for whole family on the internet ▪ Positive life learning with children development ▪ Love and caring starts from family ▪ Learning through play Details of services: ▪ Service target: family and children ▪ Target No: 3,000 man-times per month Fee Charging: ▪ The proposed services will be self-financed by WCC and its congregation with no financial implication on the Government whereas nominal fees to recover the cost will be charged. At this stage, we do not anticipate any charges on annual fees, but nominal fees will be charged for individual programmes. ▪ Subject to the nature of the programme, the fees may range from $10 to $100, or as required to recover the cost. The Church may consider reduction / waiver on fees for the needy, such as those under social security. Since the planning for the proposed services is still at early stage, and that the services will need to be robust in nature, scale and format to meet the rapidly changing needs of the society. Offices, meeting rooms, counselling and interview rooms, activity rooms, multi-purpose rooms for learning and sharing, etc., will be provided and these will be further discussed with various collaborating partners in due course in order to provide services in an appropriate manner. The details of the service programmes would be deepened and elaborated closer to the completion of the redevelopment to cater for the changing societal needs, which means about 2-3 years from now.
23 to 24/F	Theology Education Centre	Classrooms with ancillary facilities such as library, study rooms and offices for seminaries, serving as a centre in town for those seminaries in New Territories or remote areas

4.4 TRANSPORT PROVISION

The subject site is located at Wan Chai core which is close to public transport facilities. It is a neighbourhood Church and provides religious, social and educational services to the residents in the District. The users and participants in various services programmes are the local residents and workers who simply come by foot, or by the convenient public transport of trams, buses and MTR. The Traffic Impact Assessment in Appendix I shows that the proposed redevelopment shall be acceptable in traffic viewpoint.

Besides, adequate internal transport facilities are provided within the redevelopment scheme, they include 1 HGV loading/unloading bay and 3 PLB (mini coaches) spaces.

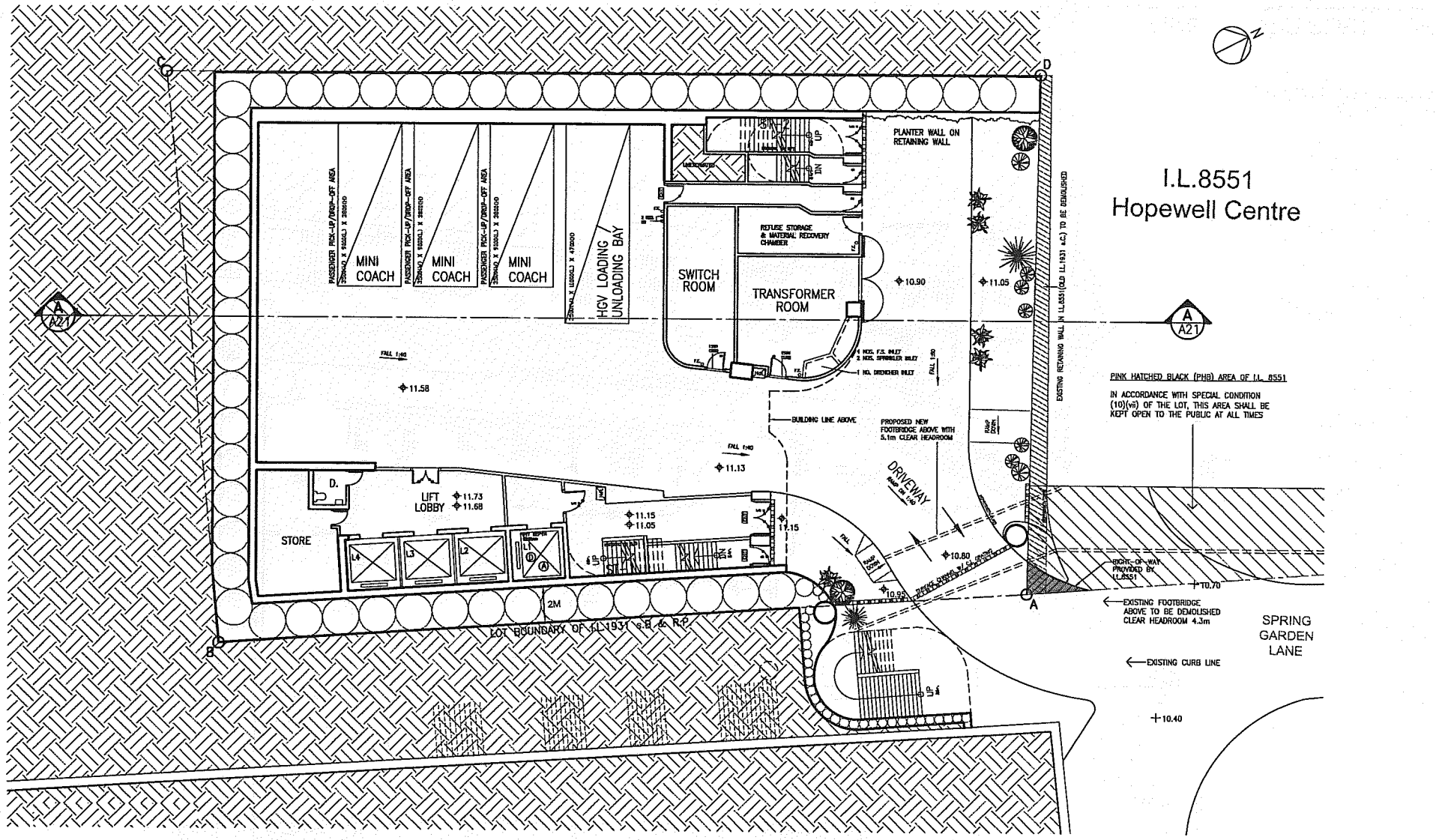
4.5 LOCAL ENHANCEMENT OPPORTUNITIES

At present, there is no standard provision of EVA or barrier free access to the subject site. This potential risk will be resolved by the redevelopment of the premises. With an up-to-standard EVA after the proposed redevelopment, the fire safety at the subject site and the surrounding area will be enhanced.

Since the existing connection from Chuk Kui Terrace to Spring Garden Lane abut onto carriageway of Spring Garden Lane directly and there is insufficient pedestrian manoeuvring space, pedestrian from the staircase of Chuk Kui Terrace often need to walk on the carriageway before reaching pedestrian walkway of Spring Garden Lane. In the redevelopment scheme, a new pedestrian footbridge linking Chuk Kui Terrace and Spring Garden Lane via Hopewell Centre is proposed to enhance pedestrian safety.

5. CONCLUSION

Since the redevelopment of WCC will bring about a number of benefits to the community, we humbly request the favourable consideration and give support to the redevelopment proposal.



ENTRANCE LOBBY, PARKING & VEHICULAR ACCESS

GROUND FLOOR PLAN A02

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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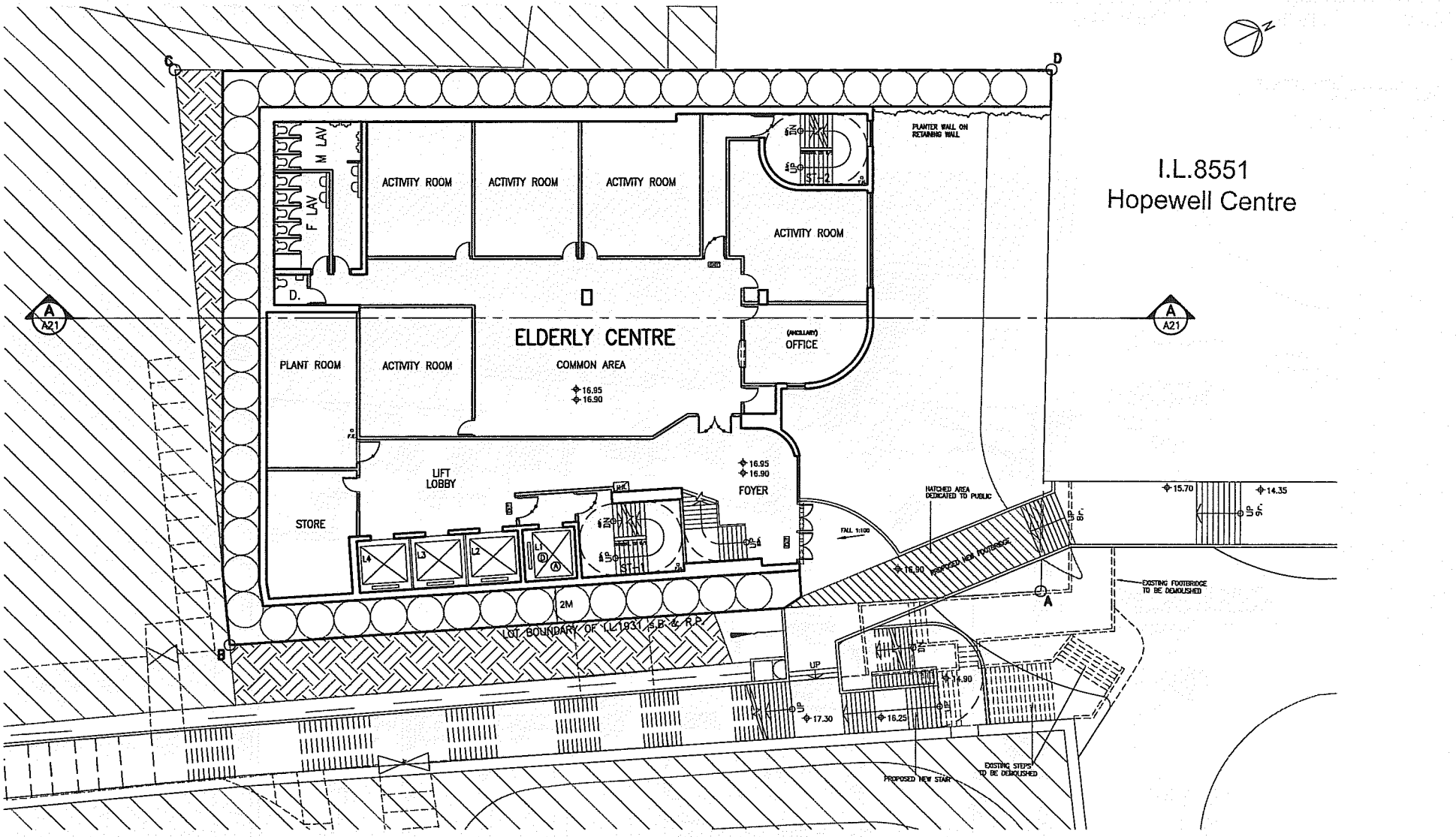

ELDERLY CENTRE

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

FIRST FLOOR PLAN A03

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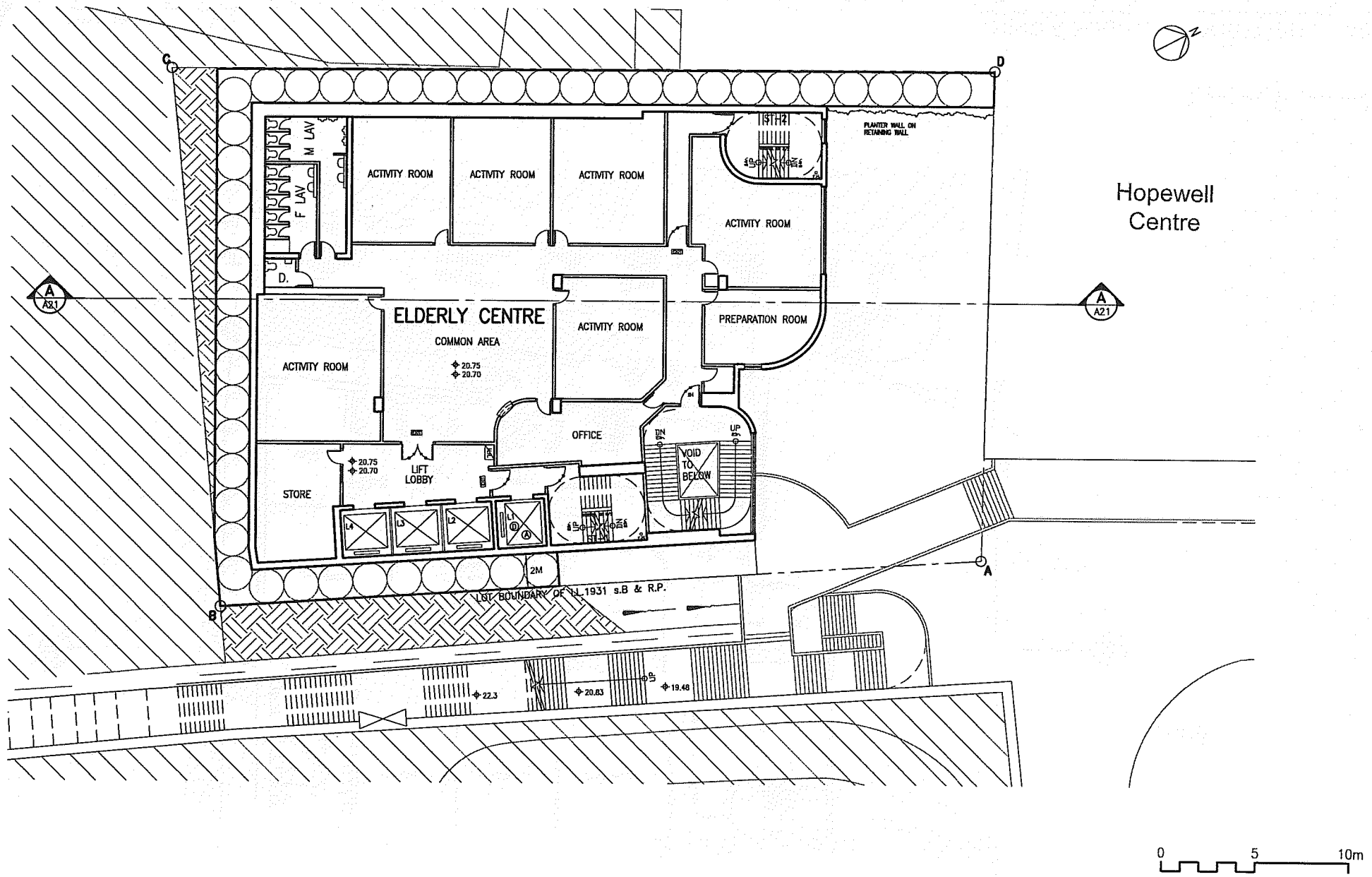

ELDERLY CENTRE

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

SECOND FLOOR PLAN A04

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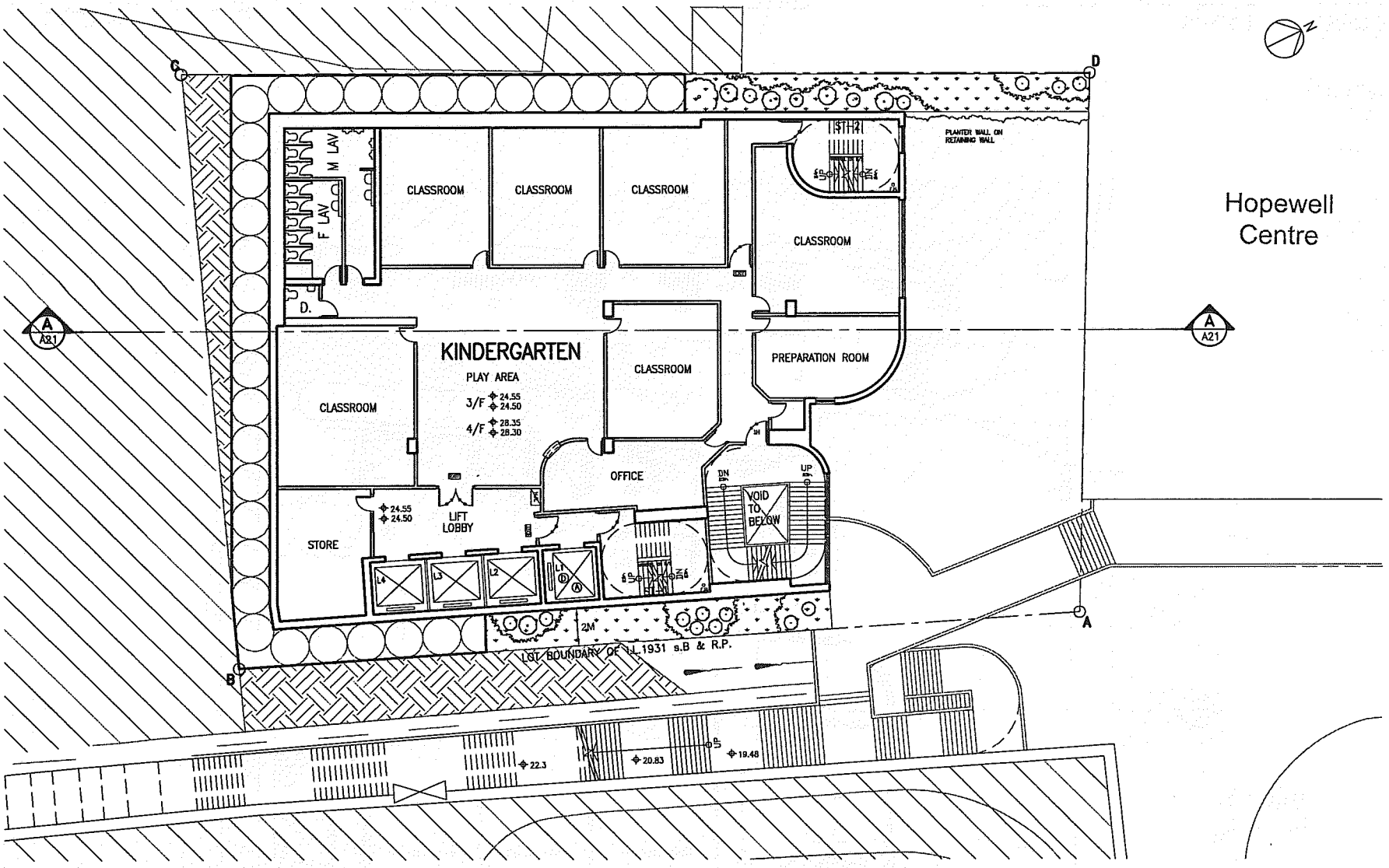

KINDERGARTEN

THIRD & FOURTH FLOOR PLAN A05

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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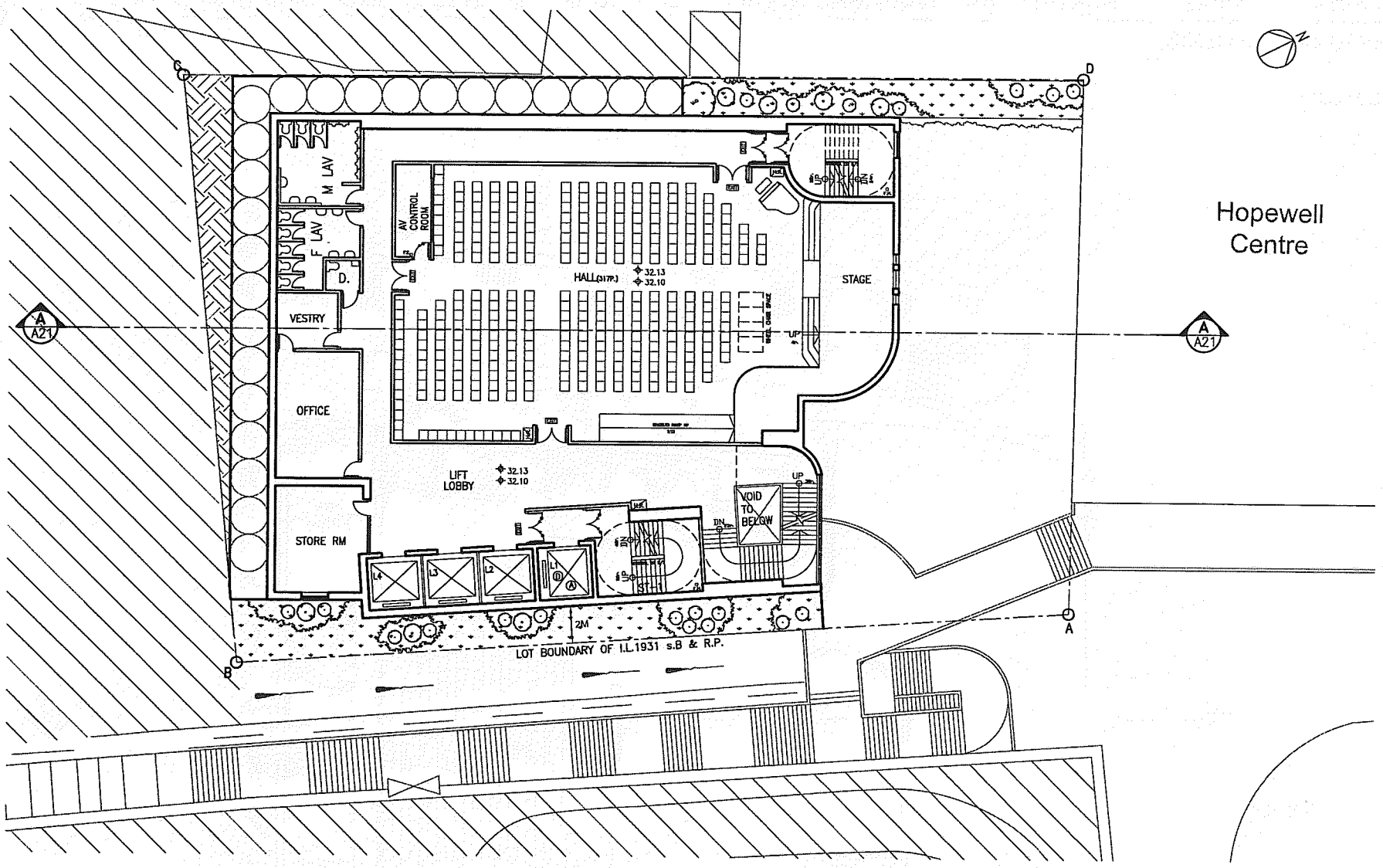

MAIN HALL

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

FIFTH FLOOR PLAN A06

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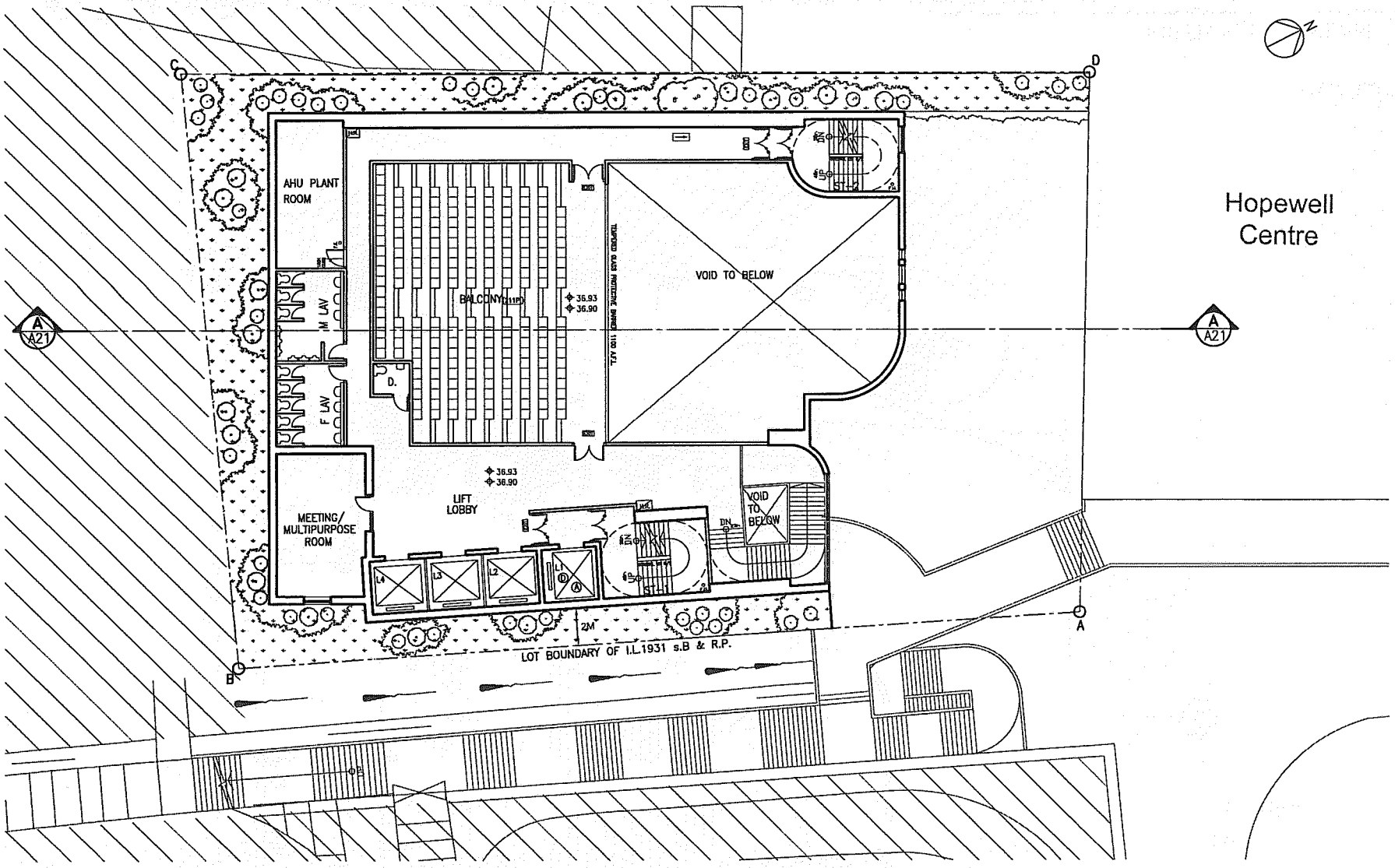

HALL BALCONY

SIXTH FLOOR PLAN A07

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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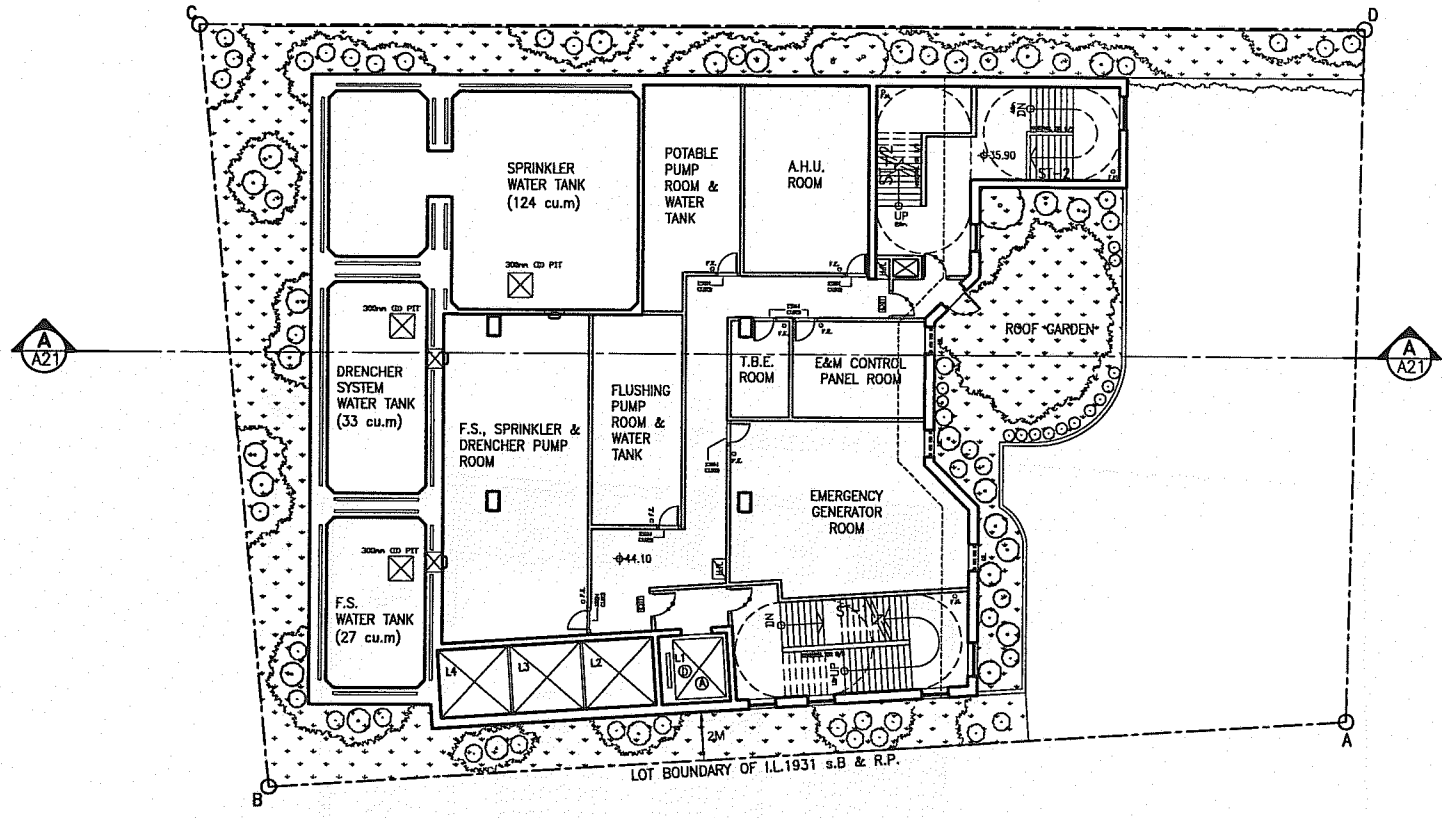

0 5 10m

ELECTRICAL & MECHANICAL PLANT ROOMS

SEVENTH FLOOR PLAN A08

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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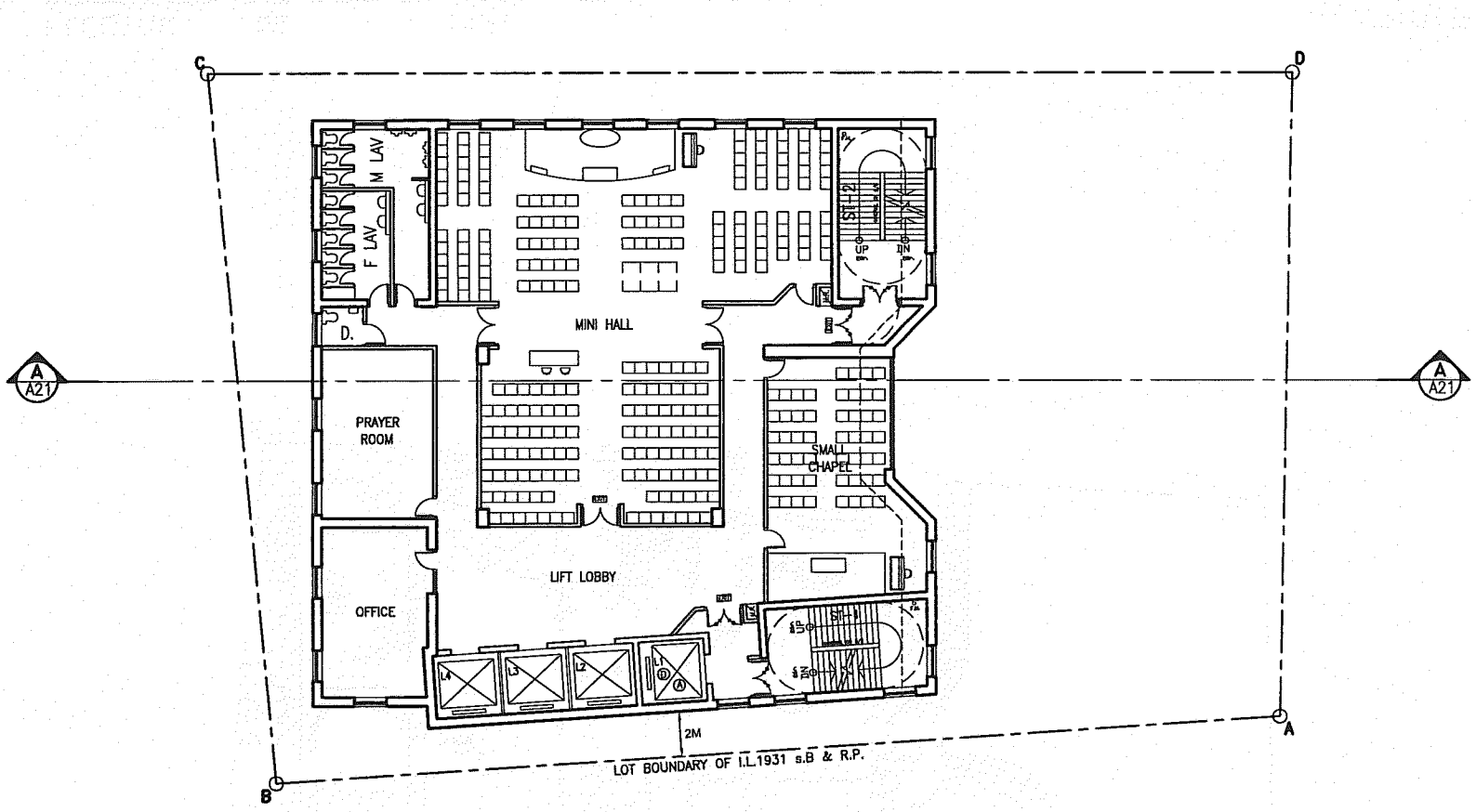

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MINI HALL AND SMALL CHAPEL

EIGHTH FLOOR PLAN A09

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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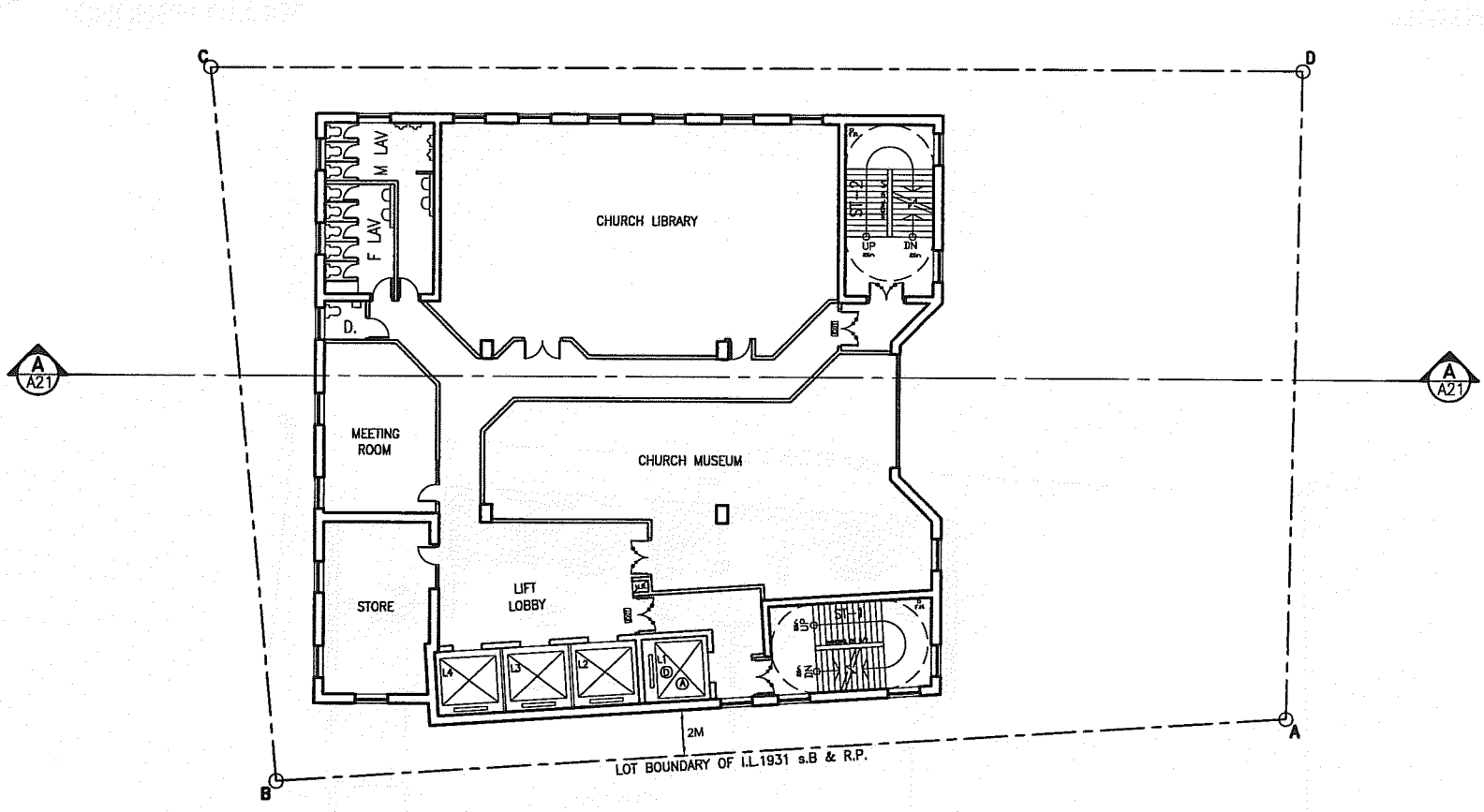

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CHURCH LIBRARY AND CHURCH MUSEUM

NINTH FLOOR PLAN A10

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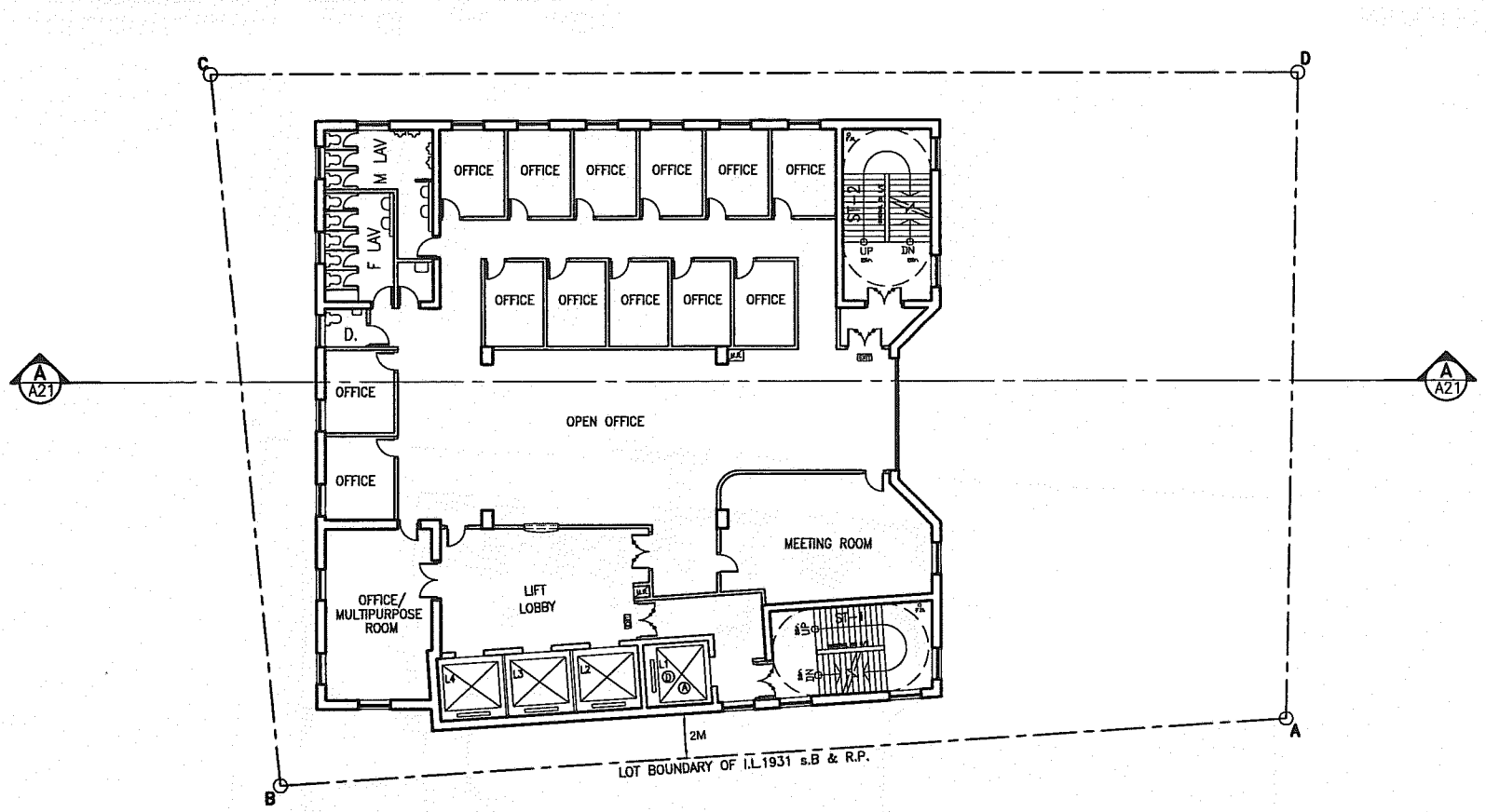

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CHURCH OFFICE

TENTH FLOOR PLAN A11

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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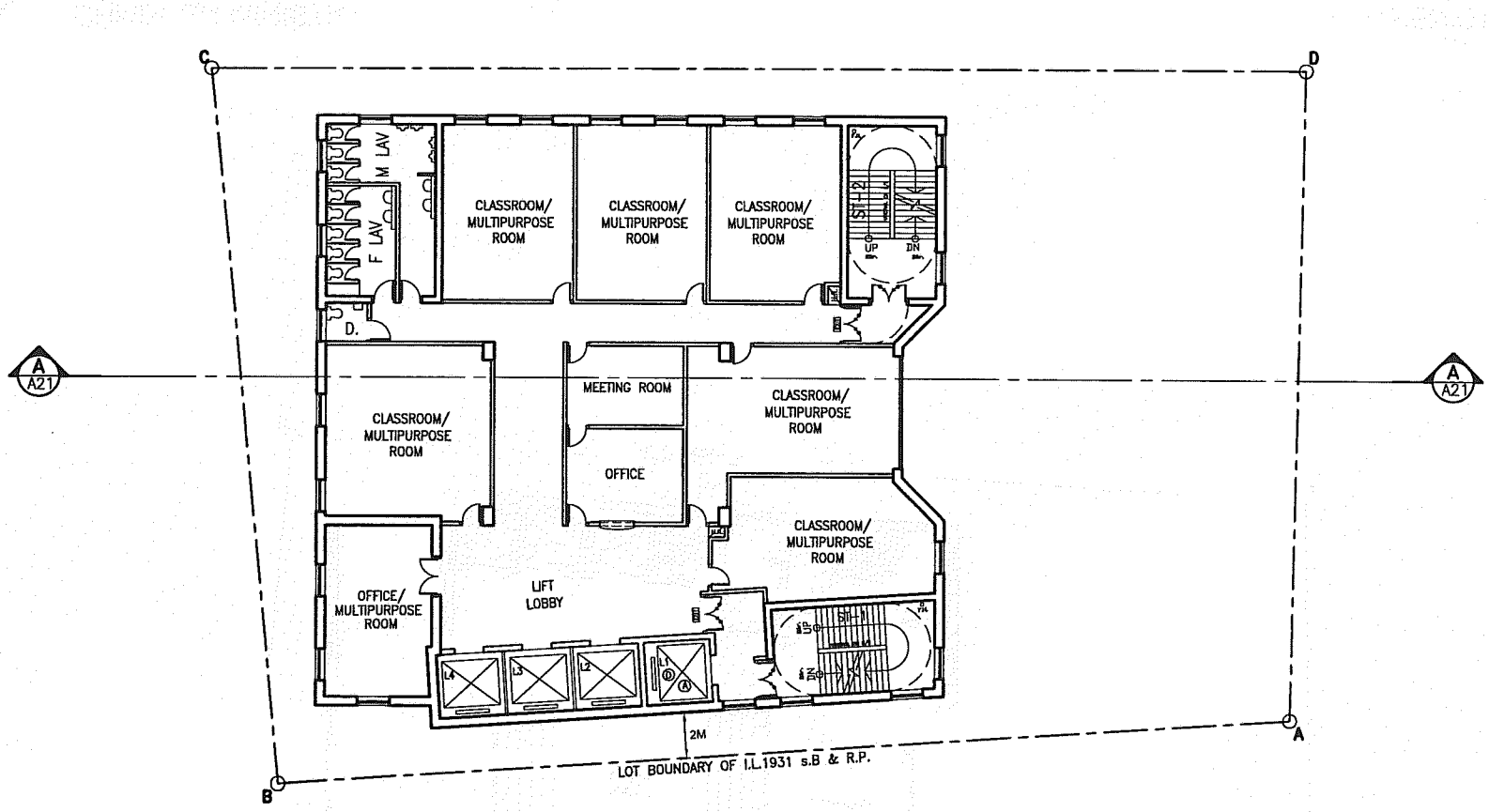

CLASSROOM / MULTIPURPOSE ROOM WOULD SERVE THE FOLLOWING FUNCTIONS:

11/F TO 14/F - CHURCH:
CLASSROOMS FOR SUNDAY SCHOOL, BIBLE STUDY GROUP, MEETING & ACTIVITY SPACES
FOR FELLOWSHIPS OF DIFFERENT AGE GROUPS, INTEREST GROUPS, SUPPORT GROUPS AND TASK ORIENTED GROUPS

19/F - FOREIGN DOMESTIC HELPERS TRAINING & SOCIAL CENTRE:
MEETING AND ACTIVITY SPACES

23/F TO 24/F - THEOLOGY TRAINING CENTRE:
MAINLY USED AS CLASSROOMS. SOME SPACES MAY BE ALLOCATED AS LIBRARY AND STUDY ROOM.

0 5 10m

11/F TO 14/F, 19/F & 23/F TO 24/F

TYPICAL FLOOR PLAN A12

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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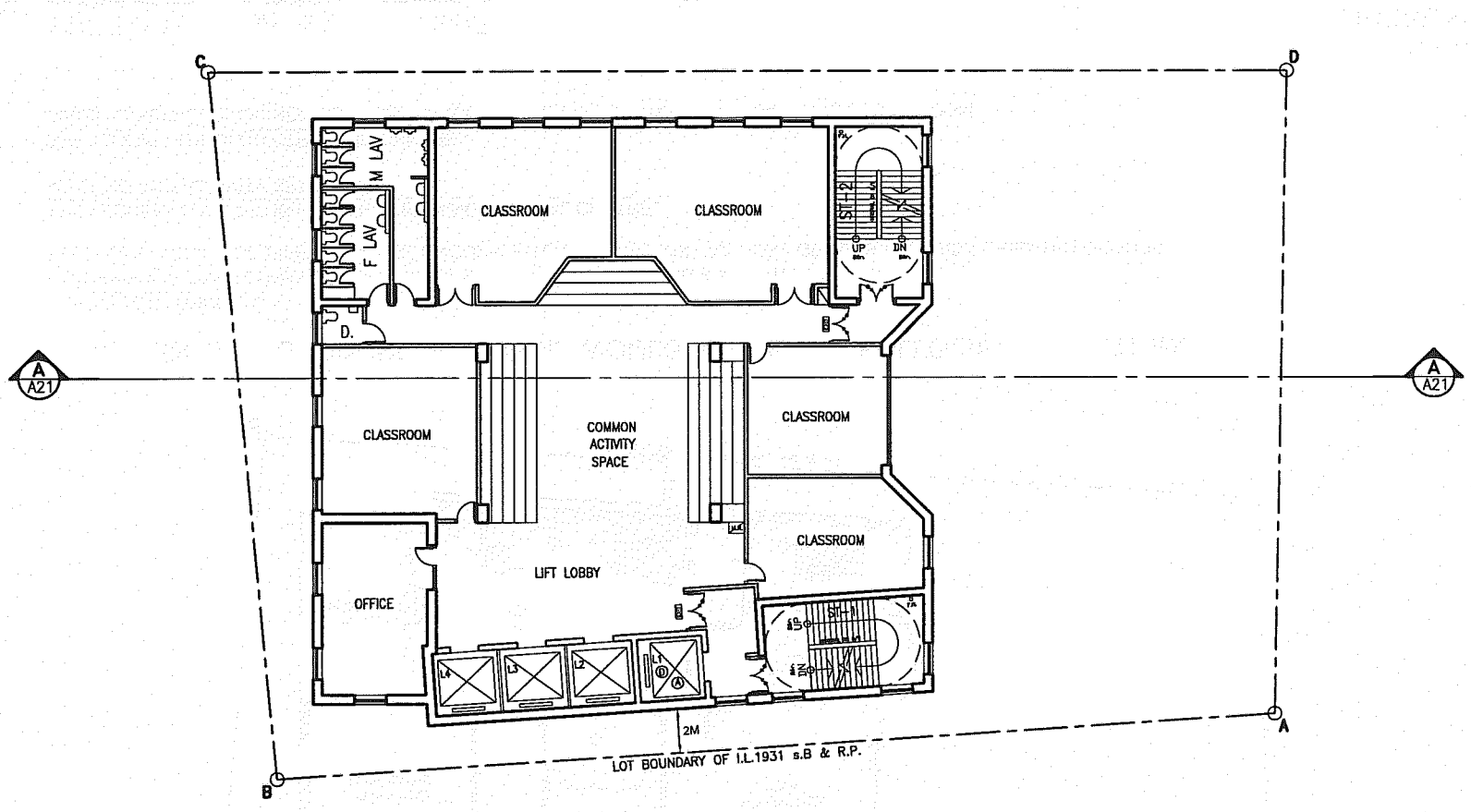

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CHILDREN MINISTRY

FIFTEENTH FLOOR PLAN A13

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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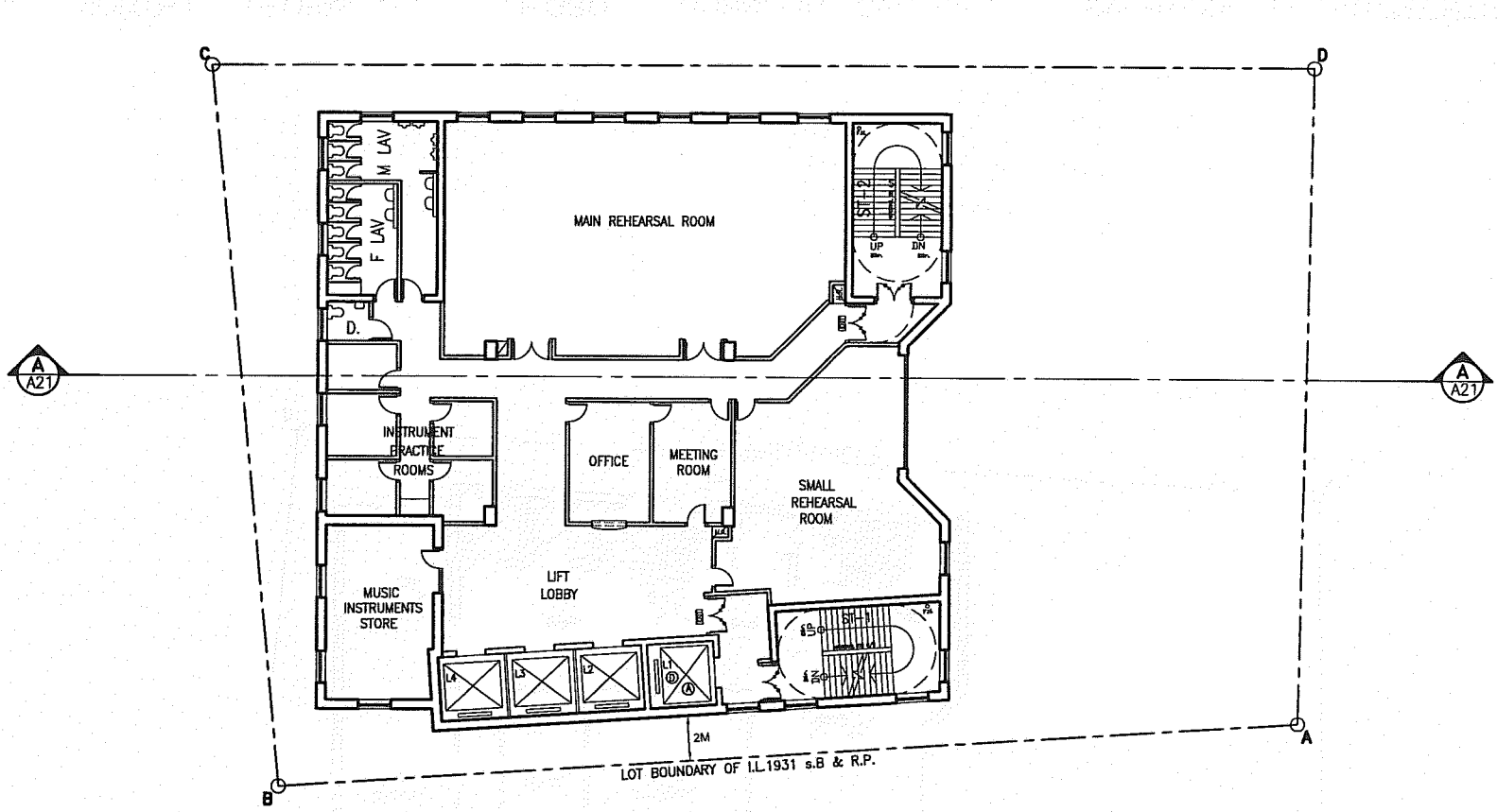

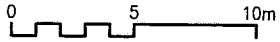

MUSIC MINISTRY

SIXTEENTH FLOOR PLAN A14

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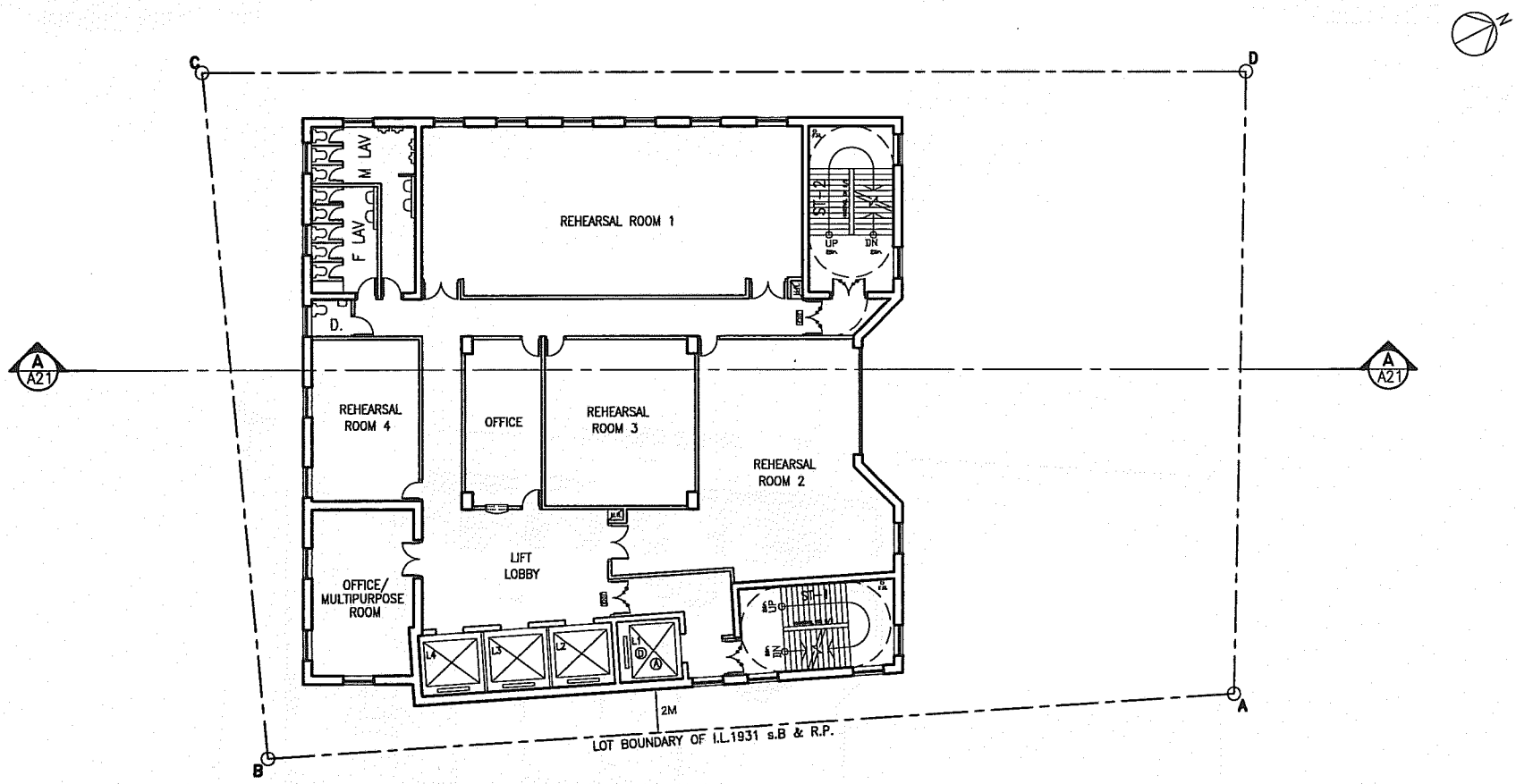

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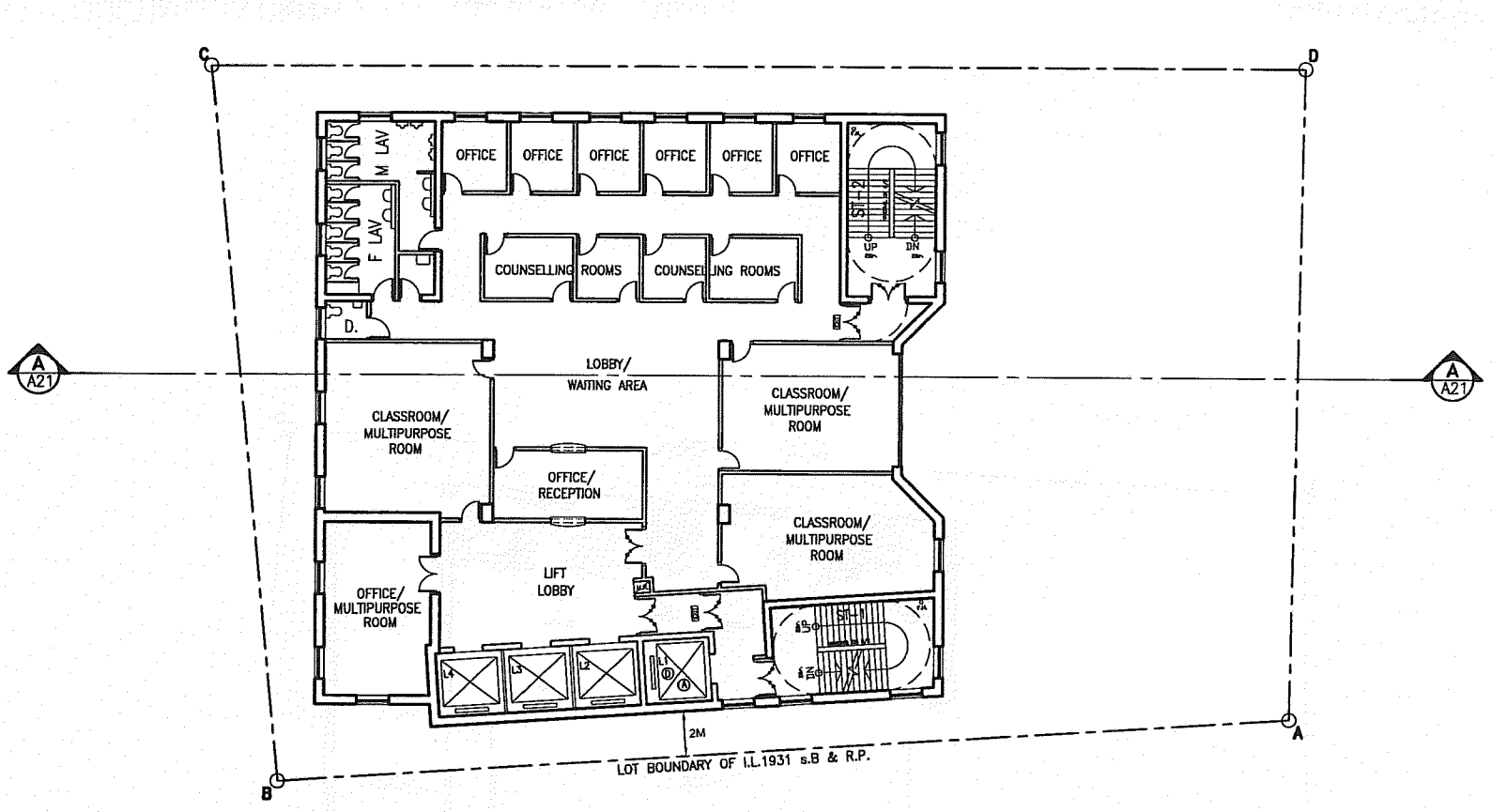
YOUTH DEVELOPMENT & SMALL GROUP COUNSELING CENTRE SEVENTEENTH & EIGHTEENTH FLOOR PLAN A15

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH RELEASE 2.3 2012-02-28 1:300@ A4



20/F - WORKPLACE & STRESS COUNSELING CENTRE : CAREER COUNSELLING, STRESS MANAGEMENT, WORKPLACE LEADERSHIP DEVELOPMENT, ETC.

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DEVELOPMENT & SERVICES CENTRES AT 20/F

TWENTIETH FLOOR PLAN A16

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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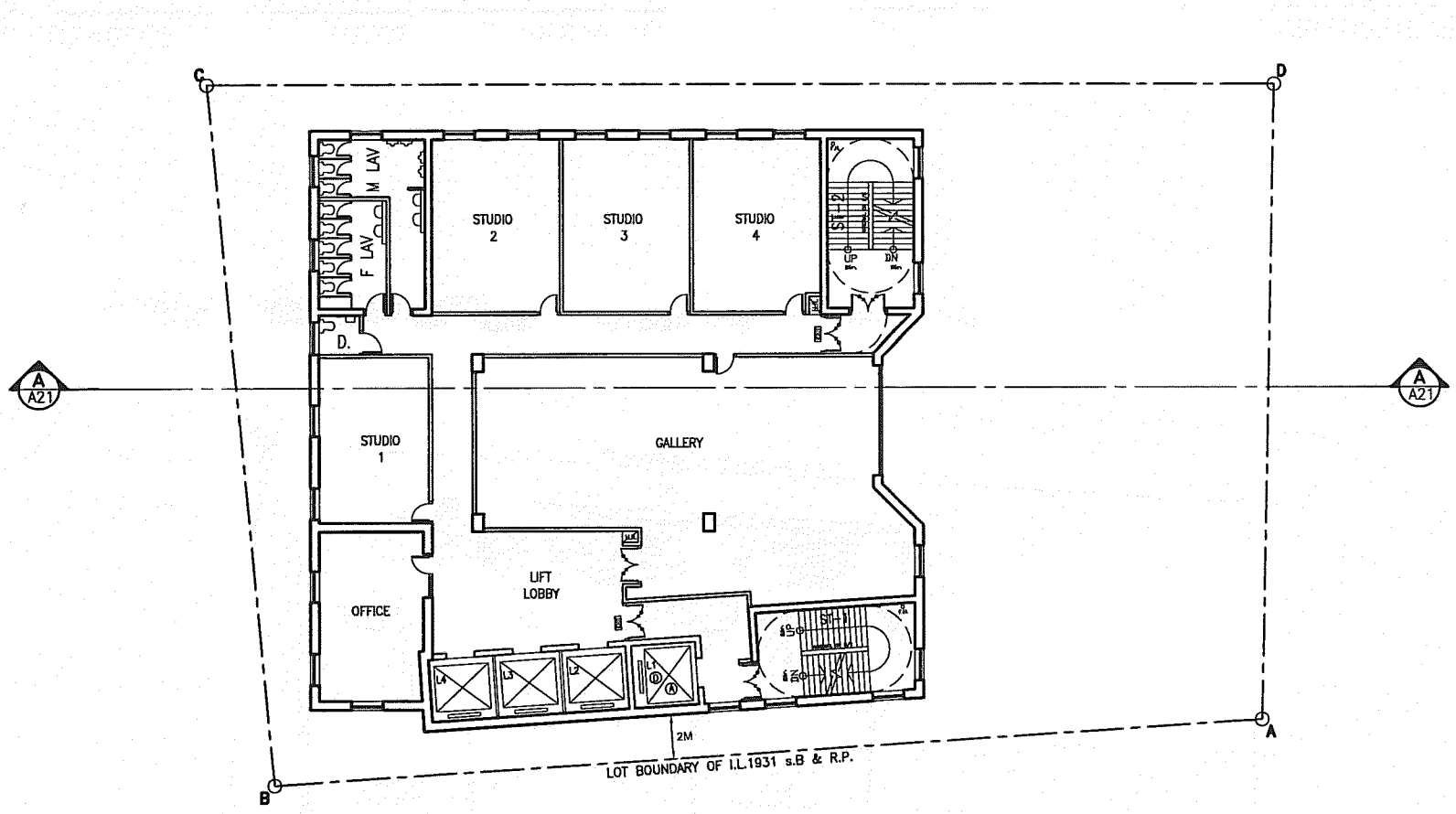

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MULTIMEDIA CENTRA FOR RELIGIOUS STUDIES

TWENTY-FIRST FLOOR PLAN A17

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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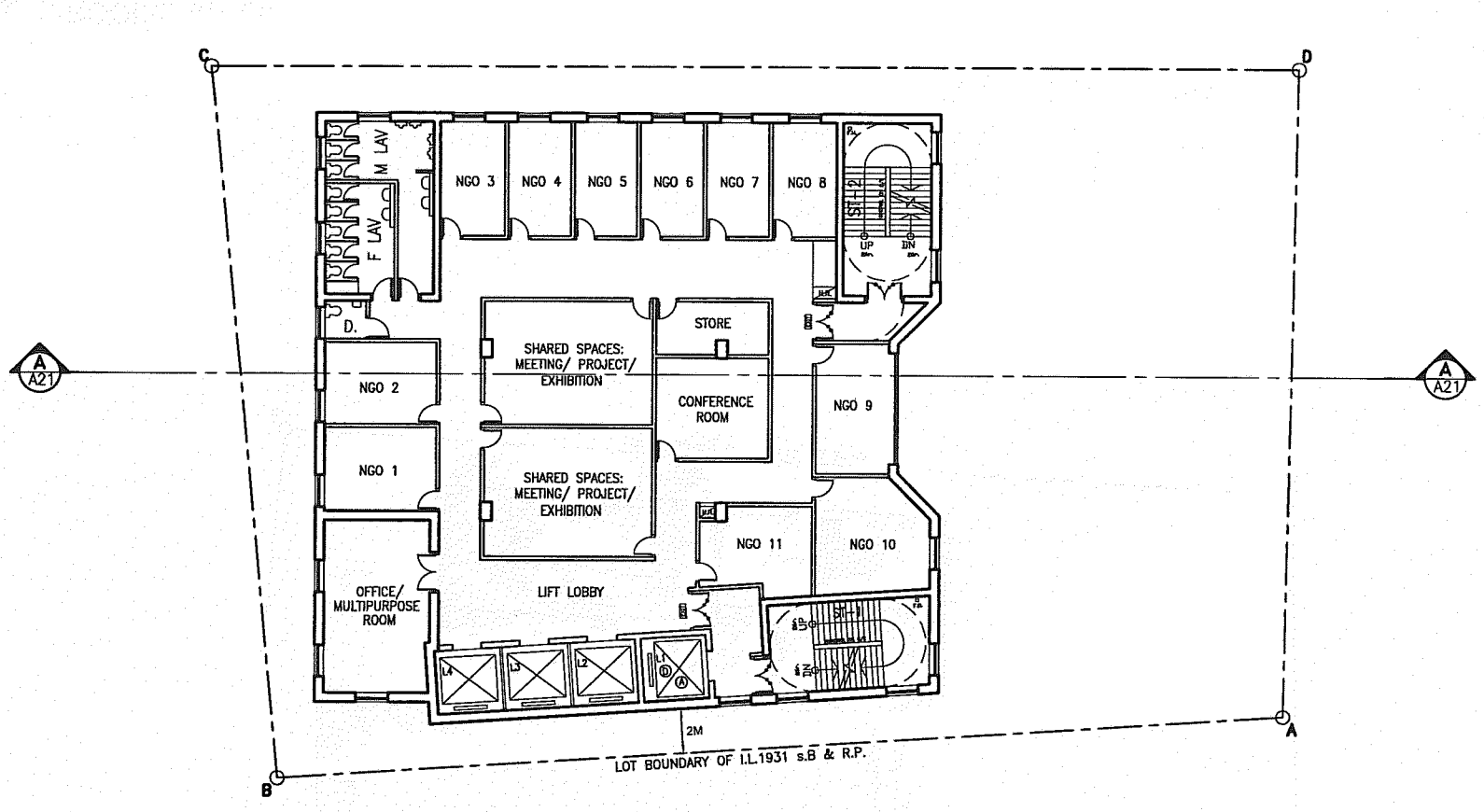

FOR SUPPORTING SMALL NGOs PUTTING THEIR IDEAS INTO ACTION

0 5 10m

FAMILY & CHILDREN SERVICES CENTRE

TWENTY-SECOND FLOOR PLAN A18

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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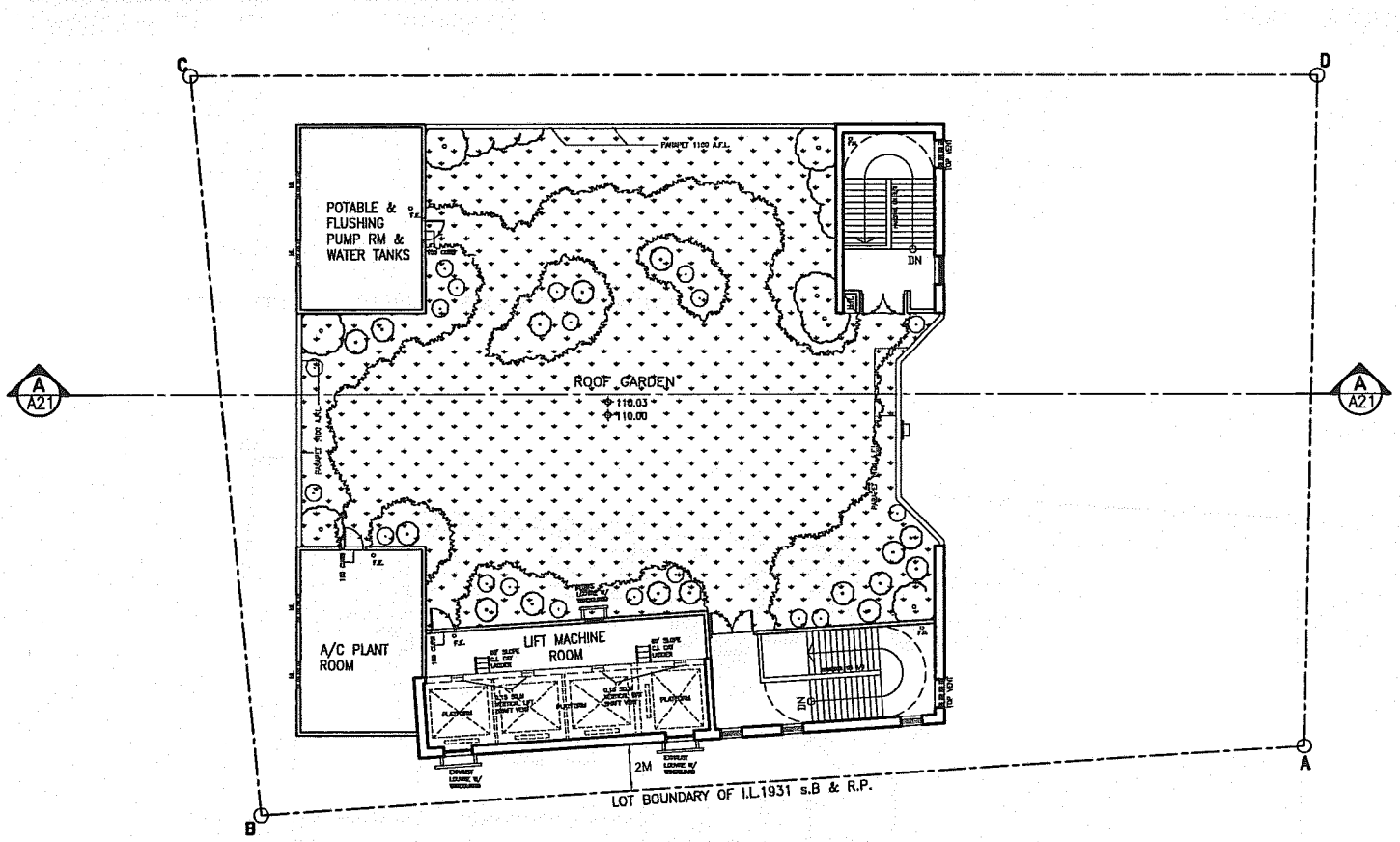

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ROOF GARDEN

ROOF PLAN A19

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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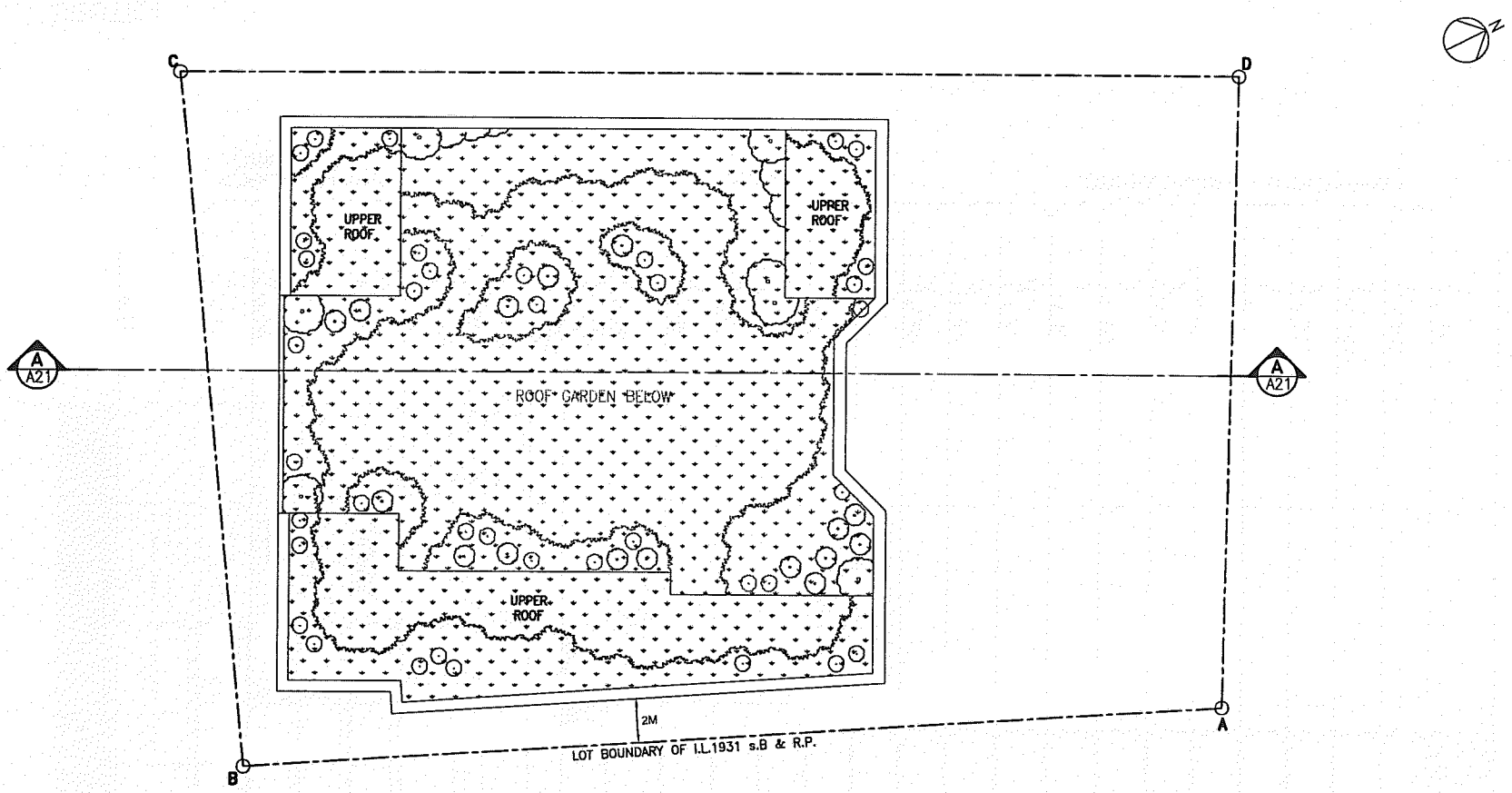

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UPPER ROOF GARDEN

UPPER ROOF PLAN A20

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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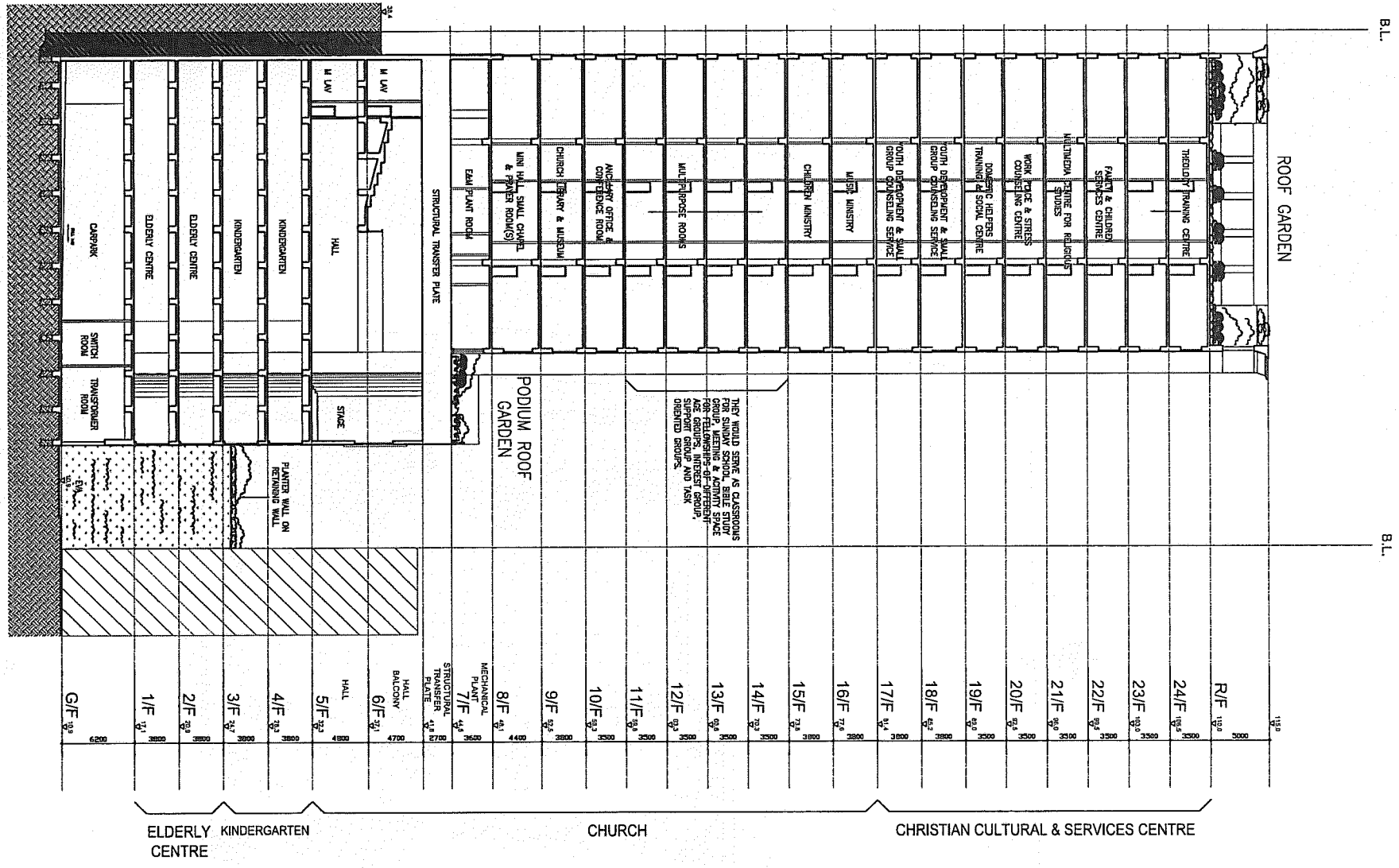

SECTION A-A

A21

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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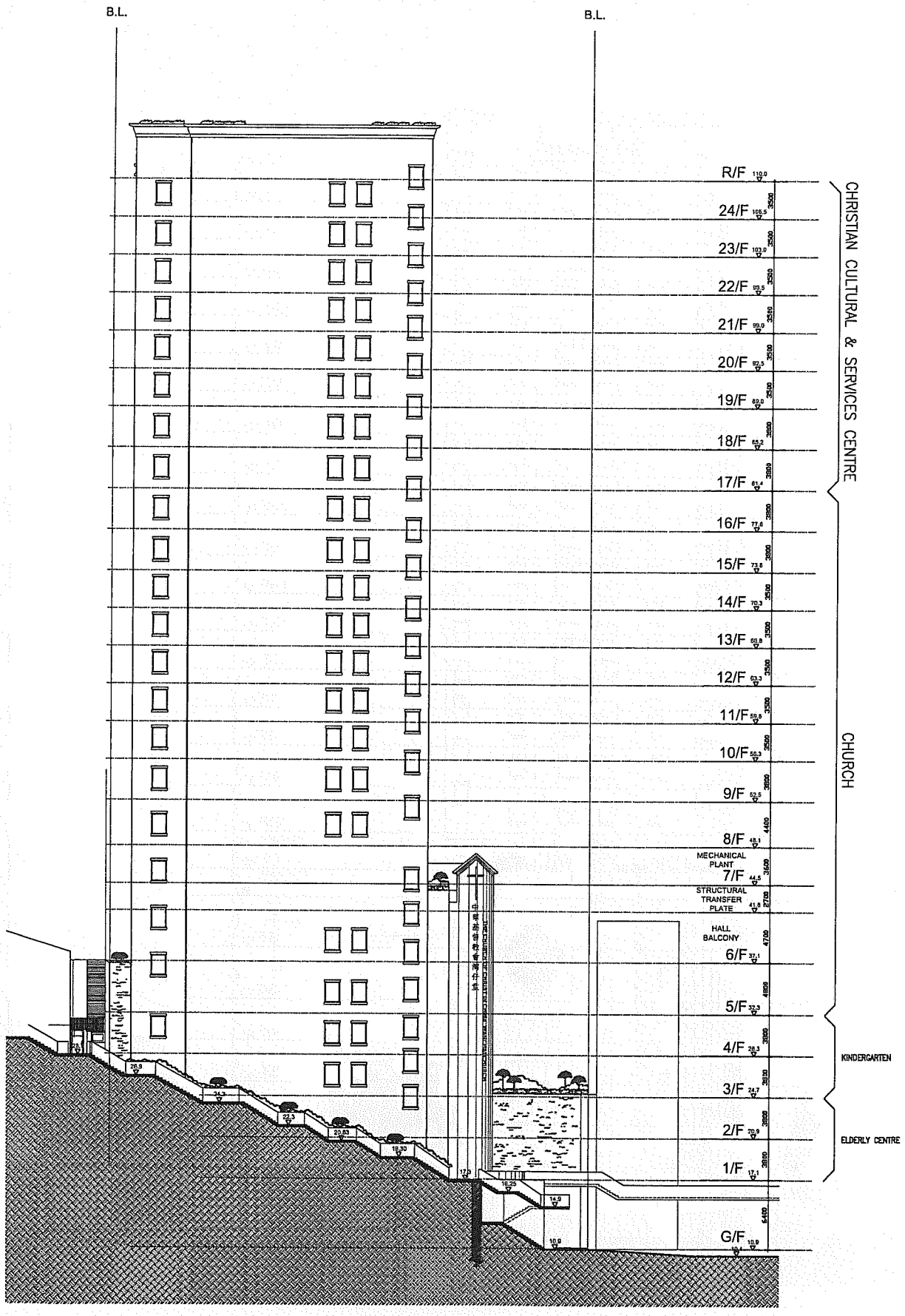

* AFTER REDUCTION OF BUILDING HEIGHT, FLOOR NUMBER AND GFA, DETAIL STUDY ON SPACE RE-ALLOCATION HAS NOT BEEN MADE. USES OF SPACES SHOWN IN THIS DRAWING ARE INDICATIVE ONLY.

EAST ELEVATION

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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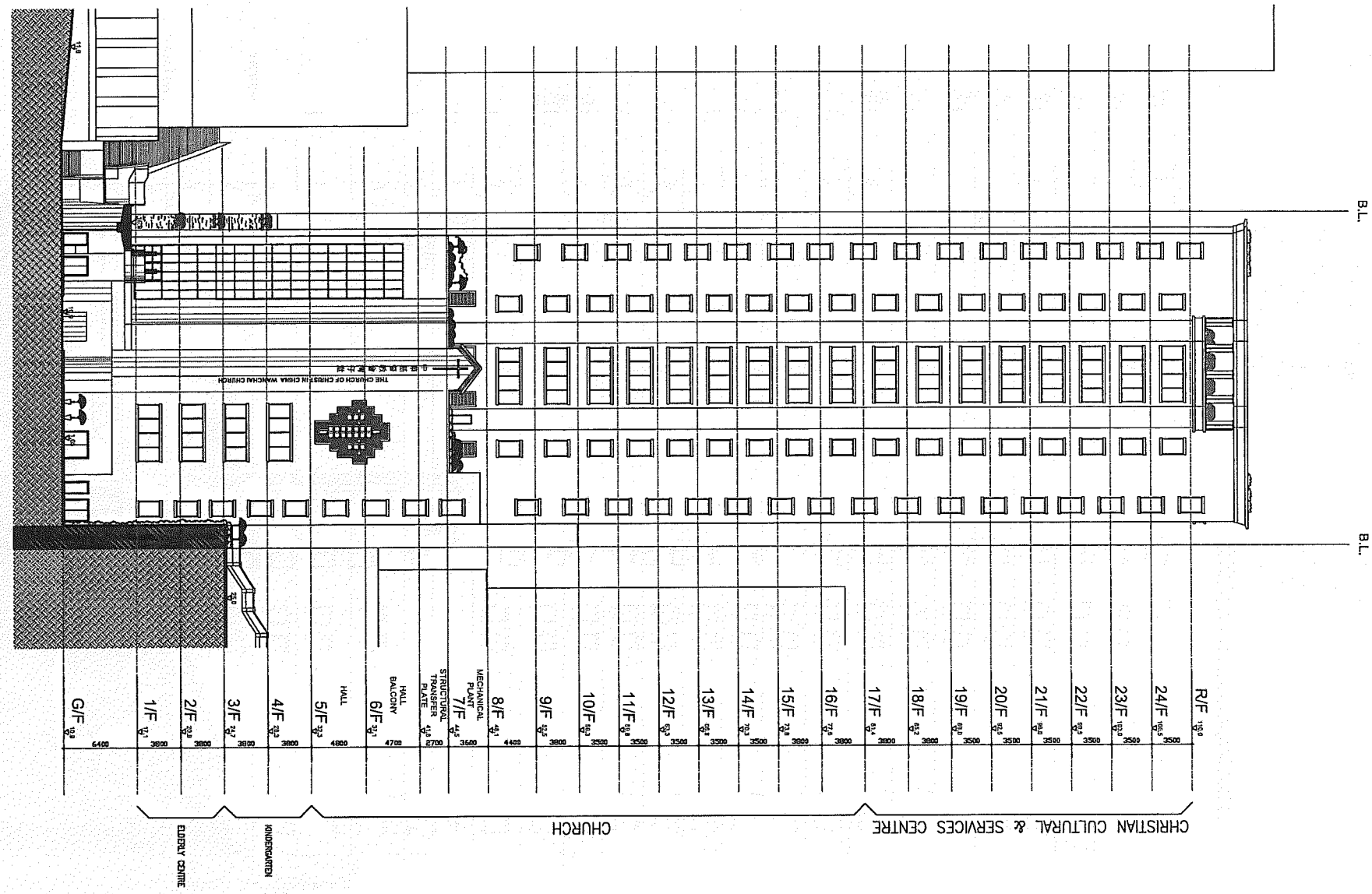
A22



* AFTER REDUCTION OF BUILDING HEIGHT, FLOOR NUMBER AND GFA, DETAIL STUDY ON SPACE RE-ALLOCATION HAS NOT BEEN MADE. USES OF SPACES SHOWN IN THIS DRAWING ARE INDICATIVE ONLY.

NORTH ELEVATION

A23

PROPOSED REDEVELOPMENT FOR THE CHURCH OF CHRIST IN CHINA WAN CHAI CHURCH

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Plan 4.23 Photomontage of the Proposed Redevelopment

Photo Viewing from Bowen Road before the Proposed Redevelopment

Photomontage of the Proposed Redevelopment Viewing from Bowen Road

APPENDIX I

Traffic Impact Assessment (TIA)

Document Status Control Record

The Church of Christ in China, Wanchai Church
IL 1931 SB & RP, 77 Spring Garden Lane, Wanchai
Hong Kong

Traffic Impact Assessment Report

Originating Organisation : LLA Consultancy Limited Room 1703, 17/F CLI Building 313 Hennessy Road Wanchai, Hong Kong	Prepared by: GWL		Date: 26 June 2012
	Approved by: SLN		Date: 26 June 2012
	Revision No.: B		Date of Issue: 26 June 2012

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1 INTRODUCTION

1.1 Background

1.1.1 The project proponent, the Church of Christ in China, intends to redevelop the existing Wanchai Church at Wan Chai IL 1931 SB & RP, No. 77 Spring Garden Lane, Wan Chai (hereinafter refers to "the Site") into an integrated development with an expansion of the existing service and an introduction of other newly incorporated community facilities to serve the public.

1.1.2 LLA Consultancy Limited was commissioned to carry out a traffic impact assessment study to assess the potential traffic impact from the proposed development on the traffic network in the vicinity and propose suitable mitigation measures to improve the traffic conditions, if necessary.

1.1.3 The first TIA report was submitted in March 2012 and Transport Department's comment was received subsequently. All response and additional information were incorporated in this Final TIA Report.

1.2 Objectives

1.2.1 The objectives of the study are as follows:

- to assess the existing traffic situation in the surrounding road network;
- to estimate the traffic generations/attractions due to the existing development and the proposed redevelopment of the Site;
- to assess the future traffic situation in the surrounding network;
- to appraise the potential traffic impact of the proposed redevelopment upon completion and during construction stage; and
- to recommend the optimum transport facilities for the proposed redevelopment.

1.3 Structure of the Report

1.3.1 The structure of the report is set out as follows:

- Chapter 2 describes the characteristics of the Site and the proposed redevelopment content.
- Chapter 3 presents the results of traffic counts survey and assesses the existing traffic condition of the surrounding road network.
- Chapter 4 gives the methodology on future traffic forecast, estimate the traffic generation of the proposed redevelopment upon completion and during construction, and assess the potential traffic impact.
- Chapter 5 discusses the details of access arrangements and the proposed provision of internal car parking and loading/unloading facilities for the proposed redevelopment.
- Chapter 6 provides a summary and conclusion regarding this traffic impact study of the proposed redevelopment.

2 THE PROPOSED DEVELOPMENT

2.1 The Site

2.1.1 As shown in **Figure 2.1**, the Site is located at No. 77 Spring Garden Lane, Wan Chai. It is situated between Hopewell Centre and Wu Chung House in Queen's Road East and has a site area of about 1,385 m^2. It is currently occupied by the existing building of Wanchai Church.

2.2 Development Schedule

2.2.1 To enhance the existing service and provide new service type to the public, it is proposed to redevelop the Site into an integrated development with an expansion an introduction of other newly incorporated community facilities to serve the public provided by the Church of Christ. The details of the proposed redevelopment schedule are listed out in **Table 2.1**.

Table 2.1 Proposed Development Schedule

Floor	Proposed Uses	Content
G/F	Lobby, E & M Facilities, Mini Coach Parking & Loading/Unloading Bay	-
1/F – 2/F	**Elderly Centre**	Day Care Services
3/F – 4/F	**Kindergarten / Nursery**	12 no. of classroom
5/F – 16/F, (except 7/F for E&M Facilities)	**Church Uses**	About 7,484.8 m^2 GFA
	- *Main Hall*	*About 530 seats*
	- *Mini Hall*	*About 240 seats*
	- *Small Chapel*	-
	- *Prayer rooms*	-
	- *Church Library & Museum*	-
	- *Church Office*	*About 670.2m^2 GFA*
	- *Multipurpose Rooms*	-
	- *Children & Music Ministry*	-
17/F – 24/F	**Cultural & Service Centre**	About 5,361.5 m^2 GFA
	- *Youth Development and Small Group Counseling Service*	
	- *Domestic Helpers Training and Social Centre*	-
	- *Work Place & Stress Counseling Centre*	-
	- *Multimedia Centre for Religious Studies*	-
	- *Family & Children Services Centre*	-
	- *Theology Education Centre*	-
Total		**About 16,616.4 m^2 GFA**

2.2.2 More details of the proposed car parking and loading/unloading facilities will be discussed in **Chapter 5**.

3 EXISTING TRAFFIC SITUATION

3.1 Existing Traffic Conditions

3.1.1 The Site is located at the population centre of Wan Chai. It is accessible from Spring Garden Lane off Queen's Road East. It is at a convenient location and is easily accessible buses and minibus running along Queen's Road East. It is located within 8 minutes walking distance from the nearby tram station and MTR Wanchai station.

3.1.2 It is a neighborhood Church and provides religious, social and educational services to the Wanchai residents. The users and participants in various services programmes are the local residents and workers who visit the centre on foot, or by the convenient public transport of buses, tram and MTR.

3.1.3 Spring Garden Lane includes a short road section and a staircase section linking Queen's Road East and Kennedy Road. The carpark entrance of Hopewell Centre and Wu Chung House are both located at the southern end of the road section. The staircase section is connecting to Kennedy Road.

3.1.4 Queen's Road East is a district distributor serving the traffic between Wanchai with Admiralty, and Wanchai with Causeway Bay. The section of it between Queensway and Kennedy Road carried an annual average daily traffic (AADT) of about 22,530 vehicles in 2010.

3.2 Traffic Count Survey

3.2.1 In order to appraise the existing traffic conditions, classified turning movement count surveys were carried out on 27 September 2011 (Tuesday) for the time periods of 07:00 to 10:00 and 16:00 to 19:00 at the following key junctions in vicinity of the Application Site:

- J/O Queen's Road East/Kennedy Road
- J/O Queen's Road East/Spring Garden Lane
- J/O Queen's Road East/Ship Street

3.2.2 The AM and PM peak hours of the road network are identified to be 08:00 – 09:00 and 18:30 – 19:30, respectively.

3.3 Existing Public Transport Facilities

3.3.1 There are a number of bus/minibus routes travelling along Queen's Road East and Kennedy Road and the details of the bus routes are shown in **Table 3.1** and **Figure 3.1**. The Site is highly accessible by public transport services and it is within 500m walking distance to MTR Wan Chai station and tramway along Johnston Road.

Table 3.1 Public Transport Route Information

Type	Route No.	From	To	Frequency
Bus	5S	Wong Nai Chung Road	Sai Ying Pun	8 – 13
	6A	Central (Exchange Square)	Stanley Fort	20 – 30
	6X	Central (Exchange Square)	Stanley Prison	8 – 25
	6	Central (Exchange Square)	Stanley Prison	6 – 20
	10	Kennedy Town	North Point Ferry Pier	5 – 16
	15	Central (Pier 5)	The Peak	7 – 15
	15S	Central (Exchange Square)	The Peak	7 – 15
	37B	Chi Fu Fa Yuen	Admiralty	6 – 16
	37X	Chi Fu Fa Yuen	Admiralty	5 – 15
	66	Central (Exchange Square)	Stanley Plaza (Ma Hang)	15 – 30
	75	Central (Exchange Square)	Sham Wan	11 – 16
	90	Central (Exchange Square)	Ap Lei Chau Estate	7 – 15
	90C	Central (Jardine House)	Main Street Ap Lei Chau	15
	97	Central (Exchange Square)	Lei Tung Estate	3 – 15
	109	Central (Macau Ferry)	Ho Man Tin Estate	8 – 19
	113	Choi Hung Bus Terminus	Kennedy Town (Belcher Bay)	5 – 15
	590A	Admiralty (East)	South Horizons	11 – 20
	H2	Central (Star Ferry)	Causeway Bay	30
	N90	Central (Macau Ferry)	South Horizons	15 – 20
GMB	4B	Wan Chai	Aberdeen (Shek Pai Wan)	5 – 10
	28	Baguio Villa (Upper)	Causeway Bay (Sun Wui Road)	4 – 15
	35M	Wan Chai (Johnston Road)	Aberdeen (Shek Pai Wan)	8 – 10
	56	Mid-Levels (Robinson Road)	North Point (Marble Road)	6 – 15
	56A	Mid-Levels (Robinson Road)	Causeway Bay (Causeway Road)	8 – 15

3.4 Other Considerations Affecting the Traffic Flows

3.4.1 Apart from the traffic count surveys, several site visits were conducted to verify the actual traffic situation of the concerned junctions. It was observed that two factors would affect the observed traffic flows and the junction capacity assessments, namely queue length and site factor, and both would be discussed in the following sections:

Traffic Queues

3.4.2 Vehicular queues were observed at J/O Queen's Road East/Kennedy Road and J/O Queen's Road East/Spring Garden Lane during both AM and PM peak periods. **Table 3.2** summarized the average observed queue length and the estimated traffic volume in queues.

Table 3.2 2011 Observed Traffic Queues

Traffic Movement	Average Observed Queue Length (m)		No. of Traffic Lanes	Estimated Average Traffic Queue (pcu) (1)(2)	
	AM Peak	PM Peak		AM Peak	PM Peak
J/O Queen's Road East/Kennedy Road					
Queen's Road East (W/B)	45	120	2	20	40
Kennedy Road (N/B)	95	210	2	30	70
Queen's Road East (E/B)	45	135	1	40	50
	170	165	1		
J/O Queen's Road East/Spring Garden Lane					
Queen's Road East (W/B)	300	300	2	100	100
Queen's Road East (E/B)	110	590	1	20	100

Notes: (1) Estimated Average Traffic Queue = (Average Observed Queue Length / 6m) x No. of Traffic Lanes
(2) Figures are rounded up to nearest 10.

3.4.3 In order to provide a more accurate assessment of existing traffic situation, the estimated traffic queue will be added to the observed traffic flows. **Table 3.3** shows the adjusted traffic flows of the two concerned junctions which will be used in the subsequent assessments. The adopted existing traffic flows are presented in **Figure 3.2**.

Table 3.3 Adjusted 2011 Traffic Flows for Peak Hours

Traffic Movement	2011 Existing Peak Hour Flows (pcu/hr)		Estimated Average Traffic Queue (pcu)		Adjusted 2011 Peak Hour Flows (pcu/hr)	
	AM	PM	AM	PM	AM	PM
J/O Queen's Road East/Kennedy Road						
Ruttonjee Access Road (S/B)	94	76	-	-	94	76
Queen's Road East (W/B)	1,907	1,587	20	40	1,927	1,627
Kennedy Road (N/B)	662	649	30	70	692	719
Queen's Road East (E/B)	916	1,359	40	50	956	1,409
Total	3,579	3,671	90	160	3,669	3,831
J/O Queen's Road East/Spring Garden Lane						
Queen's Road East (W/B)	1,443	1,395	100	100	1,543	1,495
Spring Garden Lane (N/B)	53	75	-	-	53	75
Queen's Road East (E/B)	899	1,252	20	100	919	1,352
Total	2,395	2,722	120	200	2,515	2,922

Site Factors

3.4.4 Besides traffic queues, inherent site constraints from right-turn traffic movements waiting in queue, on-street bus stops, and short right-turn lane length were noticed. These site constraints would reduce the saturation flows of approach arms and resulted in a decrease of the junction reserve capacity.

3.4.5 At J/O Queen's Road East/Kennedy Road, bus stops are located at both Queen's Road East westbound and eastbound approaches. Minor obstructions were, sometimes, observed at the two approaching movements when more than one bus stopped at the bus stop. At the same time, the short right-turn lanes at both bounds of Queen's Road East not only restrain the saturation flows but also prohibit smooth flow of straight-ahead movements.

3.4.6 For J/O Queen's Road East/Spring Garden Lane, the short right-turn pocket at Queen's Road East eastbound approach restrains the saturation flows and creates minor obstruction to the straight-ahead movements.

3.4.7 To address the aforesaid issues, site factors, which reduced the saturation flow of the approach road, were introduced to movements at different approaches. **Table 3.4** summarizes the site factor adopted and the rationale behind.

Table 3.4 Site Factors Adopted for Existing Junction Capacity Assessment

Junction	Bound	Movement	Site Factor	Reasons
Queen's Road East/ Kennedy Road	Queen's Road East westbound	Right-turn	0.6	- Short right-turn lane for traffic turning right to Ruttonjee Hospital
		Straight ahead and left-turn	0.8	- Presence of bus layby outside Wah Yan College - Shared lane for left-turn movement to Kennedy Road and straight ahead traffic along Queen's Road East - Short right-turn lane for traffic turning right to Ruttonjee Hospital which obstruct the straight ahead movements
	Queen's Road East eastbound	Right-turn	0.6	- Short right-turn lane for traffic turning right to Kennedy Road
		Straight ahead and left-turn	0.9	- Short left-turn lane for traffic turning left to Ruttonjee Hospital - Shared lane for left-turn movement to Ruttonjee Hospital and straight ahead traffic along Queen's Road East - Short right-turn lane for traffic turning right to Kennedy Road which obstruct the straight ahead movements
Queen's Road East/ Spring Garden Lane	Queen's Road East westbound	Left-turn lane	0.5	- Short left-turn lane for traffic turning left to Spring Garden Lane - Presence of on-street bus stop at the approach lane
		Right-turn and straight ahead lane	0.8	- Split phase creates blockage on right-turn movement by straight-ahead movement
	Queen's Road East eastbound	Left-turn and straight ahead	0.8	- Presence of on-street bus stop at the approach lane
		Right-turn and straight ahead	0.6	- Right-turn pocket for traffic turning right to Spring Garden Lane

3.5 Existing Junction Capacity Assessment

3.5.1 Based on the observed traffic flows and adjusted traffic flows as presented in **Table 3.1** and **Table 3.3**, the performances of the two junctions were assessed. The results are summarized and presented in **Table 3.5** and detailed junction calculation sheets are presented in **Appendix A**.

Table 3.5 Existing Junction Performance

No.	Junction	Type/ Capacity Index(1)	Cycle Time (sec.)	AM Peak	PM Peak
1	Queen's Road East/ Kennedy Road	Signalized/ RC	120	-8.7%	0.5%
2	Queen's Road East/ Spring Garden Lane	Signalized/ RC	120	-0.5%	3.3%

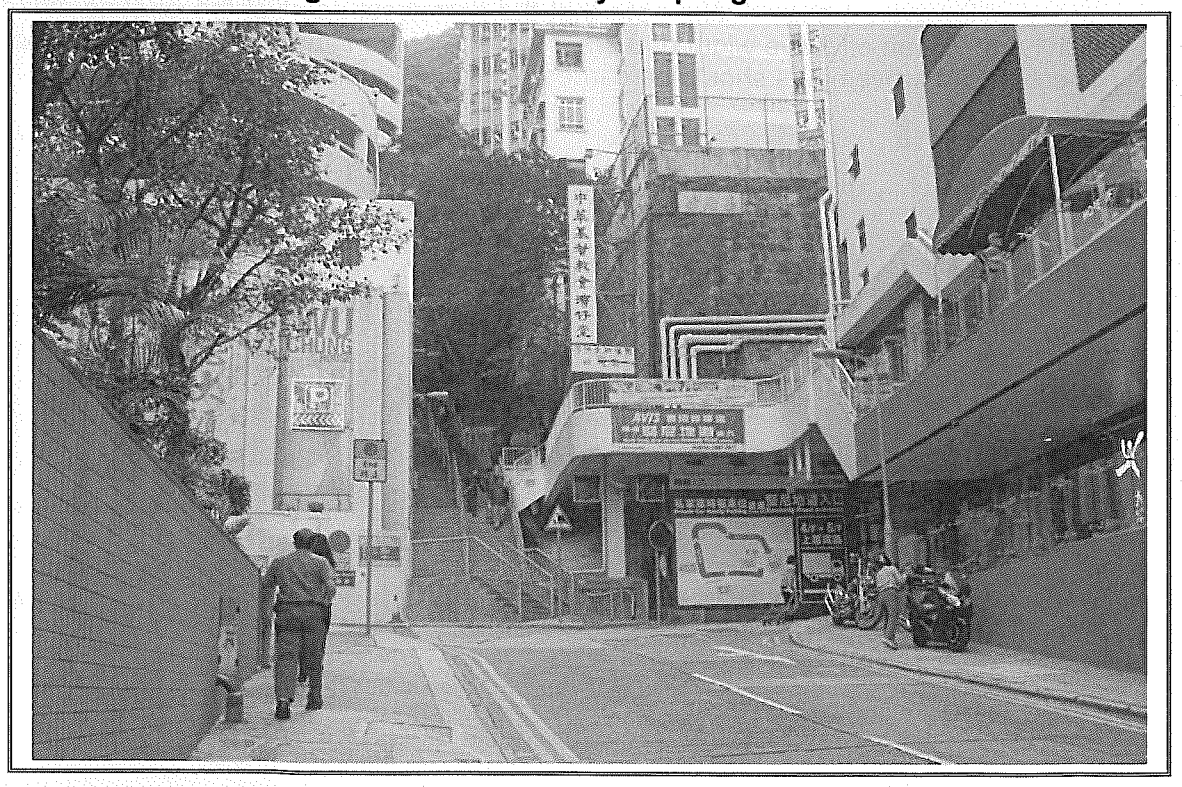
Note: (1) RC = reserve capacity for signalized junction; DFC = design flow to capacity ratio for priority junction.

3.5.2 **Table 3.5** indicates that J/O Queen's Road East/Kennedy Road and J/O Queen's Road East/Spring Garden Lane are operating over capacity at AM peak hour with negative reserve capacities, and near capacity at PM peak hour.

3.6 Existing Walkway Serviceability Assessment

3.6.1 At present Chuk Kui Terrace connects directly to Spring Garden Lane carriageway. Pedestrian walking downhill from the staircase of Chuk Kui Terrace have to walk on the carriageway before reaching the pedestrian walkway of Spring Garden Lane as shown in **Photo 1**.

Photo 1 Existing Pedestrian Walkway at Spring Garden Lane



3.6.2 Whereas at the elevated level, the width of the existing staircase between Chuk Kui Terrace and walkway leading to Hopewell Centre is just 1.0m. Existing walkway analysis was carried out to identify the walking quality and any local pedestrian congestion. Level of Service (LOS) along the frontage of the site was assessed. In general, a 'dead area' of 0.3 m was assumed at both sides of the footpaths to estimate the "Effective Width". The LOS according to the TPDM Vol 6, Section 10.4 for walkways, was adopted.

3.6.3 To assess the serviceability of existing footbridge connecting Chuk Kui Terrace and Hopewell Centre along the eastern frontage of the Site, a pedestrian survey was conducted on 27 September 2011, from 08:00 – 20:00, to collect existing pedestrian volumes. The survey results are summarized in **Table 3.6**.

Table 3.6 Walkway Serviceability Assessment – Walkway along the Eastern Frontage of the Site

Peak Period	Peak Pedestrian Flow (ped/15-min)			Actual Width [Effective Width] (m)	Peak Pedestrian Flow Rate (ped/min/m)	Level of Service
	Downhill	Uphill	2-way			
AM (08:15 – 08:30)	49	9	58	1.0 [0.4]	9.7	A
Noon (14:15 – 14:30)	20	12	32	1.0 [0.4]	5.3	A
PM (18:45 - 19:00)	23	3	26	1.0 [0.4]	4.3	A

3.6.4 According to Transport Planning and Design Manual (TPDM), the recommended desirable minimum LOS should be 'B' and a LOS of "C" is considered acceptable. The assessment result, as shown in **Table 3.6**, indicated that the existing staircase along the eastern frontage of the Site is operating satisfactory, even during the most critical evening peak period. However, it should take note that the narrowest point of the existing staircase is just 1.0m with an effective width of 0.4m, blockage of the staircase is sometimes observed. Therefore, improvements should be carried out if opportunities arise,

4 FUTURE TRAFFIC SITUATION

4.1 Design Year

4.1.1 The proposed development is tentatively scheduled to be completed by 2016 and a post-completion of 3 years, i.e. 2019, will be adopted as the design year in the following assessment.

4.2 Proposed Development Traffic Generation

4.2.1 In the redevelopment scheme, it mainly comprises of four elements, an Elderly Centre, a Kindergarten/Nursery, a Church, and a Cultural and Service Centre. The estimated traffic generations for each component are described in the following sections.

Elderly Centre

4.2.2 The elderly centre is mainly operating for the use of elderly living in Wanchai district within walking distance and serve as a gathering place for the elderly. The opening hours of the centre are 09:00 to 17:00 from Monday to Friday and 09:00 to 13:00 on Saturday. The centre will be closed on Sunday and public holidays. It is not expected to generate vehicular traffic not only during peak hours but also other periods of time.

Kindergarten/Nursery

4.2.3 The redevelopment scheme will involve an expansion of the existing kindergarten /nursery from 9 classrooms to 12 classrooms.

4.2.4 For the existing operation mode, on site observations revealed that there was no school bus/coach service provided for the students and only four students with their parents were attending school by taxis, which drop-off at the lay-by along the frontage of Hopewell Centre.

4.2.5 It is also informed by the kindergarten management office that no coach service is provided and majority of the students are attending school with their parents on foot. To develop a comprehensive picture of the existing conditions, a questionnaire survey was conducted to collect the information of the transport mode being used by the students and their parents for attending and dismiss from the school. A sample of the survey form being distributed is shown in **Appendix B**.

4.2.6 In the survey, 196 forms were being sent out and 190 completed forms were collected. The sample rate is 96.9% and is considered to be fully reflected the existing conditions. Among the forms being collected, 171 forms are from AM classes or Day classes while 19 forms are from PM classes. **Table 4.1** summarized the results of the survey findings.

Table 4.1 Questionnaire Survey Result

Adopted Transport Mode	On Foot	Private Car	Taxi	Public Transport
AM and Day Classes				
Parents and children go to the Kindergarten	117	3	6	45
Parents leave the Kindergarten afterwards (1)	135	2	0	32
Parents go to the Kindergarten for picking up the children (1)	136	2	0	31
Parents and children leave the Kindergarten	126	3	2	40
PM Classes				
Parents and children go to the Kindergarten	14	0	2	3
Parents leave the Kindergarten afterwards (1)	16	0	0	3
Parents go to the Kindergarten for picking up the children (1)	15	0	1	3
Parents and children leave the Kindergarten	14	0	1	4

Note : (1) 2 nos. of parents/guardians stayed in the school to wait until school dismissal time.

4.2.7 The questionnaire survey results clearly demonstrated that the majority of the existing kindergarten/nursery students are within walking distance and attending the school on foot. There are only 3 and 6 students using private cars and taxis, respectively, to go to school. With the expansion of 9 classrooms to 12 classrooms, it is estimated to have a minimal increase of traffic generation of 1 private car trip and 2 taxi trips, equivalent to a two-way traffic volume of 6 pcus only.

Church

4.2.8 The church is mainly serving the people living in Wanchai district within walking distance. In general, the church will be mainly opened on Saturday evening and Sunday morning. Only few praying sessions with small groups are scheduled on weekdays at 19:30. Similar to the elderly centre, it is not expected to generate vehicular traffic not only during peak hours but also other periods of time.

Cultural and Service Centre

4.2.9 The cultural and service centre is established to serve the youth during daytime after school hours. For adults, the service will be in the evening after working hours normally started at 20:00 pm. As the target groups will be those students studying and people working in Wanchai area. It is not expected to generate vehicular traffic during peak hours.

4.2.10 Having considered the operation characteristics of the above four components, it is estimated that the redevelopment will only generate a minimal of 6 pcu/hr two-way during peak hour periods and it is not anticipated to induce traffic impact on the nearby road network.

4.3 Evaluation of Traffic Generation

4.3.1 As discussed in **Section 4.2**, the total additional traffic generation of the proposed redevelopment will be 6 pcu/hr two-way. In order to evaluate the appropriateness of the traffic generation estimation, trip generation surveys were conducted at two sites with similar nature, i.e. building which provides community services. The details of the two selected sites are summarized in **Table 4.2**.

Table 4.2 Comparison of Proposed Development and Survey Locations

Item	Proposed Development	Location 1	Location 2	Remarks
Building Name	-	The Hong Kong Federation of Youth Groups Building	Youth Outreach Jockey Club Building	-
Location	77 Spring Garden Lane, Wan Chai	21 Pak Fuk Road, North Point	2 Holy Cross Path, Sai Wan Ho	All locations are located within walking distance to MTR station
Site Area	about 1,385m^2	about 630m^2	about 1,184.8m^2	-
GFA	about 16,616.4m^2	about 9,450m^2	about 7,294.42m^2	-
Use	Cultural & Service Centre Youth Development/ Training Centre Kindergarten/ Nursery Elderly Centre Church	Café, Gift Shop Youth Research/ Learning Centre Auditorium, Theatre, Meeting Rooms, Multi-function Hall	Youth Development/ Training Centre Youth Hostel Family & Children Services Centre Multipurpose Rooms	Provide community services to the local residents
No. of car parking spaces	NIL	7	5	-
No. of L/UL Bays	1 nos. for MGV/HGV 3 nos. for PLB	2 nos. for LGV	1 nos. for MGV/HGV	-
Peak Hour Traffic Attraction	Total 3 pcu/hr (estimated, refer to Section 4.2.10)	Total 7 pcu/hr (surveyed, including 3 pcu/hr car park oriented traffic and 4 pcu/hr non-car park oriented traffic)	Total 5 pcu/hr (surveyed, including 2 pcu/hr car park oriented traffic and 3 pcu/hr non-car park oriented traffic)	-
Peak Hour Traffic Generation	Total 3 pcu/hr (estimated, refer to Section 4.2.10)	Total 5 pcu/hr (surveyed, including 2 pcu/hr car park oriented traffic and 3 pcu/hr non-car park oriented traffic)	Total 4 pcu/hr (surveyed, including 2 pcu/hr car park oriented traffic and 2 pcu/hr non-car park oriented traffic)	-

4.3.2 Trip generation surveys were conducted on 17 May 2012 (Thursday) with the survey results also summarized **Table 4.2**. Since the two surveyed social service buildings aim to serve local communities and are within walking distance to MTR station, the survey results indicated that the existing traffic demand generated by the surveyed buildings were minimal. Therefore, the estimated two-way development traffic of 6 pcu/hr is justified and are assigned to the road network as shown in **Figure 4.1**.

4.4 Future Traffic Flows

4.4.1 In order to establish traffic growth rate in the area, reference was made to the Annual Traffic Census (ATC) reports published by Transport Department, reporting on the annual average daily traffic (AADT) flows at the counting stations in the territory. The details of the counting stations in the study area and the corresponding counts are shown in **Table 4.3**.

Table 4.3 Annual Traffic Census Data

Stn. No.	Road	Road Section		AADT(1)						
		From	To	2004	2005	2006	2007	2008	2009	2010
1233	Queen's Road East	Queensway	Kennedy Road	**21,400**	21,330* (-0.3%)	21,130* (-0.9%)	22,010* (+4.2%)	22,400* (+1.8%)	**22,630 (+1.0%)**	22,530* (-0.4%)
1434	Queen's Road East	Kennedy Road	Stubbs Road	44,060	**37,060 (-15.9%)**	35,970* (-2.9%)	36,620* (+1.8%)	35,690* (-2.5%)	40,660 (+13.9%)	**41,320 (+1.6%)**
2213	Kennedy Road	MacDonnell Road	Queen's Road East	10,780	**10,550 (-2.1%)**	10,520 (-0.3%)	11,020 (+4.8%)	11,260 (+2.2%)	11,280 (+0.2%)	**10,950 (-2.9%)**
Total				76,240	68,940 (-9.6%)	67,620 (-1.9%)	69,650 (+3.0%)	69,350 (-0.4%)	74,570 (+7.5%)	74,800 (+0.3%)

Note: (1) Figures in bracket indicate the percentage change between successive years.
(2) Figures marked with "*" indicate figure estimated by growth factor.

4.4.2 As shown in **Table 4.3**, the latest available AADT, i.e. year 2010, at the section of Queen's Road East between Queensway and Kennedy Road (station no. 1233) was estimated by growth factor, actual traffic counts were conducted in year 2004 and 2009. For the section of Queen's Road East between Kennedy Road and Stubbs Road (station no. 1434) and the section of Kennedy Road between MacDonnell Road and Queen's Road East (station no. 2213), actual counts were conducted in 2005 and 2010. In order to obtain a more accurate growth rate to project future traffic flows in the area, only AADT from actual counts were considered and the estimated average annual growth rate are summarized in **Table 4.4**.

Table 4.4 Estimated Average Annual Growth Rate

Stn. No.	Road	Road Section		AADT(1)				Average Annual Growth Rate under Actual Count
		From	To	2004	2005	2009	2010	
1233	Queen's Road East	Queensway	Kennedy Road	21,400	-	22,630	-	+1.1%
1434	Queen's Road East	Kennedy Road	Stubbs Road	-	37,060	-	41,320	+2.2%
2213	Kennedy Road	MacDonnell Road	Queen's Road East	-	10,550	-	10,950	+0.7%
								+1.7%

4.4.3 To further verify the average annual growth rate deduced from ATC data, reference was made to the TIA report of Hopewell Centre II approved in January 2009 and 2011 traffic survey counts at road sections as extracted in **Appendix C.** The concerned road sections are the same with those considered in the ATC data discussed above and the observed traffic flows are summarized in **Table 4.5**

Table 4.5 Comparison of In-house Traffic Count Survey Data

Road	Road Section		2008 Observed Flows[1]		2011 Observed Flows[2]		Average Annual Growth Rate under Actual Count	
	From	To	AM	PM	AM	PM	AM	PM
Queen's Road East	Queensway	Kennedy Road	2,243	2,339	2,236	2,613	-0.1%	+3.8%
Queen's Road East	Kennedy Road	Stubbs Road	2,894	2,854	2,881	3,020	-0.1%	+1.9%
Kennedy Road	MacDonnell Road	Queen's Road East	1,103	1,120	1,048	1,003	-1.7%	-3.6%
Total			6,240	6,313	6,165	6,636	-0.4%	+1.7%

Note: (1) 2008 observed figures are obtained from approved TIA report of Hopewell Centre II.
(2) 2011 observed figures are obtained from TIA report of Wan Chai Church.

4.4.4 As shown in the above, the average annual growth rates ranged from -3.6% to +3.8%, while the average annual growth rate is +1.7%, i.e. the same with that obtained from the ATC data. Therefore, the +1.7% growth rate is justified to represent the average annual growth in the area.

4.4.5 To estimate the future traffic flows, updated information has been obtained, from relevant government departments, regarding the planned and approved developments in the vicinity of the study area. Details of these developments are given in **Table 4.6** and a location plan of the planned and approved developments are also presented in **Figure 4.2**.

Table 4.6 Planned and Approved Developments

Site No.	Address	Proposed Use/GFA (m^2)	Status
P1	URA Site H9 Development Scheme at Tai Yuen Street Development – **One Wanchai (Former Wan Chai Market)**	Residential 252 flats	Under Construction
P2	Hopewell Centre II – **HCII**[1]	Hotel 1,024 guestrooms Hotel Shop = 4,980m^2 Retail GFA = 26,359m^2 Office GFA = 3,379m^2	Planned

Notes: (1) Information obtained from Hopewell Centre II TIA report

4.4.6 Reference was also made to the latest set of traffic generation and attraction rates published by TD for the estimation of the traffic generated by these developments. The total traffic generation and attraction by these adjacent developments are summarized in **Table 4.7**.

Table 4.7 Traffic Generations by the Planned and Approved Developments

Use	Type	Unit	AM Peak Hour		PM Peak Hour	
			Generation	Attraction	Generation	Attraction
Trip Rates[1]						
Residential[2]	R(A)	pcu/hr/flat	0.0888	0.0515	0.0356	0.0480
Retail	R	pcu/hr/ 100m^2 GFA	0.2296	0.2434	0.3100	0.3563
Hotel	H	pcu/hr/guest room	0.1329	0.1457	0.1290	0.1546
Office	O	pcu/hr/ 100m^2 GFA	0.1329	0.1457	0.1290	0.1546
Traffic Generation (pcu/hr)						
P1 – One Wan Chai	R(A)	252 flats	23	13	9	13
P2 – HCII	H	1,024 guest rooms	136	149	132	158
	R	4,980m^2 GFA	11	12	15	18
	R	26,359m^2 GFA	61	64	82	94
	O	3,379m^2 GFA	6	8	5	4
		Total	214	233	234	274

Notes: (1) Mean trip rates are adopted from TPDM.
(2) Mean trip rates for high density housing with average flat size of 70m^2 is adopted.

4.4.7 The estimated traffic generation was assigned onto the road junctions to estimated future traffic flows.

4.5 Junction Improvement

4.5.1 Under Hopewell Centre II project, there will be a junction improvement scheme at J/O Queen's Road East/Kennedy Road and J/O Queen's Road East/Spring Garden Lane to be implemented by 2014.

J/O Queen's Road East/Kennedy Road

4.5.2 Queen's Road East westbound approach will provide additional traffic lane by set-back of existing kerbline. The proposed layout is shown in **Figure 4.3**. Upon improvement, several site factors as discussed in **Table 3.4** will be adjusted as shown in **Table 4.8**.

Table 4.8 Improved Site Factors after Completion of the Enhancement Scheme at J/O Queen's Road East/Kennedy Road

Bound	Movement	Existing Site Factor	Site Factor after Improvement	Reasons
Queen's Road East westbound	Right-turn	0.6	0.6	• Short right-turn lane for traffic turning right to Ruttonjee Hospital
	Straight ahead and left-turn	0.8	1.0	• Provision of 2 lanes for straight ahead and 1 lane for left-turn
Queen's Road East eastbound	Right-turn	0.6	1.0	• Over 40m right-turn lane can be provided for traffic turning right to Kennedy Road
	Straight ahead and left-turn	0.9	1.0	• Provision of 2 lanes for straight ahead and 1 lane for left-turn

J/O Queen's Road East/Spring Garden Lane

4.5.3 Queen's Road East westbound carriageway would be widened by means of setting back the southern kerbline (i.e. outside Wu Chung House) of Queen's Road East in order to provide 3 traffic lanes and a bus layby. The proposed layout of the junction improvement scheme is also shown in **Figure 4.4**. Upon improvement, several site factors as discussed in **Table 3.4** will be adjusted as shown in **Table 4.9**.

Table 4.9 Improved Site Factors after Completion of the JIW at J/O Queen's Road East/Spring Garden Lane

Bound	Movement	Existing Site Factor	Site Factor after Improvement	Reasons
Queen's Road East westbound	Left-turn and straight ahead lane (originally left-turn lane)	0.5	0.5	- Short lane for left-turn and straight ahead traffic - Presence of on-street bus stop at the approach lane
	Right-turn lane (originally right-turn and straight ahead)	0.8	1.0	- Split phase removes with full lane for right-turn traffic
Queen's Road East eastbound	Left-turn and straight ahead	0.8	0.8	- Presence of on-street bus stop at the approach lane
	Right-turn and straight ahead	0.6	0.6	- Short right-turn lane for traffic turning right to Spring Garden Lane

4.6 Reference and Design Flows

4.6.1 The 2019 Reference Flows, i.e. the traffic flows in the local road network is estimated based on the following equation.

2019 Reference Flows = 2011 Flows x $(1.017)^8$ + Development Traffic Generated by the Planned Developments in the Vicinity of the Site

4.6.2 The 2019 Design Flows, i.e. the traffic flows in the local road network with the construction traffic generated by the proposed development, were estimated based on the following equation:

2019 Design Flows = 2019 Reference Flows + Development Traffic Generated by the Proposed Development

4.6.3 The 2019 Reference Flows and Design Flows are shown in **Figure 4.5** and **4.6**, respectively.

4.7 Traffic Impact Assessment

4.7.1 Based on 2019 Reference and Design Flows, junction capacities were assessed. The assessment results are summarized in **Table 4.10** and the detailed calculation sheets are attached in **Appendix D**.

Table 4.10 2019 Junction Capacity Assessment

No.	Junction	Type/ Capacity Index	Cycle Time (sec.)	Reference		Design	
				AM	PM	AM	PM
1	Queen's Road East/ Kennedy Road	Signalized/ RC(1)	120	10%	15%	10%	15%
2	Queen's Road East/ Spring Garden Lane	Signalized/ RC	120	7.6%	1.6%	7.2%	1.3%

Note: (1) RC = Reserve capacity for signalized junction.

4.7.2 As shown in **Table 4.10**, J/O Queen's Road East/Kennedy Road will operate satisfactorily upon the completion of the junction improvement schemes in association with HCII. Although J/O Queen's Road East/Spring Garden Lane will operate at capacity during PM scenarios, it should be noted that the DFC for both Reference and Design scenarios are similar with less than 1% difference. The traffic impact of the proposed redevelopment will be minimal.

4.8 Pedestrian Traffic Impact Assessment

Enhancement of Pedestrian Access with the Neighbourhood

4.8.1 In the proposed layout, a new pedestrian footbridge linking Chuk Kui Terrace and the elevated walkway leading to Hopewell Centre will be built to enhance pedestrian safety and to improve the walkway conditions for pedestrian. The proposed footbridge can serve the future users of the Church and the residents in the neighbourhood, such as Wing Way Court and Phoenix Court. The Church has obtained the consent from Hopewell to demolish the existing footbridge for the proposed new footbridge linkage in the redevelopment scheme. The proposed footbridge will be 3.0m wide and the proposed layout is shown in **Figure 4.7**.

4.8.2 To determine the future pedestrian conditions, in-house pedestrian trip rates are adopted and the pedestrian generation and attraction of the proposed redevelopment are estimated and tabulated in **Table 4.11**. Since the activities of the elderly centre, church, cultural and service services component will be spread over thorough the day, these activities will not coincide with the identified peak hour. However, a nominal pedestrian traffic of 30 ped/15-min will be assumed in the following assessment to represent the worst case scenario.

Table 4.11 Estimated Pedestrian Traffic Generation and Attraction of the Proposed Development

Use/Site	Unit/Content	AM Peak		Noon Peak		PM Peak	
		Gen.	Att.	Gen.	Att.	Gen.	Att.
Pedestrian Trip Rates							
Kindergarten[1]	ped/15-min/ classroom	30	60	60	30	0	0
Office[2]	ped/m^2 GFA/ 15-min	0.002	0.011	0.012	0.002	0.010	0.003
Elderly centre, church, cultural and service services	ped/15-min	30	30	30	30	30	30
Pedestrian Traffic Generation and Attraction (Peak 15-min)							
Kindergarten	3 classroom[3]	90	180	180	90	0	0
Church & Service Centre Office	670.2 m^2 GFA	1	7	8	1	7	2
Elderly centre, church, cultural and service services	-	30	30	30	30	30	30
	Total	**121**	**217**	**218**	**121**	**37**	**32**

Note: (1) It is assumed that each classroom can accommodate 30 no. of students and each student will be accompanied by a parent/guardian to go to the Kindergarten. No pedestrian traffic will be generated by the Kindergarten during PM Peak period.
(2) Pedestrian trip rates of Wu Chung House is adopted for office use.

4.8.3 With the provision of a wider walkway of 3.0m by the proposed footbridge, the walkway performance is re-assessed and the results are shown in **Table 4.12**. The results showed that the proposed footbridge along the eastern frontage of the Site will operate satisfactory with LOS "A". Therefore, the walkway will be capable to accommodate additional pedestrian volume induced by the proposed redevelopment.

Table 4.12 Walkway Serviceability Assessment – Walkway along the Eastern Frontage of the Site

Peak Period	Peak Pedestrian Two-way Flow (ped/15-min)			Actual Width [Effective Width] (m)	Peak Pedestrian Flow Rate (ped/min/m)	Level of Service
	Existing	Proposed Development	Total			
AM	58	338	396	3.0 [2.4]	11.0	A
Noon	29	339	368	3.0 [2.4]	10.2	A
PM	26	69	95	3.0 [2.4]	2.6	A

4.9 Construction Traffic Generation

4.9.1 Based on the contractor's experience of similar building construction, the total number of construction vehicles will be limited to not more than 25 vehicles per day, i.e. an average of about 4 vehicle/hour (10 pcu/hr) of construction traffic is expected.

4.9.2 The estimated construction two-way traffic will be 8 vehicle/hour (20 pcu/hr) which is larger than the proposed development traffic flows. The assigned traffic flows are shown in **Figure 4.8**. The construction traffic impact of the proposed development will be assessed in the following section.

Reference and Design Flows

4.9.3 As discussed in **Section 4.4**, the average annual growth rate is +1.7% and is adopted in the following traffic forecast. The 2014 Reference Flows, i.e. the traffic flows in the local road network is estimated based on the following equation.

$$\text{2014 Reference Flows} = \text{2011 Flows} \times (1.017)^3$$

4.9.4 The 2014 Design Flows, i.e. the traffic flows in the local road network with the construction traffic generated by the proposed development, were estimated based on the following equation:

2014 Design Flows = 2014 Reference Flows + Construction Traffic Generated by the Proposed Development

4.9.5 The 2014 Reference Flows and Design Flows are shown in **Figure 4.9** and **4.10**, respectively.

Traffic Impact Assessment – During Construction

4.9.6 Based on 2014 Reference Flows and Design Flows, junction capacities were assessed. The assessment results are summarized in **Table 4.13** and the detailed calculation sheets are attached in **Appendix E**.

Table 4.13 2014 Junction Capacity Assessment – During Construction

No.	Junction	Type/ Capacity Index	Cycle Time (sec.)	Reference		Design	
				AM	PM	AM	PM
1	Queen's Road East/ Kennedy Road	Signalized/ RC(1)	120	-13.2%	-4.6%	-13.5%	-4.9%
2	Queen's Road East/ Spring Garden Lane	Signalized/ RC	120	31%	22%	29%	21%

Note: (1) RC = Reserve capacity for signalized junction.

4.9.7 As shown in **Table 4.13**, J/O Queen's Road East/Spring Garden Lane will operate satisfactorily upon the completion of the junction improvement schemes in association with HCII.

4.9.8 Although J/O Queen's Road East/Kennedy Road will operate at capacity during PM scenarios, it should be noted that the DFC for both Reference and Design scenarios are similar with less than 1% difference. Also, the construction traffic will be restricted to off-peak periods, the junction capacity assessment results only represent the worst case scenario and the actual situation will be better.

5 TRANSPORT FACILITIES PROVISIONS

5.1 Access Arrangement

5.1.1 In September 2010, the Church obtained the consent from Hopewell to grant the Right of Way over a portion of I.L. 8551 (Hopewell Centre) for the access to the proposed Development.

5.2 Car Parking and Loading/Unloading Provisions

5.2.1 In general, adequate internal transport facilities will be provided in the redevelopment scheme, taking into consideration of the operation requirements and appropriate standards under the latest Hong Kong Planning Standards and Guidelines (HKPSG). The proposed provisions include 1 HGV loading/unloading bay, 3 PLB (mini coach) spaces at the ground floor as shown in **Figure 5.1** and the details of the proposed provision is listed in **Table 5.1**.

Table 5.1 Proposed Car Parking and Loading/Unloading Facilities

Proposed Uses	GFA (m^2)	Proposed Transport Facilities Provision
Elderly Centre	1,653.6	No HKPSG standard. 1 ambulance/PLB space, 1 loading/unloading space are recommended
Kindergarten	12 classrooms	2 PLB spaces
Church Hall - 1 main hall x 530 seats - 1 mini hall x 240 seats	2,123.3	NIL PROVISION for car parking space is recommended, given the Site is in close proximity to public transport.
Church and Service Centre Office	670.2	NIL PROVISION, given the Site is in close proximity to public transport as mentioned in HKPSG.
Other Church Use	5,361.5	No HKPSG standard
Cultural and Service Centre	5,361.5	No HKPSG standard
TOTAL	**16,616.4**	**3 PLB spaces and 1 loading/unloading space.**

5.2.2 It should be pointed out that the peak demand of the Church and social services will be during weekends and different from the usual peak hours of the residential and commercial activities in the vicinity. At the same time, the proposed development will mainly serve the local community and with its close proximity to public transport facilities, the proposed transport facilities will be adequate to serve the transport needs and will not cause adverse impact to the local traffic network.

6 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 The project proponent, the Church of Christ in China, intends to redevelop the existing Wanchai Church at Wan Chai IL 1931 SB & RP, No. 77 Spring Garden Lane, Wan Chai into an integrated development with an expansion of the existing service and an introduction of other newly incorporated community facilities to serve the public.

6.1.2 At present, there are numerous GMB and franchised bus services running along Queen's Road East and Kennedy Road. The Site is highly accessible by public transport services and it is within 500m walking distance to MTR Wan Chai station and tramway along Johnston Road.

6.1.3 Traffic count surveys were carried out on 27 September 2011 (Tuesday) at key junctions in the vicinity of the Site during AM and PM peak periods. Peak hours were identified as 08:00 to 09:00 and 18:30 to 19:30 for the AM and PM peak period, respectively.

6.1.4 Having considered the operation characteristics of the four components, it is estimated that the development will only generate a minimal of 6 pcu/hr two-way during peak hour periods. Junction capacity assessment results for design year 2019 suggested that the proposed redevelopment will not generate significant traffic impact onto adjacent road network.

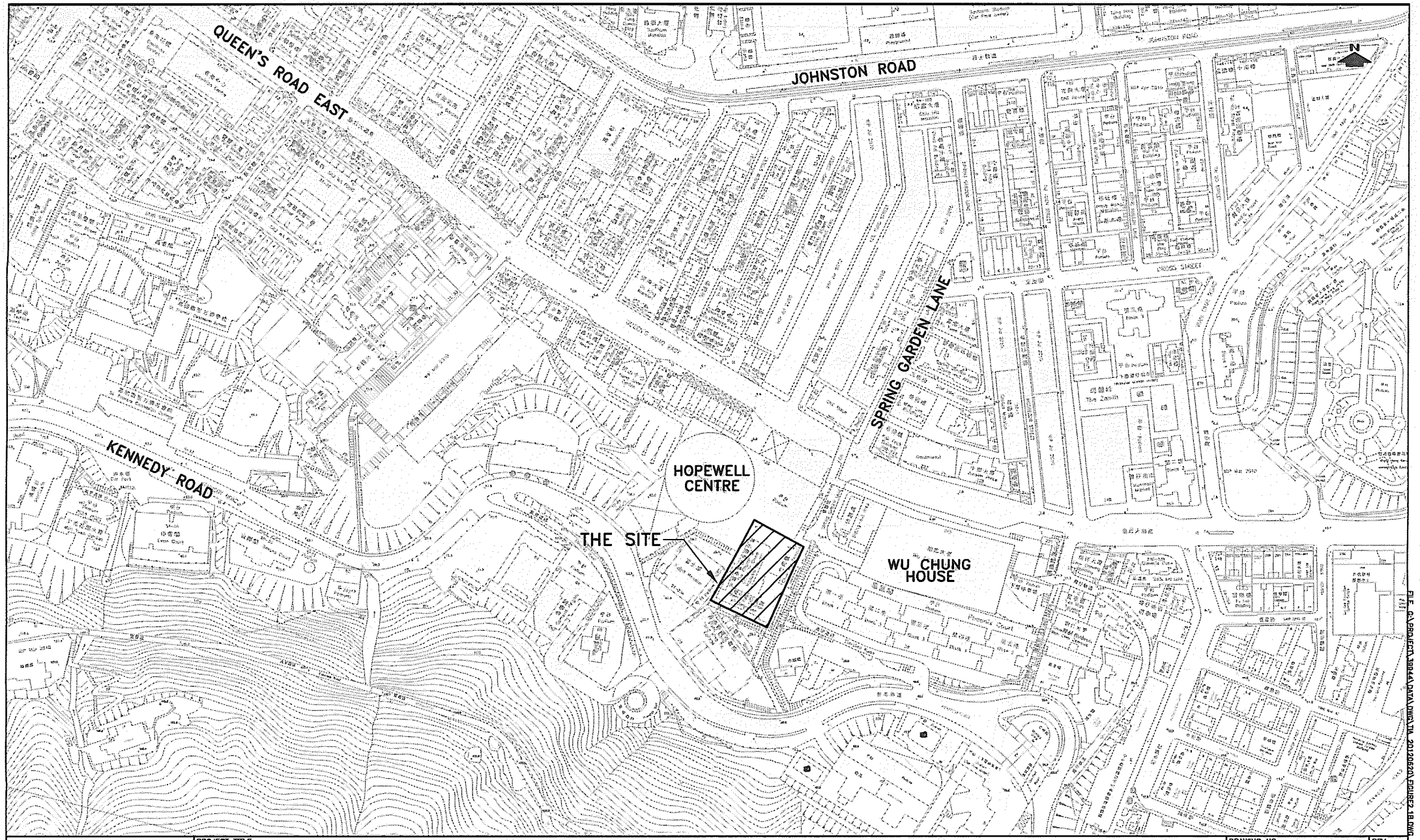
6.1.5 The estimated construction two-way traffic will be 8 vehicle/hour (20 pcu/hr) which is larger than the proposed development traffic flows. The construction traffic impact of the proposed redevelopment was assessed for the design year of 2014. Junction capacity assessment revealed that the reserve capacity of the assessed junctions for both Reference and Design scenarios are similar. As such, the proposed development is not expected to induce significant traffic impact during the construction stage. Furthermore, the construction vehicles will be restricted to off-peak periods, with an objective to minimize the adverse impact to the road network.

6.1.6 The proposed new pedestrian footbridge linking Chuk Kui Terrace and the elevated walkway leading to Hopewell Centre will enhance pedestrian safety and improve the walkway conditions for pedestrian. The proposed footbridge will be 3.0m wide and the walkway serviceability assessment results show that the proposed footbridge is capable to accommodate additional pedestrian volume induced by the proposed development.

6.1.7 The proposed HGV loading/unloading bay and 3 PLB (mini coach) spaces will satisfy the requirement of the proposed redevelopment.

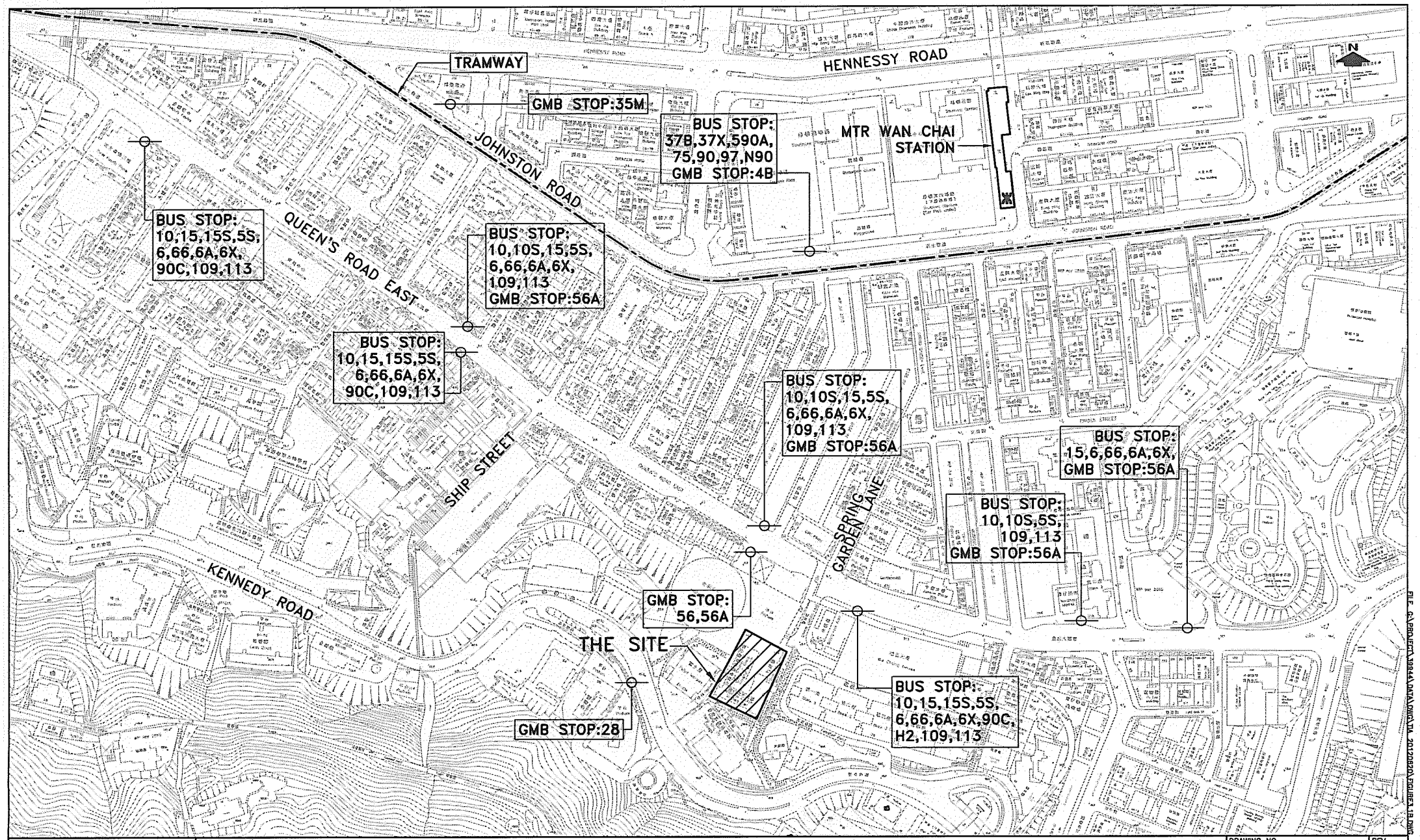
6.2 Conclusions

6.2.1 The findings of the traffic impact assessment indicated that the proposed redevelopment will not induce significant traffic impact onto the adjacent road network and shall be acceptable in traffic viewpoint.



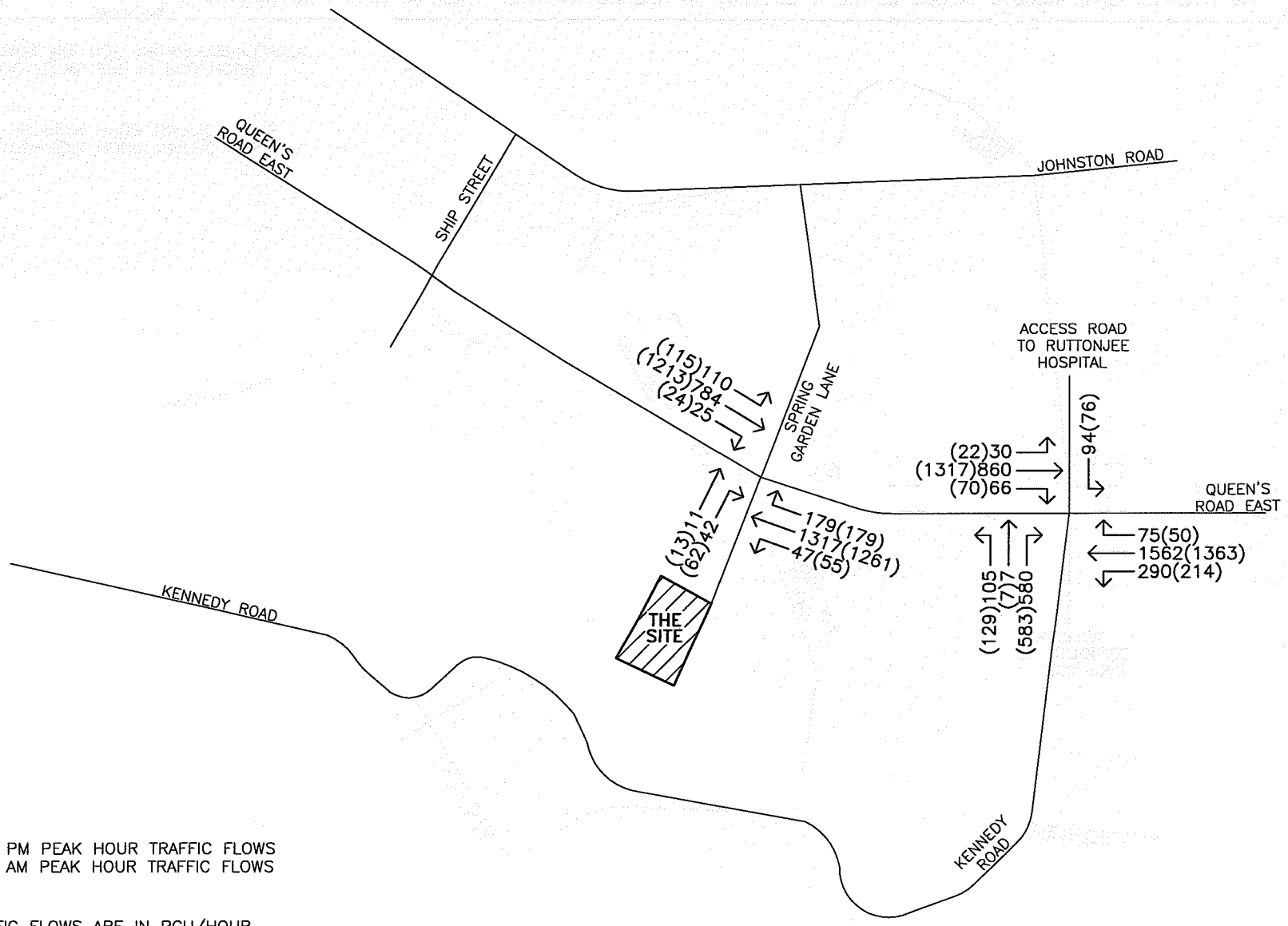
PROJECT NO. 39944	PROJECT TITLE THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 2.1	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE		
DRAWN CLL / SCALE 1:2500	LOCATION PLAN	LLA 顧問有限公司 Consultancy Limited	
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA 20120820\FIGURE2.1B.DWG PLOT SCALE : 1 = 1



PROJECT NO. 39944	PROJECT TITLE THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 3.1	REV. B
DESIGNED GWL / DRAWN CLL / CHECKED SLN; DATE JUN 2012; SCALE 1:3000	DRAWING TITLE PUBLIC TRANSPORT SERVICES	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\39944\DATA\DWG\TIA 20120820\FIGURE3.1B.DWG PLOT SCALE = 1.0



LEGEND

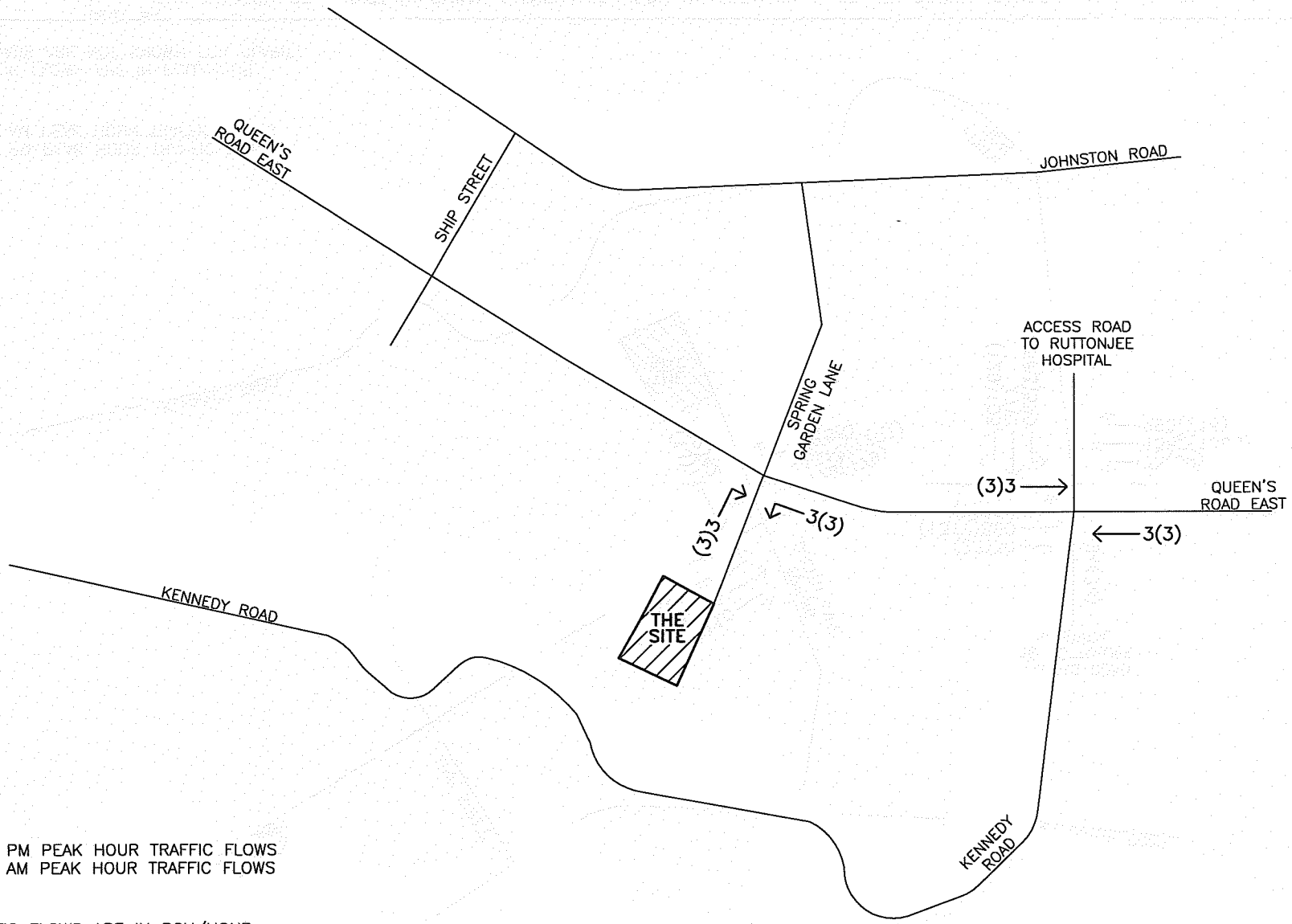
123(234)
- 123 — PM PEAK HOUR TRAFFIC FLOWS
- (234) — AM PEAK HOUR TRAFFIC FLOWS

NOTES

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 39944	PROJECT TITLE: THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 3.2	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE: 2011 EXISTING TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120620\FIGURE3.2B.DWG PLOT SCALE : 1 = 1



LEGEND

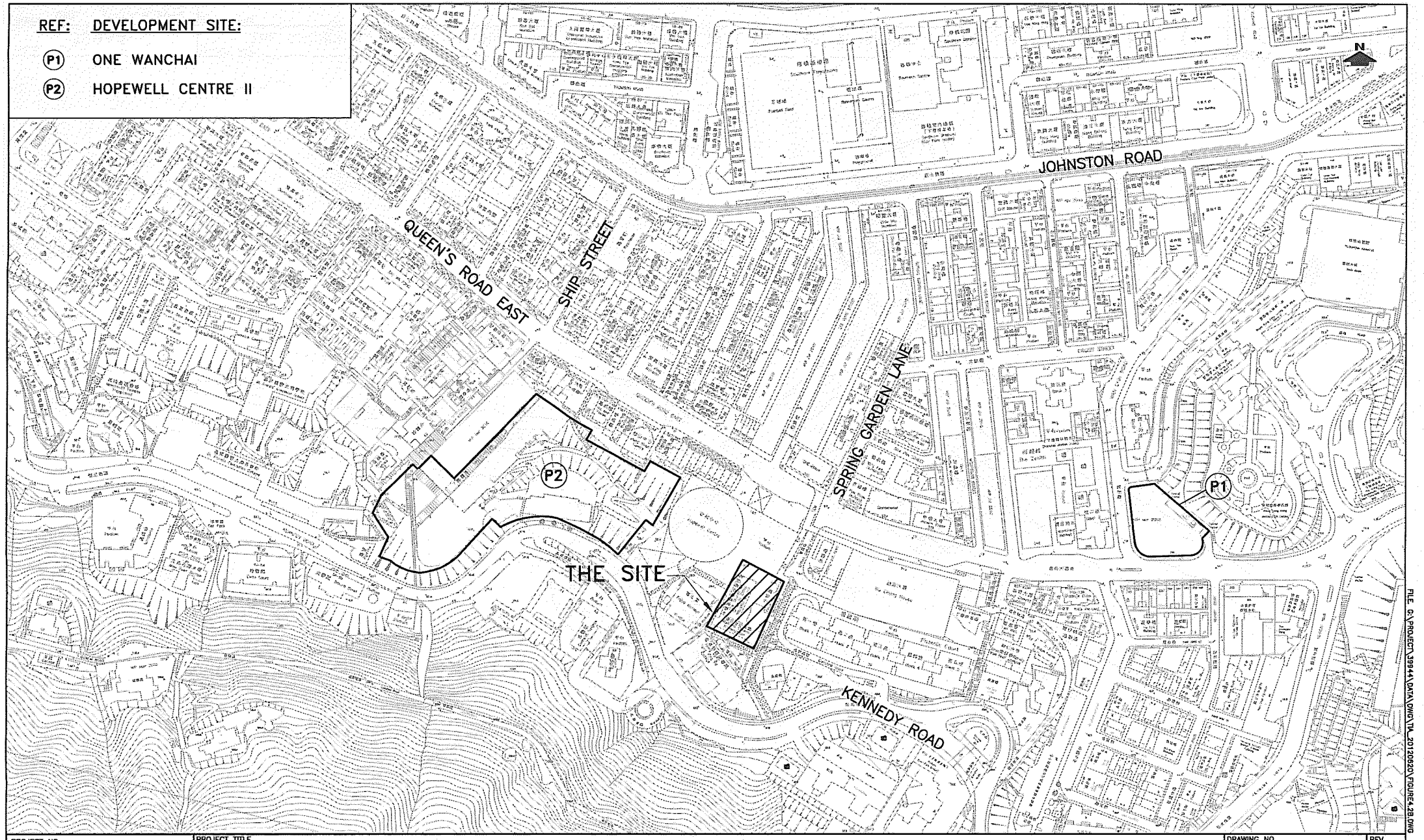
123(234)
- PM PEAK HOUR TRAFFIC FLOWS
- AM PEAK HOUR TRAFFIC FLOWS

NOTES

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 39944	PROJECT TITLE: THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.1	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE: DEVELOPMENT TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

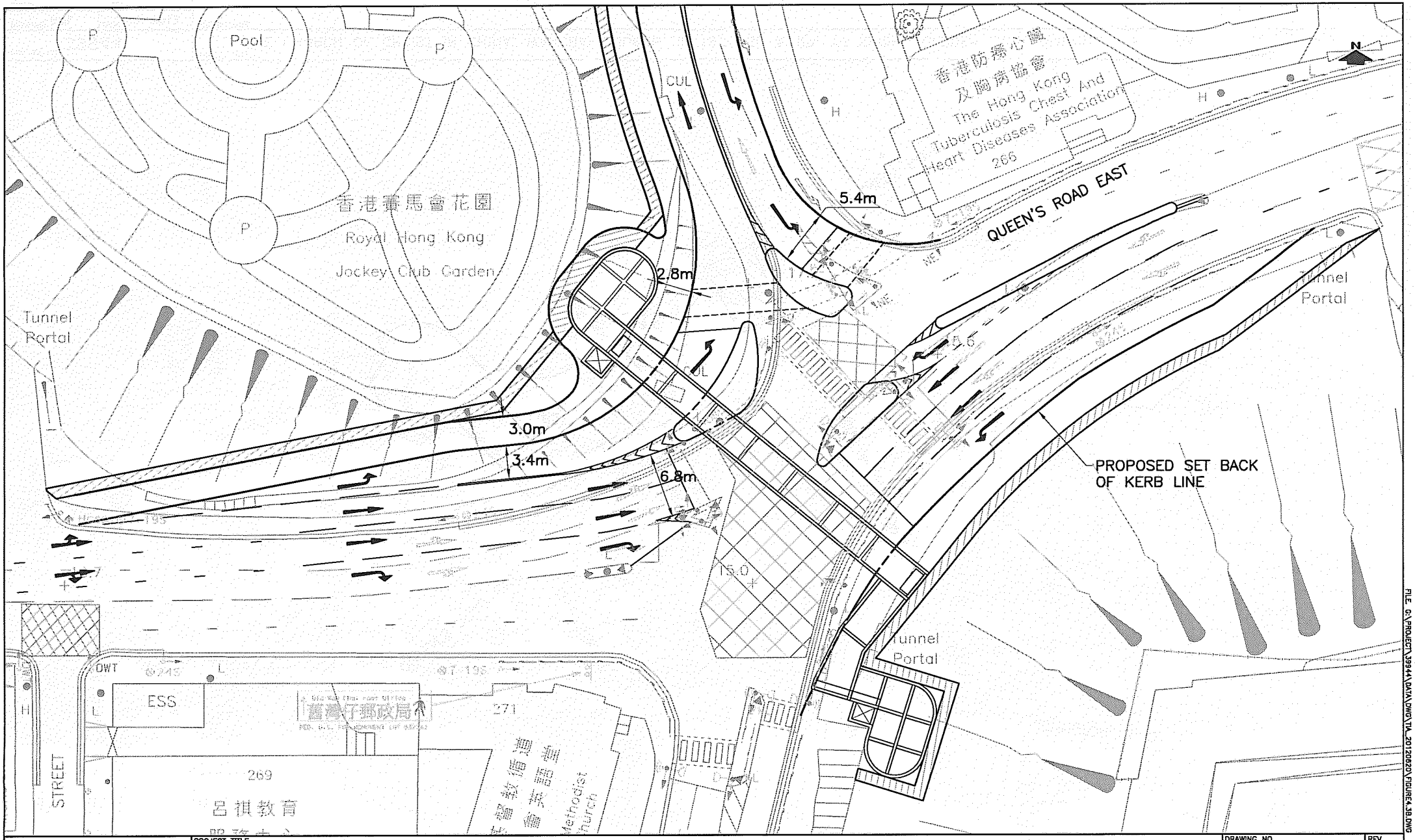
FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120820\FIGURE4.1B.DWG PLOT SCALE: 1 = 1
FILE T\39944\TIA_201 URE4.1B. JT SCALE



PROJECT NO. 39944	PROJECT TITLE: THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.2	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE: PLANNED/APPROVED DEVELOPMENTS IN THE VICINITY	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:3000			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120620\FIGURE4.2B.DWG PLOT SCALE : 1 = 1

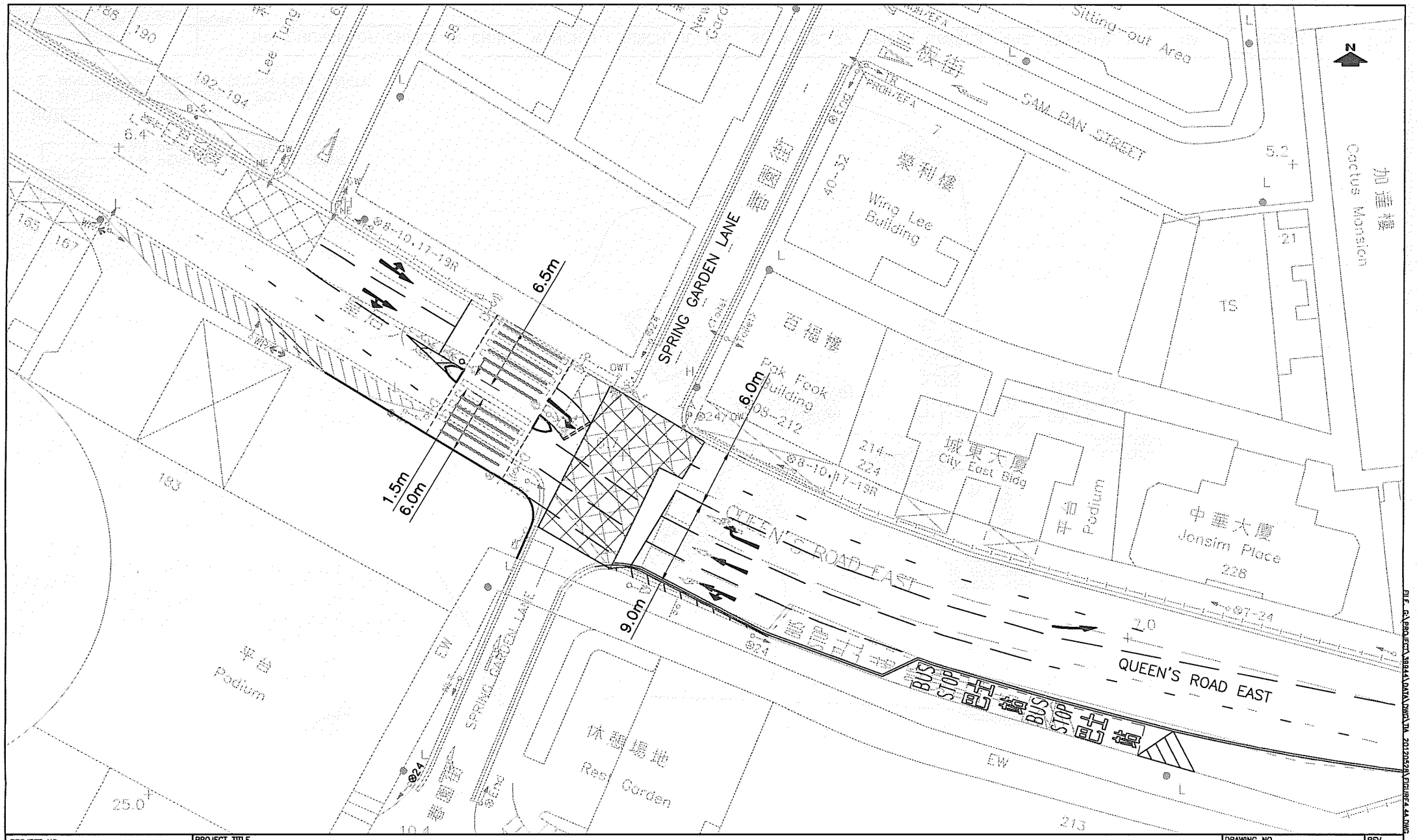
FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120620\FIGURE4.2B.DWG PLOT SCALE : 1 = 1



PROJECT NO. 39944	PROJECT TITLE THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.2	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE PLANNED/APPROVED DEVELOPMENTS IN THE VICINITY	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:3000			
CHECKED SLN			

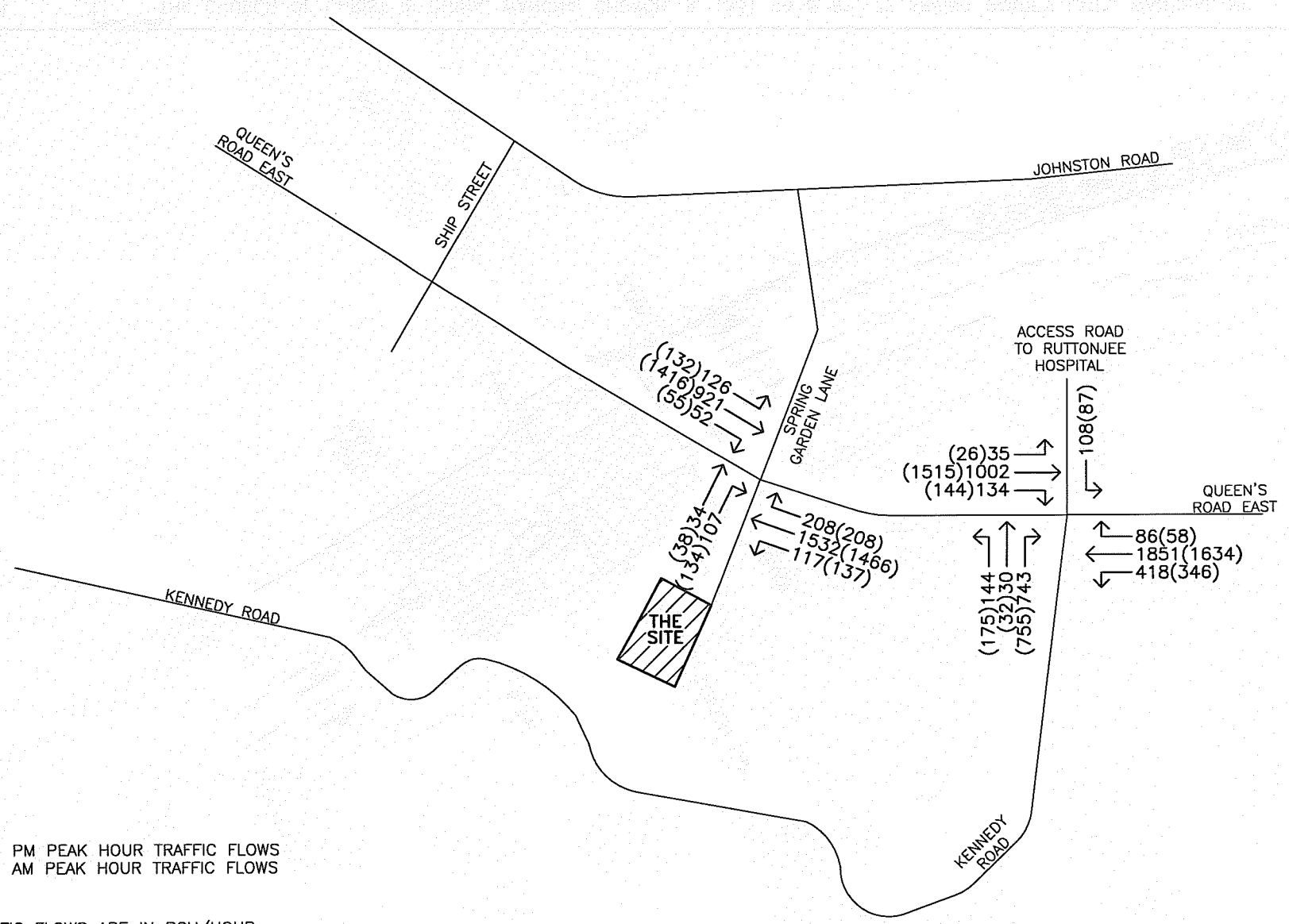
FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120820\FIGURE4.3B.DWG PLOT SCALE : 1 = 1

FILE T:\39944\TIA_201 JRE4.3B.I T SCALE



PROJECT NO. 39944	PROJECT TITLE THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.4	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE PROPOSED JUNCTION LAYOUT FOR J/O QUEEN'S ROAD EAST/SPRING GARDEN LANE	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:500			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120528\FIGURE4.4A.DWG PLOT SCALE : 1 = 1



LEGEND

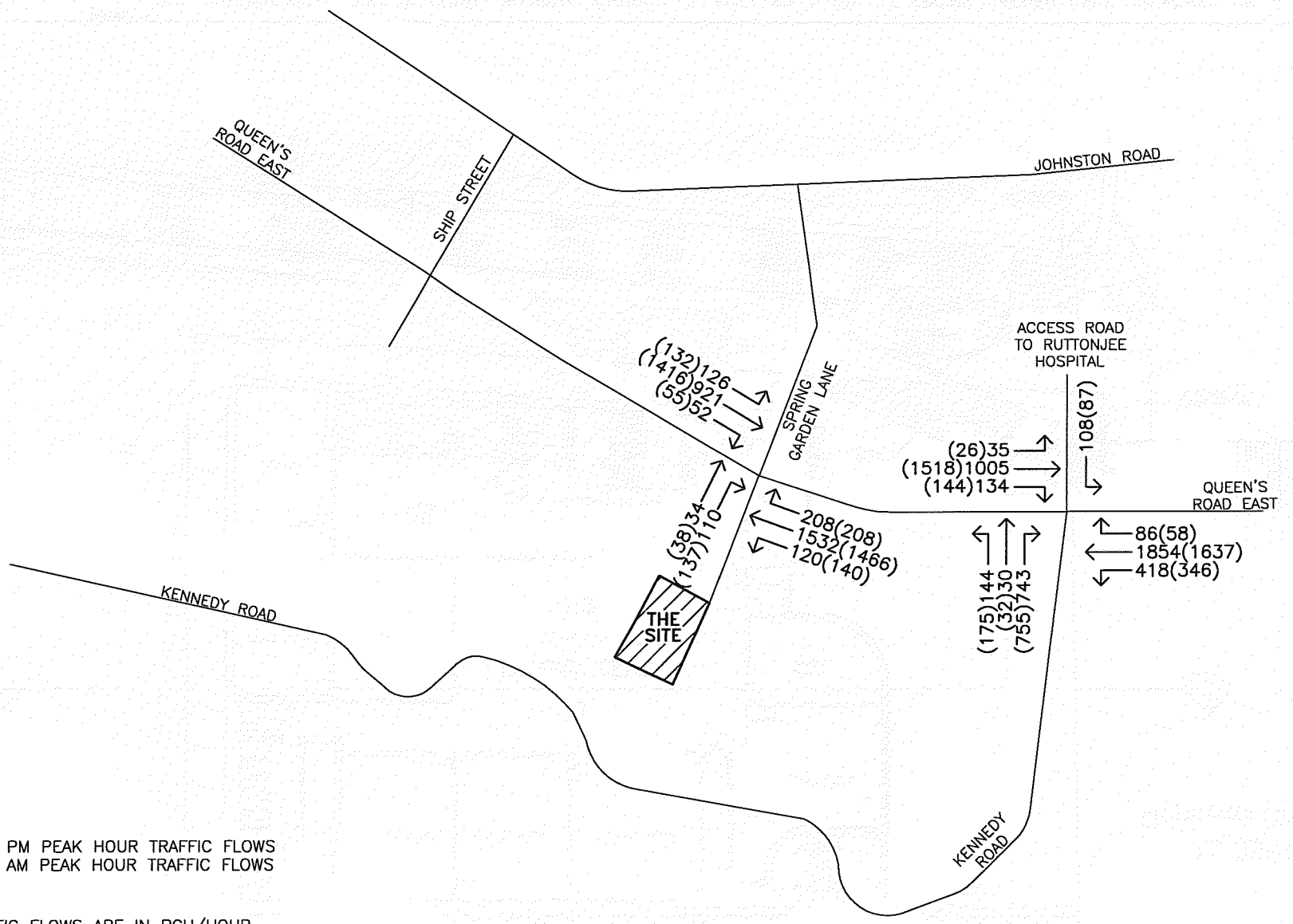
123(234)
- PM PEAK HOUR TRAFFIC FLOWS
- AM PEAK HOUR TRAFFIC FLOWS

NOTES

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 39944	PROJECT TITLE: THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.5	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE: 2019 REFERENCE TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120820\FIGURE4.5B.DWG PLOT SCALE: 1 = 1
FILE: (\39944\ TIA_2012 RE4.5B.D T SCALE



LEGEND

123(234)

PM PEAK HOUR TRAFFIC FLOWS

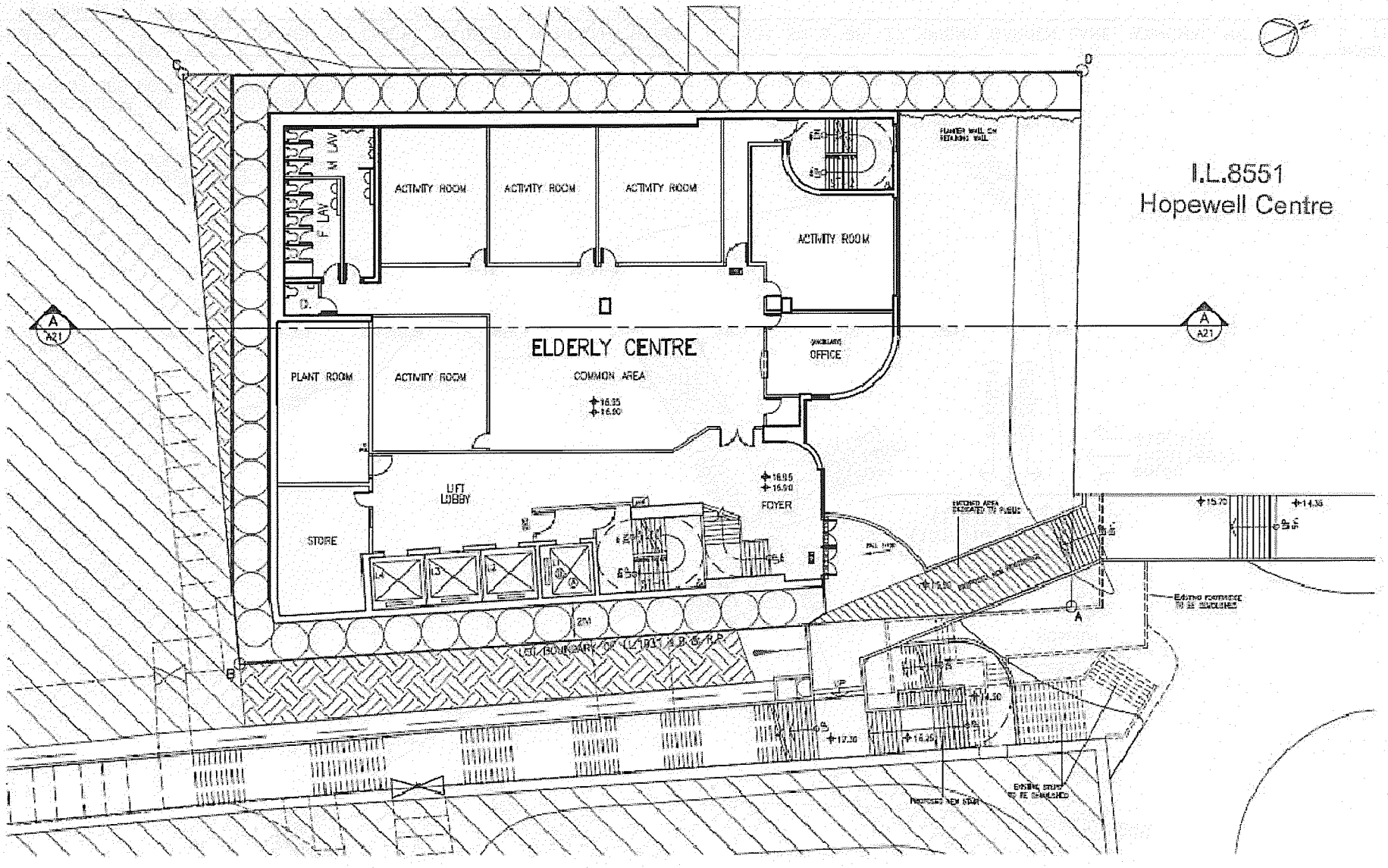
AM PEAK HOUR TRAFFIC FLOWS

NOTES

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

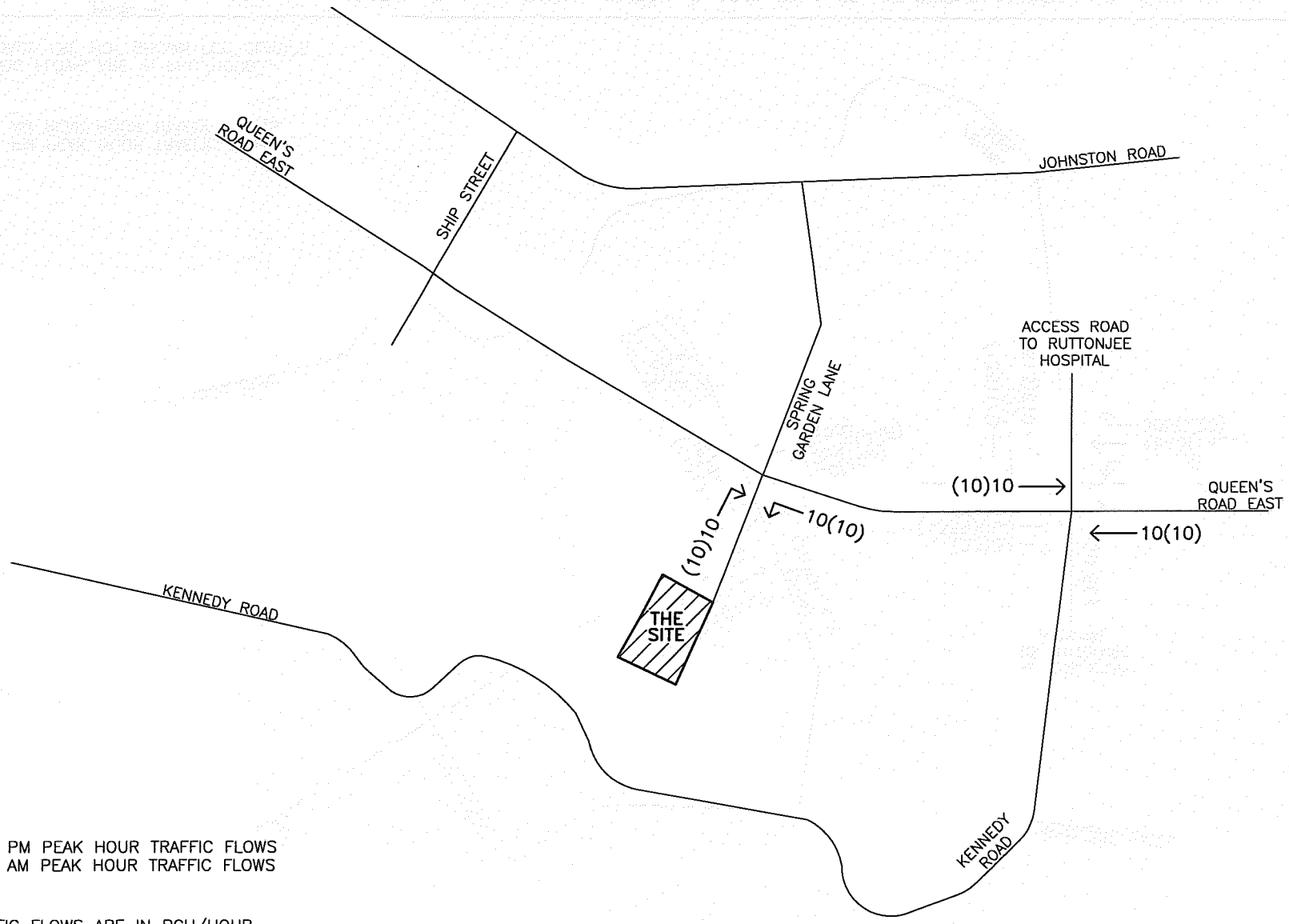
PROJECT NO. 39944	PROJECT TITLE: THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA		DRAWING NO. FIGURE 4.6	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE: 2019 DESIGN TRAFFIC FLOWS		LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.				
CHECKED SLN				

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120620\FIGURE4.6B.DWG PLOT SCALE : 1 = 1



PROJECT NO. 39944	PROJECT TITLE THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.7	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE PROPOSED FOOTBRIDGE	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE AS SHOWN			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120528\FIGURE4.7A.DWG PLOT SCALE : 1 = 1



LEGEND

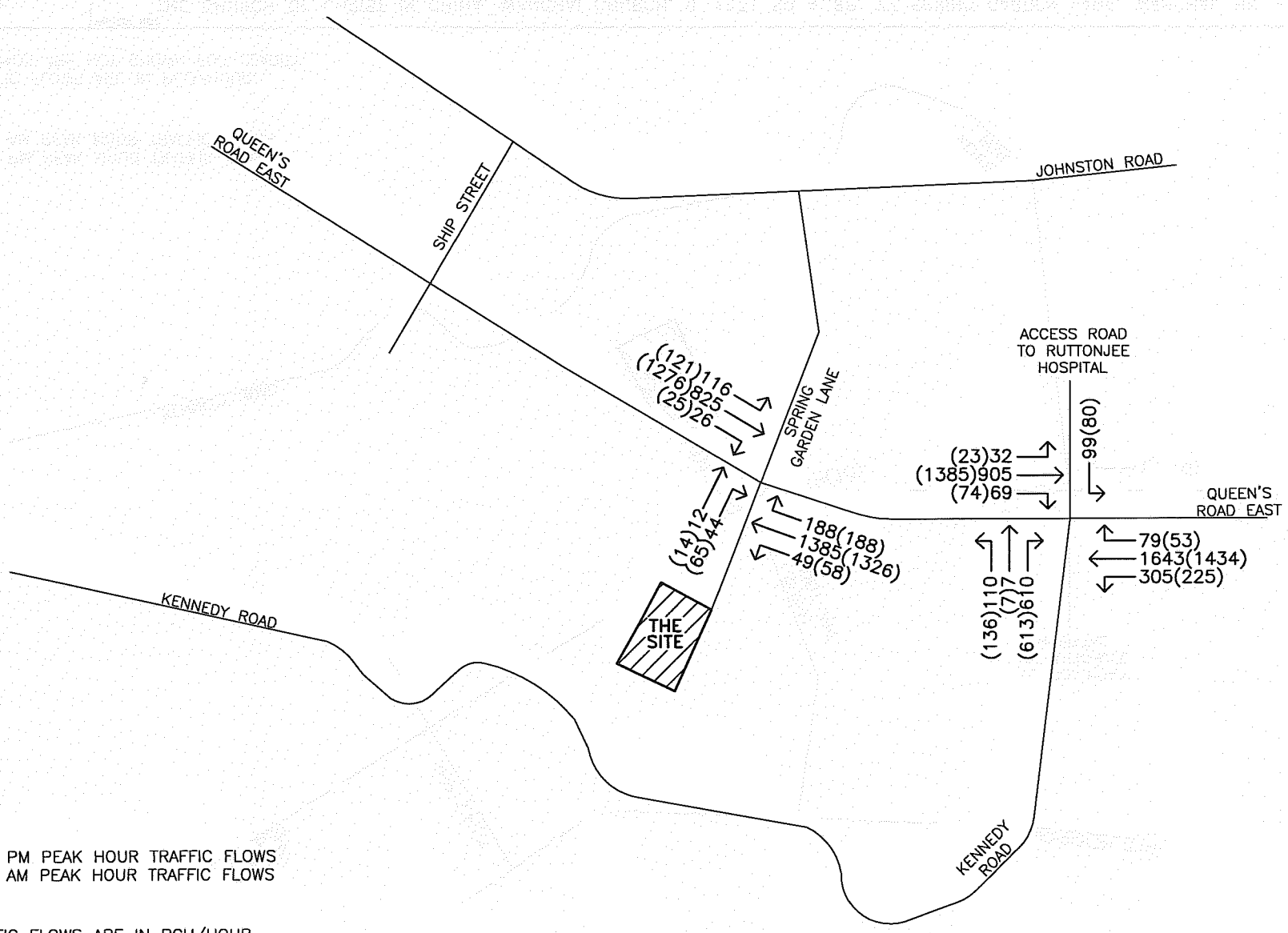
123(234)
- PM PEAK HOUR TRAFFIC FLOWS
- AM PEAK HOUR TRAFFIC FLOWS

NOTES

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 39944	PROJECT TITLE THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.8	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE CONSTRUCTION TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120620\FIGURE4.8B.DWG PLOT SCALE : 1 = 1



LEGEND

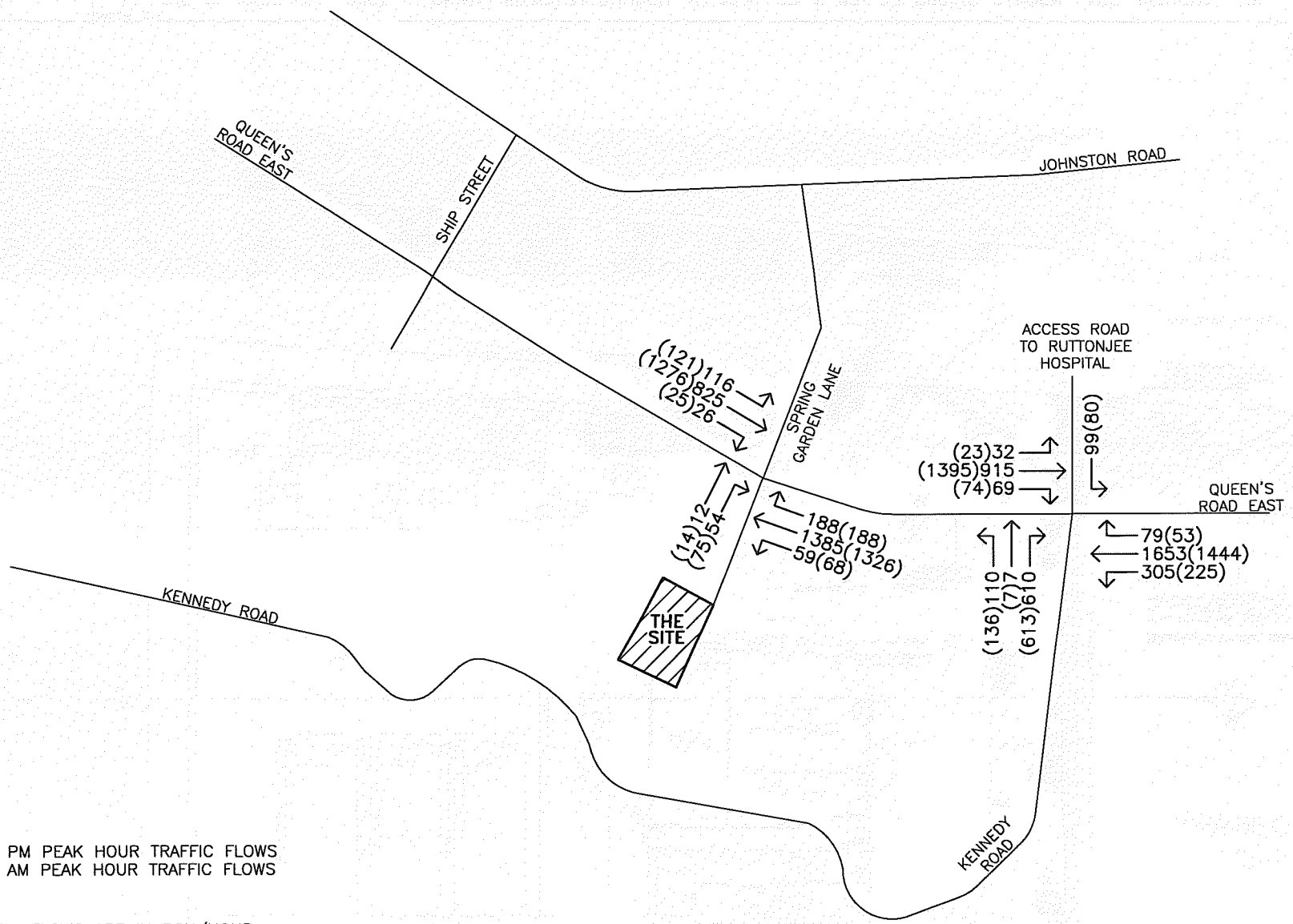
123(234)
- PM PEAK HOUR TRAFFIC FLOWS
- AM PEAK HOUR TRAFFIC FLOWS

NOTES

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 39944	PROJECT TITLE: THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.9	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE: 2014 REFERENCE TRAFFIC FLOWS – DURING CONSTRUCTION	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120620\FIGURE4.9B.DWG PLOT SCALE: 1:1
FILE \39944\ TIA_201 IRE4.9B.C T SCALE



LEGEND

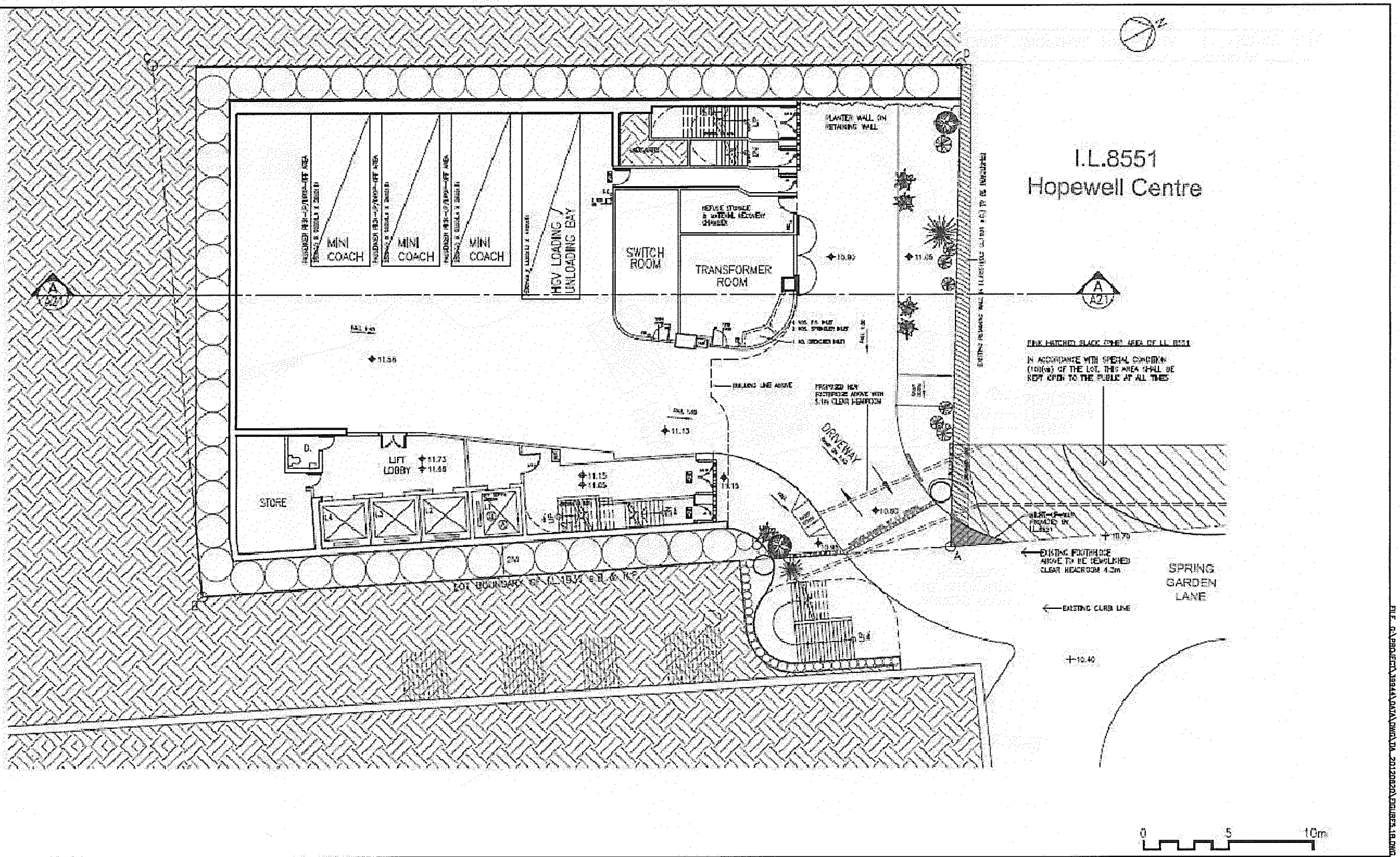
123(234)
- PM PEAK HOUR TRAFFIC FLOWS
- AM PEAK HOUR TRAFFIC FLOWS

NOTES

1. ALL TRAFFIC FLOWS ARE IN PCU/HOUR.
2. MINOR ROADS ARE NOT SHOWN FOR CLARITY.

PROJECT NO. 39944	PROJECT TITLE: THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 4.10	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE: 2014 DESIGN TRAFFIC FLOWS – DURING CONSTRCTION	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120620\FIGURE4.10B.DWG PLOT SCALE : 1 = 1



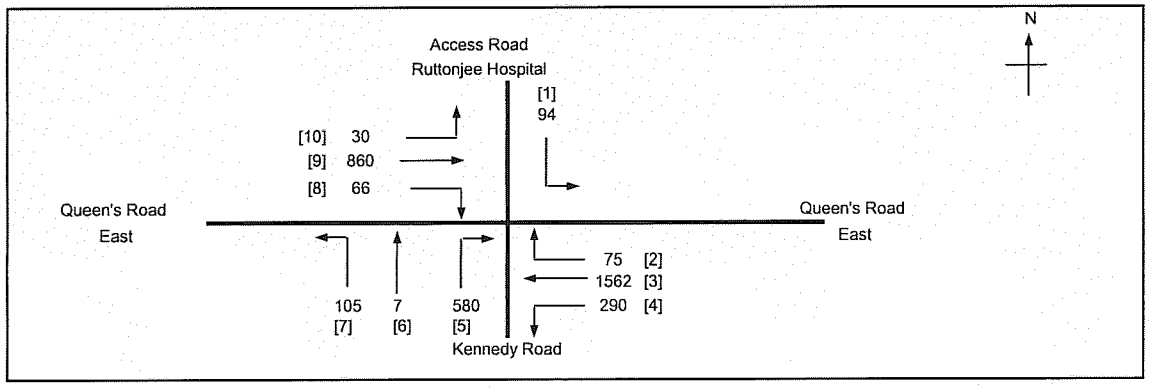
PROJECT NO. 39944	PROJECT TITLE THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 5.1	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE PROPOSED GROUND FLOOR LAYOUT	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE AS SHOWN			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120820\FIGURE5.1B.DWG PLOT SCALE: 1 = 1

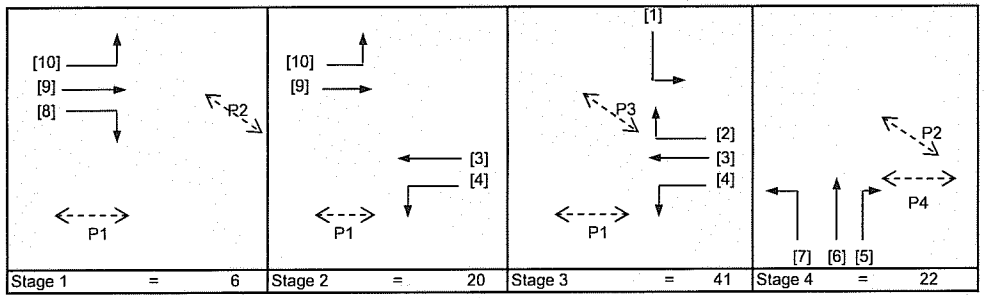
Appendix A

Junction Capacity Assessment
- Existing Scenario

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurcHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2011 Existing AM**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4	
Intergreen Period	Stage 1 - 2	I =	6	sec
	Stage 2 - 3	I =	9	sec
	Stage 3 - 4	I =	7	sec
	Stage 4 - 1	I =	8	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.838	
Loss time		L =	18	sec
Total Flow		=	3669	pcu
Co	= (1.5*L+5)/(1-Y)	=	197.8	sec
Cm	= L/(1-Y)	=	111.2	sec
Yult		=	0.765	
R.C.ult	= (Yult-Y)/Y*100%	=	-8.7	%
Cp	= 0.9*L/(0.9-Y)	=	262	sec
Ymax	= 1-L/C	=	0.850	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-8.7	%

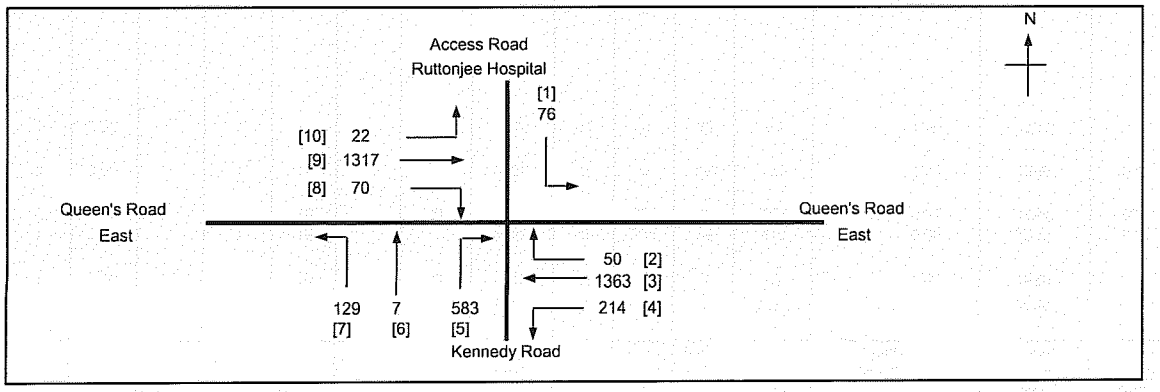


Pedestrian Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1	6	1,2,3	10	6	6	82	6	OK
P2	6	1,4	16	6	2	37	6	OK
P3	12	3	6	10	4	37	10	OK
P4	4	4	11	5	7	20	5	OK

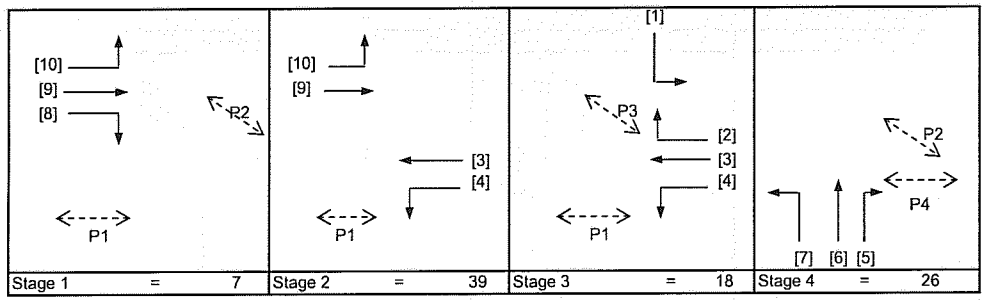
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				18				
1	3	4.70		1	15		N	2085	94	0	0	94	1.00	1895			1895	0.050			6	42	0.141	
2	3	3.00		1	15			2055	0	0	75	75	1.00	1868	0.6	-747	1121	0.067			8	42	0.190	
3	2,3	3.00		1				2055	0	966	0	966	0.00	2055	0.8	-411	1644	0.588			72	72	0.986	
3,4	2,3	3.00		1	30		N	1915	290	596	0	886	0.33	1884	0.8	-377	1507	0.588	0.588		72	72	0.986	
5	4	3.00		1	20			2055	0	0	366	366	1.00	1912			1912	0.191	0.191		23	23	0.986	
5,6,7	4	3.00		1	12		N	1915	105	7	214	326	0.98	1706			1706	0.191			23	23	0.984	
8	1	3.00		1	15			2055	0	0	66	66	1.00	1868	0.6	-747	1121	0.059	0.059		7	7	0.986	
9	1,2	3.00		1				2055	0	463	0	463	0.00	2055	0.9	-206	1849	0.250			30	30	0.986	
9,10	1,2	3.00		1	12		N	1915	30	397	0	427	0.07	1898	0.9	-190	1708	0.250			30	30	0.984	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurcHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2011 Existing PM**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	6 sec
	Stage 2 - 3	I =	9 sec
	Stage 3 - 4	I =	7 sec
	Stage 4 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.761
Loss time		L =	18 sec
Total Flow		=	3831 pcu
Co	= (1.5*L+5)/(1-Y)	=	134.0 sec
Cm	= L/(1-Y)	=	75.4 sec
Yult		=	0.765
R.C.ult	= (Yult-Y)/Y*100%	=	0.5 %
Cp	= 0.9*L/(0.9-Y)	=	117 sec
Ymax	= 1-L/C	=	0.850
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	0.5 %

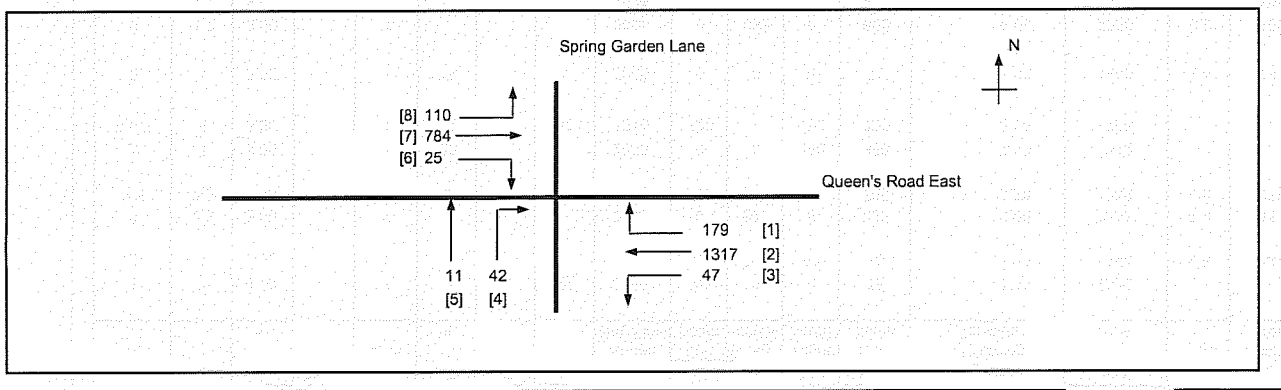


Pedestrian Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1	6	1,2,3	10	6	6	78	6	OK
P2	6	1,4	16	6	2	42	6	OK
P3	12	3	6	10	4	14	10	OK
P4	4	4	11	5	7	24	5	OK

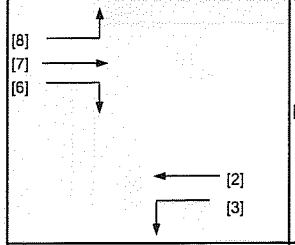
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X
																				18			
1	3	4.70		1	15		N	2085	76	0	0	76	1.00	1895			1895	0.040			5	19	0.253
2	3	3.00		1	15			2055	0	0	50	50	1.00	1868	0.6	-747	1121	0.045			6	19	0.282
3	2,3	3.00		1				2055	0	822	0	822	0.00	2055	0.8	-411	1644	0.500	0.500		67	67	0.896
3,4	2,3	3.00		1	30		N	1915	214	541	0	755	0.28	1888	0.8	-378	1510	0.500			67	67	0.895
5	4	3.00		1	20			2055	0	0	380	380	1.00	1912			1912	0.199	0.199		27	27	0.896
5,6,7	4	3.00		1	12		N	1915	129	7	203	339	0.98	1706			1706	0.199			27	27	0.895
8	1	3.00		1	15			2055	0	0	70	70	1.00	1868	0.6	-747	1121	0.062	0.062		8	8	0.896
9	1,2	3.00		1				2055	0	695	0	695	0.00	2055	0.9	-206	1849	0.376			50	50	0.896
9,10	1,2	3.00		1	12		N	1915	22	622	0	644	0.03	1907	0.9	-191	1716	0.375			50	50	0.894

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

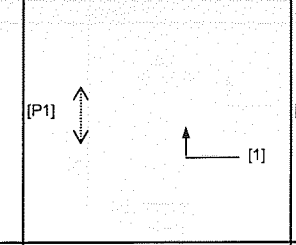
LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
The Church of Christ in China, Wanchai ChurchIL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong	Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Spring Garden Lane	**2011 Existing AM**	Filename: J2-QRE-SGL	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



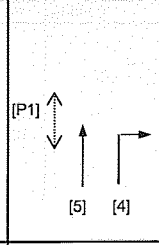
No. of stages per cycle		N =	3
Intergreen Period	Stage 1-2	I =	6 sec
	Stage 2-3	I =	5 sec
	Stage 3-1	I =	5 sec
		I =	sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.791
Loss time		L =	15 sec
Total Flow		=	2515 pcu
Co	= (1.5*L+5)/(1-Y)	=	131.7 sec
Cm	= L/(1-Y)	=	71.8 sec
Yult		=	0.788
R.C.ult	= (Yult-Y)/Y*100%	=	-0.5 %
Cp	= 0.9*L/(0.9-Y)	=	124.0 sec
Ymax	= 1-L/C	=	0.875
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-0.5 %



Stage 1 = 84



Stage 2 = 15



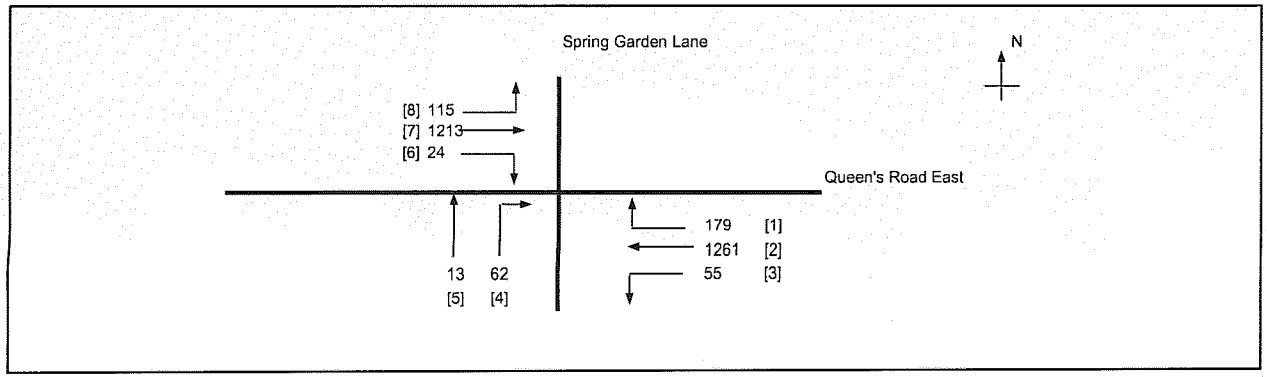
Stage 3 = 5

Pedestrian Phase	Stage	Width (m)	Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG	Check
P1	2,3	12	8	7	2	18	7	OK

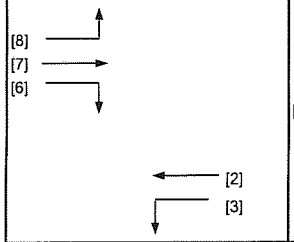
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	1317	0	1317	0.00	2055			2055	0.641	0.641		85	85	0.904	
3	1	3.00		1	10		N	1915	47	0	0	47	1.00	1665	0.5	-833	832	0.056			7	85	0.080	
6,7	1	3.00		1	15			2055	0	391	25	416	0.06	2043	0.6	-817	1226	0.339			45	85	0.479	
7,8	1	3.00		1	10		N	1915	110	393	0	503	0.22	1854	0.8	-371	1483	0.339			45	85	0.478	
1	2	3.00		1	15			2055	0	0	179	179	1.00	1868	0.8	-374	1494	0.120	0.120		16	16	0.904	
4,5	3	3.00		1	15		N	1915	11	0	42	53	1.00	1741			1741	0.030	0.030	2	4	6	0.605	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s LOST TIME IN STAGE 3 IS REQUIRED TO PROVIDE A MINIMUM GRE

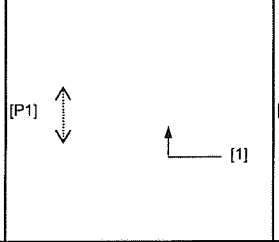
LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Spring Garden Lane	**2011 Existing PM**	Filename: J2-QRE-SGL	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	3
Intergreen Period	Stage 1-2	I =	6 sec
	Stage 2-3	I =	5 sec
	Stage 3-1	I =	5 sec
		I =	sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.777
Loss time		L =	13 sec
Total Flow		=	2922 pcu
Co	= (1.5*L+5)/(1-Y)	=	109.6 sec
Cm	= L/(1-Y)	=	58.2 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	3.3 %
Cp	= 0.9*L/(0.9-Y)	=	94.7 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	3.3 %



Stage 1 = 84



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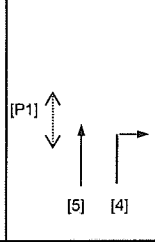


Stage 3 = 5

Pedestrian Phase	Stage	Width (m)	Time Required (s) SG	FG	Delay	Green Time Provided (s) SG	FG	Check
P1	2,3	12	8	7	2	18	7	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	1261	0	1261	0.00	2055			2055	0.614	0.614		85	85	0.871	
3	1	3.00		1	10		N	1915	55	0	0	55	1.00	1665	0.5	-833	832	0.066			9	85	0.094	
6,7	1	3.00		1	15			2055	0	585	24	609	0.04	2047	0.6	-819	1228	0.496			68	85	0.704	
7,8	1	3.00		1	10		N	1915	115	628	0	743	0.15	1872	0.8	-374	1498	0.496			68	85	0.704	
1	2	3.00		1	15			2055	0	0	179	179	1.00	1868	0.8	-374	1494	0.120	0.120		17	17	0.871	
4,5	3	3.00		1	15		N	1915	13	0	62	75	1.00	1741			1741	0.043	0.043		6	6	0.871	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s LOST TIME IN STAGE 3 IS REQUIRED TO PROVIDE A MINIMUM GRE

Appendix B

Questionnaire Survey Form

交通問卷調查

我們現正進行一項調查，收集學生及家長(監護人)前往/離開學校使用之交通工具資料。懇請閣下完成以下問卷，以供我們參考，謝謝。

1. 您(監護人)的孩子就讀的班別屬於？

   a) ☐ 上午班　　b) ☐ 下午班　　c) ☐ 全日制

2. 您(監護人)及孩子每天於甚麼時間到達學校？

   上午班/全日制： a) ☐ 08:15 – 08:30　b) ☐ 08:30 – 08:45　c) ☐ 08:45 – 09:00
   下午班： d) ☐ 12:45 – 13:00　e) ☐ 13:00 – 13:15　f) ☐ 13:15 – 13:30

3. 您(監護人)及孩子居於甚麼地區？

   a) ☐ 灣仔　b) ☐ 中環/金鐘/中半山　c) ☐ 上環/ 西環/西半山
   d) ☐ 銅鑼灣　e) ☐ 南區　f) ☐ 東區
   g) ☐ 九龍/ 新界　h) ☐ 其他，請註明：_____

4. 您(監護人)及孩子每天使用甚麼交通工具<u>前往</u>學校上課？(如需要使用 **2** 種或以上的交通工具，請依閣下乘搭的先後次序填上數字 1、2…)

   a) ☐ 港鐵　b) ☐ 紅色小巴　c) ☐ 綠色小巴
   d) ☐ 巴士　e) ☐ 電車　f) ☐ 的士
   g) ☐ 私家車　h) ☐ 步行　i) ☐ 其他，請註明：_____

5. 當您(監護人)每天把孩子送抵學校後，您(監護人)會使用甚麼交通工具<u>離開</u>學校？(如需要使用 2 種或以上的交通工具，請依閣下乘搭的先後次序填上數字 1、2…)

   a) ☐ 港鐵　b) ☐ 紅色小巴　c) ☐ 綠色小巴
   d) ☐ 巴士　e) ☐ 電車　f) ☐ 的士
   g) ☐ 私家車　h) ☐ 步行　i) ☐ 其他，請註明：_____
   j) ☐ 您(監護人)會留在學校，不會離開學校。**(如選此項，只需回答問題 7 。)**

6. 當您(監護人)每天前往學校接孩子下課時，會使用甚麼交通工具<u>前往</u>學校？(如需要使用 **2** 種或以上的交通工具，請依閣下乘搭的先後次序填上數字 1、2…)

   a) ☐ 港鐵　b) ☐ 紅色小巴　c) ☐ 綠色小巴
   d) ☐ 巴士　e) ☐ 電車　f) ☐ 的士
   g) ☐ 私家車　h) ☐ 步行　i) ☐ 其他，請註明：_____

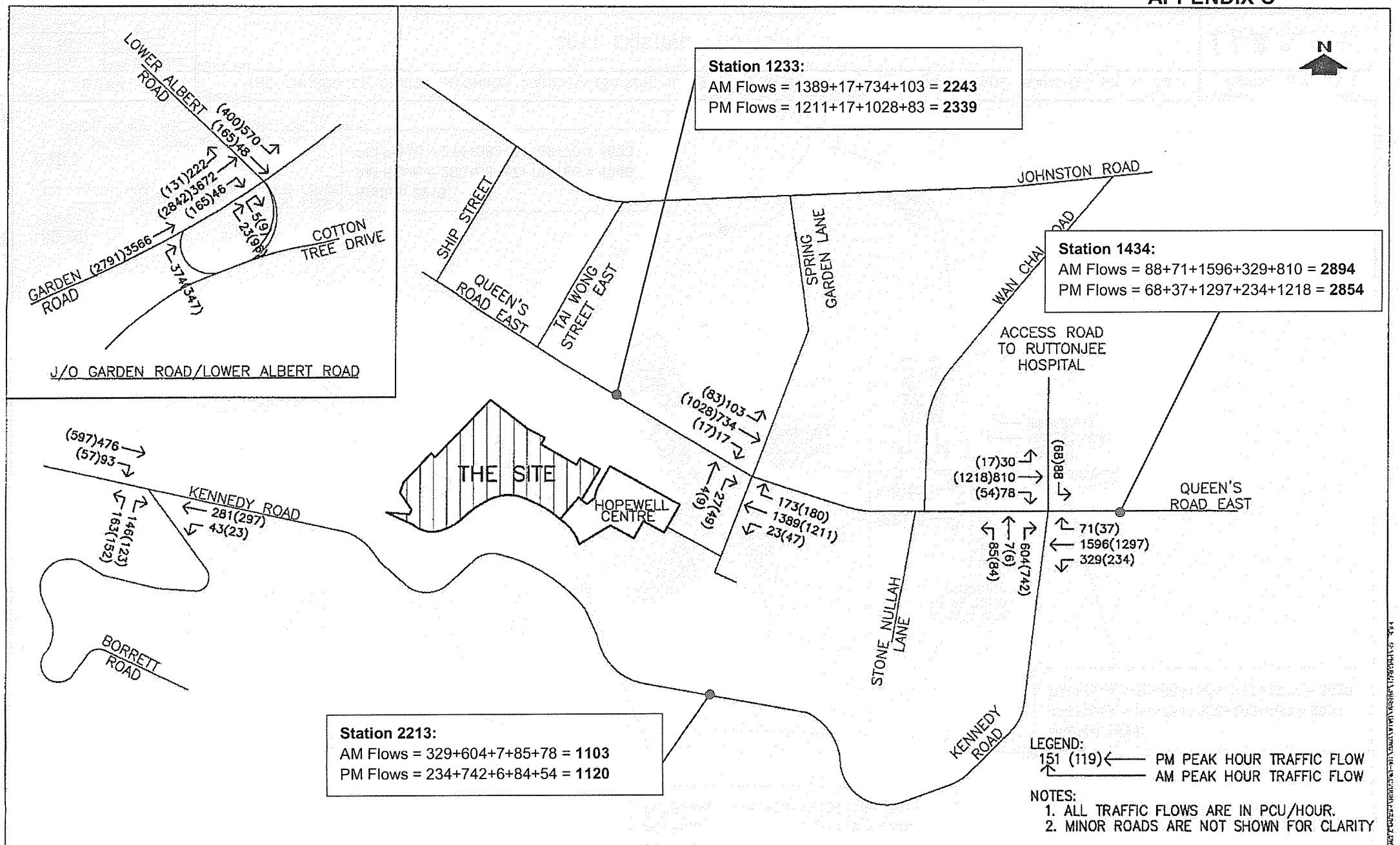
7. 您及孩子每天使用甚麼交通工具<u>離開</u>學校？(如需要使用 **2** 種或以上的交通工具，請依閣下乘搭的先後次序填上數字 1、2…)

   a) ☐ 港鐵　b) ☐ 紅色小巴　c) ☐ 綠色小巴
   d) ☐ 巴士　e) ☐ 電車　f) ☐ 的士
   g) ☐ 私家車　h) ☐ 步行　i) ☐ 其他，請註明：_____

~問卷完~

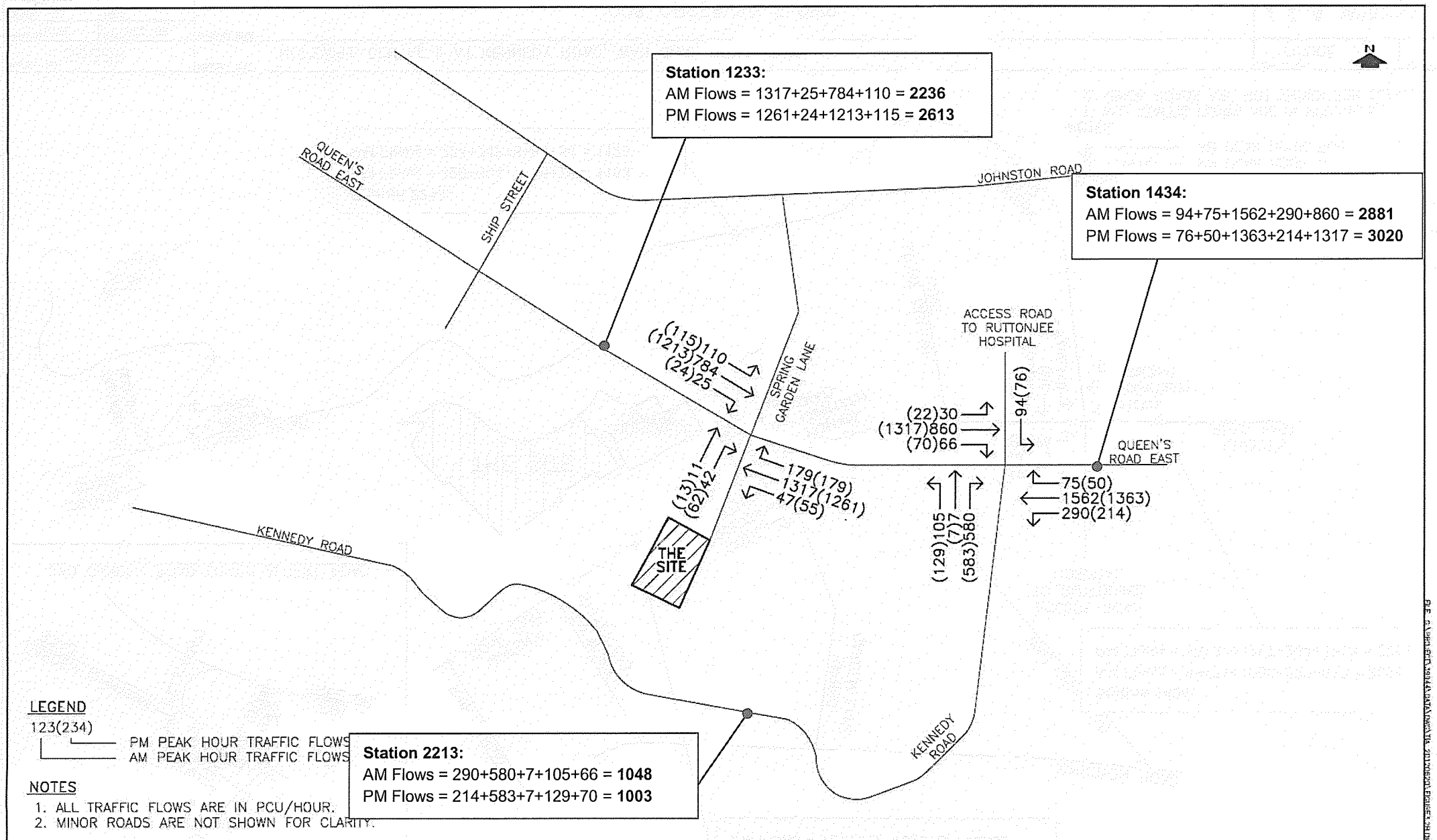
Appendix C

Extract of Surveyed Traffic Flows In 2008 and 2011



PROJECT NO. 39689	PROJECT TITLE: HOPEWELL CENTRE II AT KENNEDY ROAD, WAN CHAI, HONG KONG	DRAWING NO. FIGURE 2	REV. —
DESIGNED GWL / DATE DEC 08 / DRAWN CLL / SCALE N.T.S. / CHECKED SLN	DRAWING TITLE: 2008 OBSERVED FLOWS	LLA 顧問有限公司 Consultancy Limited	

FILE: G:\PROJECT\39689\DATA\D&O\TIA-DEC2008\FIGURE2.DWG PLOT SCALE : 1 = 1



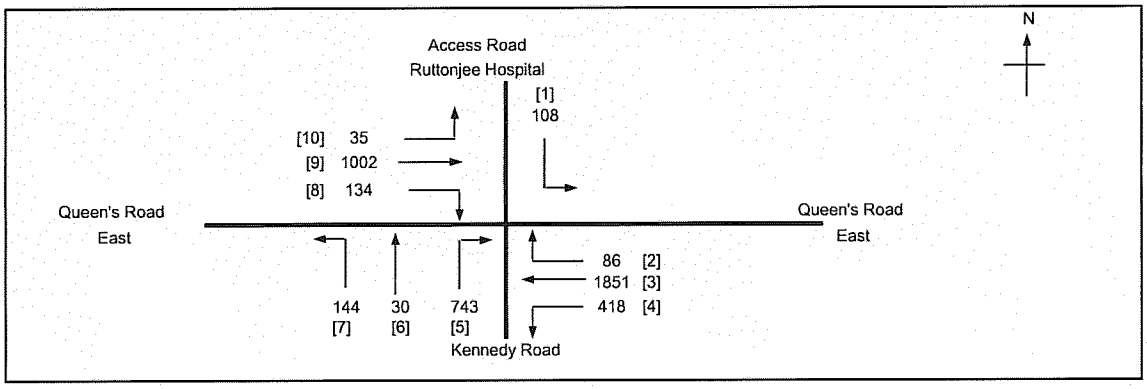
PROJECT NO. 39944	PROJECT TITLE: THE CHURCH OF CHRIST IN CHINA, WANCHAI CHURCH, IL 1931 SB & RP, 77 SPRING GARDEN LANE, WANCHAI, HK – TIA	DRAWING NO. FIGURE 3.2	REV. B
DESIGNED GWL / DATE JUN 2012	DRAWING TITLE: 2011 EXISTING TRAFFIC FLOWS	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE N.T.S.			
CHECKED SLN			

FILE: G:\PROJECT\39944\DATA\DWG\TIA_20120620\FIGURE3.2B.DWG PLOT SCALE : 1 = 1

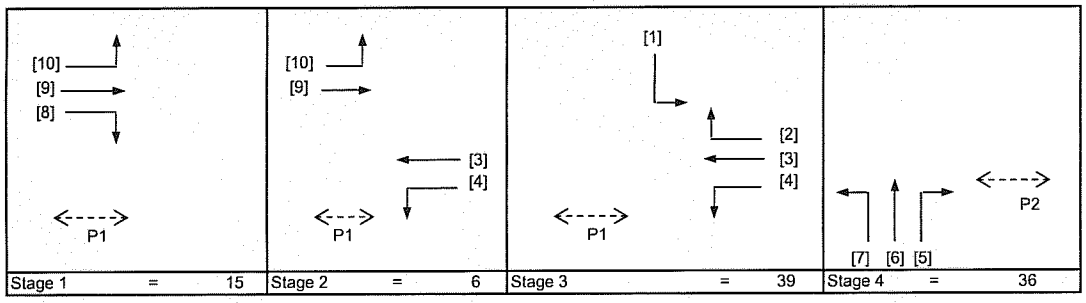
Appendix D

Junction Capacity Assessment
- 2019 Reference & Design Scenario

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurcHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2019 Reference AM**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4	
Intergreen Period	Stage 1 - 2	I =	6	sec
	Stage 2 - 3	I =	9	sec
	Stage 3 - 4	I =	7	sec
	Stage 4 - 1	I =	8	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.693	
Loss time		L =	18	sec
Total Flow		=	4551	pcu
Co	= (1.5*L+5)/(1-Y)	=	104.4	sec
Cm	= L/(1-Y)	=	58.7	sec
Yult		=	0.765	
R.C.ult	= (Yult-Y)/Y*100%	=	10.3	%
Cp	= 0.9*L/(0.9-Y)	=	78	sec
Ymax	= 1-L/C	=	0.850	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	10	%

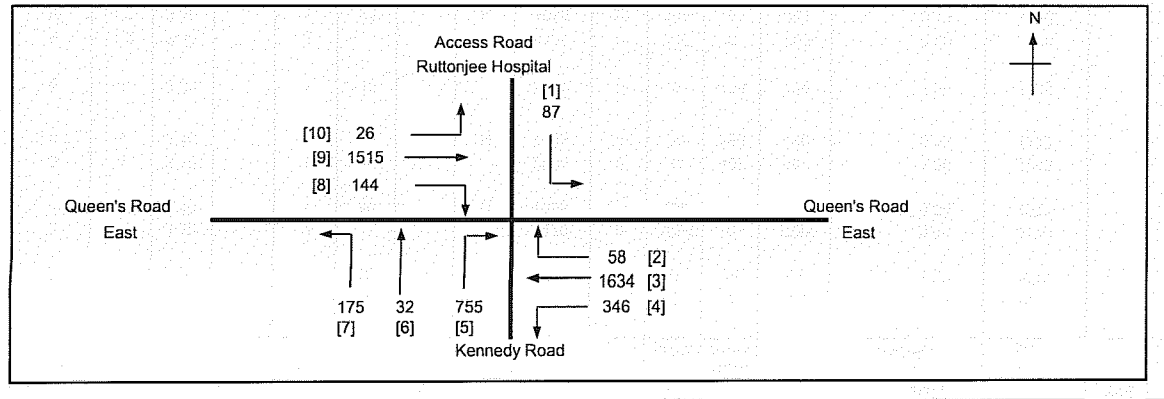


Pedestriar Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1		1,2,3	10	6	6	74	6	OK
P2		4	11	5	7	34	5	OK

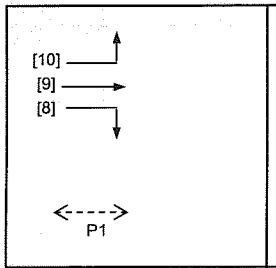
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				18				
1	3	4.70		1	15		N	2085	108	0	0	108	1.00	1895			1895	0.057			8	40	0.172	
2	3	3.30		1	10			2085	0	0	86	86	1.00	1813	0.6	-725	1088	0.079			12	40	0.238	
3	2,3	3.30		2				4170	0	1554	0	1554	0.00	4170			4170	0.373	0.373		55	55	0.816	
4	2,3	3.40		1	50		N	1955	418	297	0	715	0.58	1921			1921	0.372			55	55	0.815	
5	4	3.10		1	25			2065	0	0	487	487	1.00	1948			1948	0.250	0.250		37	37	0.816	
5,6,7	4	3.10		1	12		N	1925	144	30	256	430	0.93	1724			1724	0.249			37	37	0.814	
8	1	3.30		1	15			2085	0	0	134	134	1.00	1895			1895	0.071	0.071		10	16	0.530	
9	1,2	3.30		2				4170	0	707	0	707	0.00	4170			4170	0.170			25	25	0.814	
10	1,2	3.40		1	25		N	1955	35	295	0	330	0.11	1943			1943	0.170			25	25	0.816	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

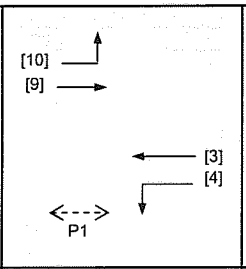
LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchIL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2019 Reference PM**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



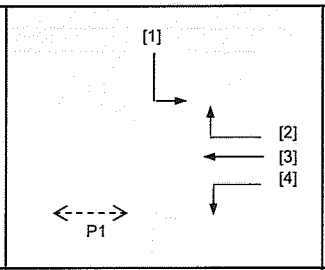
No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	6 sec
	Stage 2 - 3	I =	9 sec
	Stage 3 - 4	I =	7 sec
	Stage 4 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.663
Loss time		L =	18 sec
Total Flow		=	4772 pcu
Co	= (1.5*L+5)/(1-Y)	=	95.0 sec
Cm	= L/(1-Y)	=	53.4 sec
Yult		=	0.765
R.C.ult	= (Yult-Y)/Y*100%	=	15.4 %
Cp	= 0.9*L/(0.9-Y)	=	68 sec
Ymax	= 1-L/C	=	0.850
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	15 %



Stage 1 = 20



Stage 2 = 15



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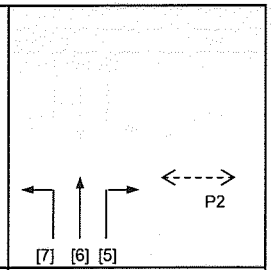


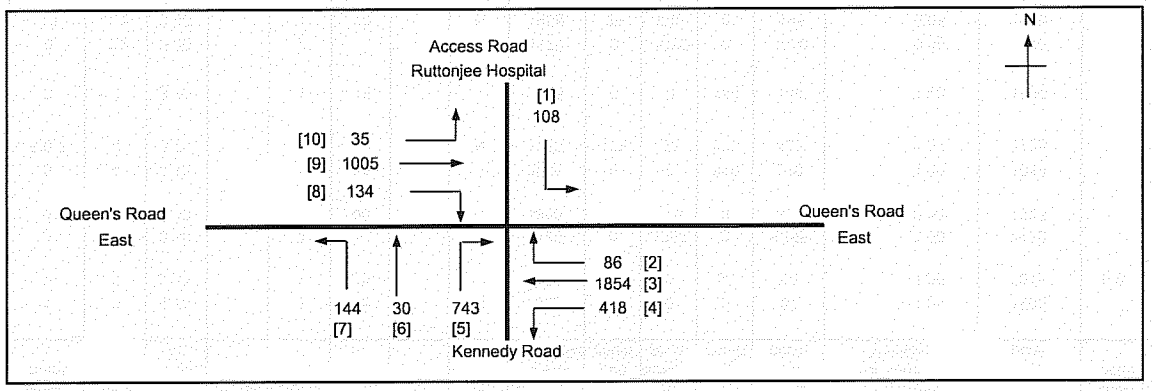
Stage 4 = 39

Pedestriar Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1		1,2,3	10	6	6	74	6	OK
P2		4	11	5	7	37	5	OK

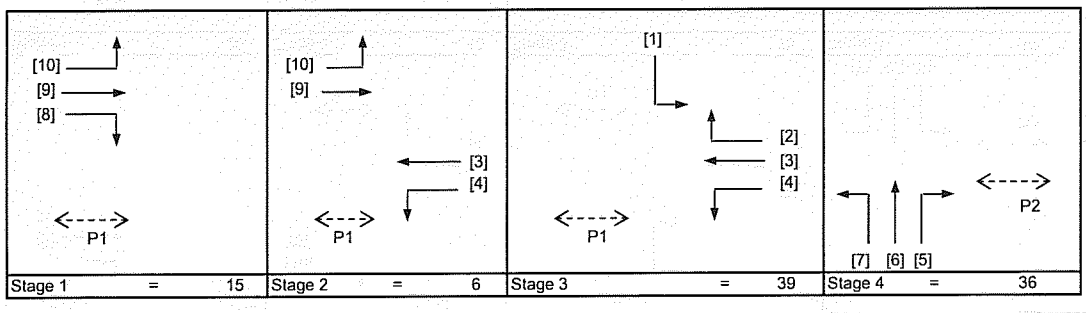
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				18				
1	3	4.70		1	15		N	2085	87	0	0	87	1.00	1895			1895	0.046			7	26	0.210	
2	3	3.30		1	10			2085	0	0	58	58	1.00	1813	0.6	-725	1088	0.053			8	26	0.244	
3	2,3	3.30		2				4170	0	1355	0	1355	0.00	4170			4170	0.325			50	50	0.780	
4	2,3	3.40		1	50		N	1955	346	279	0	625	0.55	1923			1923	0.325	0.325		50	50	0.780	
5	4	3.10		1	25			2065	0	0	510	510	1.00	1948			1948	0.262			40	40	0.779	
5,6,7	4	3.10		1	12		N	1925	175	32	245	452	0.93	1725			1725	0.262	0.262		40	40	0.780	
8	1	3.30		1	15			2085	0	0	144	144	1.00	1895			1895	0.076	0.076		12	21	0.434	
9	1,2	3.30		2				4170	0	1050	0	1050	0.00	4170			4170	0.252			39	39	0.780	
10	1,2	3.40		1	25		N	1955	26	465	0	491	0.05	1949			1949	0.252			39	39	0.780	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2019 Design AM**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	6 sec
	Stage 2 - 3	I =	9 sec
	Stage 3 - 4	I =	7 sec
	Stage 4 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.694
Loss time		L =	18 sec
Total Flow		=	4557 pcu
Co	= (1.5*L+5)/(1-Y)	=	104.5 sec
Cm	= L/(1-Y)	=	58.8 sec
Yult		=	0.765
R.C.ult	= (Yult-Y)/Y*100%	=	10.3 %
Cp	= 0.9*L/(0.9-Y)	=	79 sec
Ymax	= 1-L/C	=	0.850
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	10 %



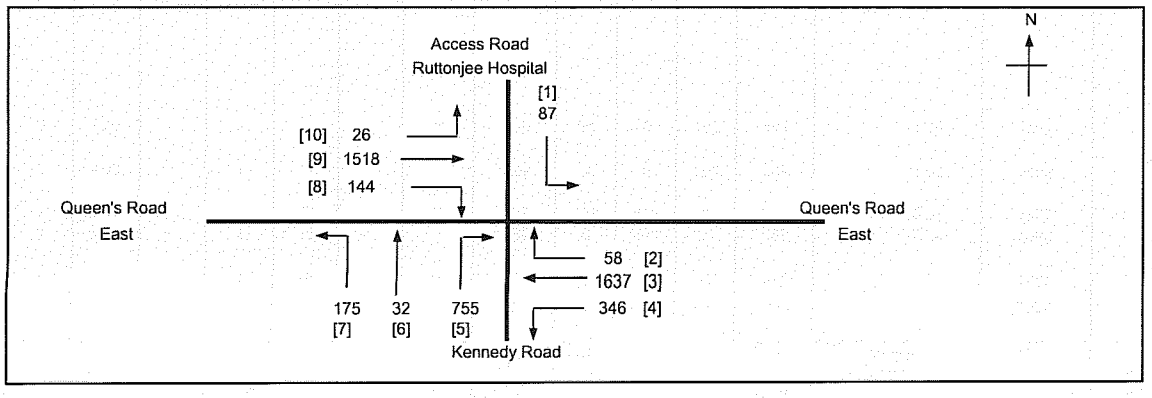
Stage 1	=	15	Stage 2	=	6	Stage 3	=	39	Stage 4	=	36

Pedestrian Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1		1,2,3	10	6	6	74	6	OK
P2		4	11	5	7	34	5	OK

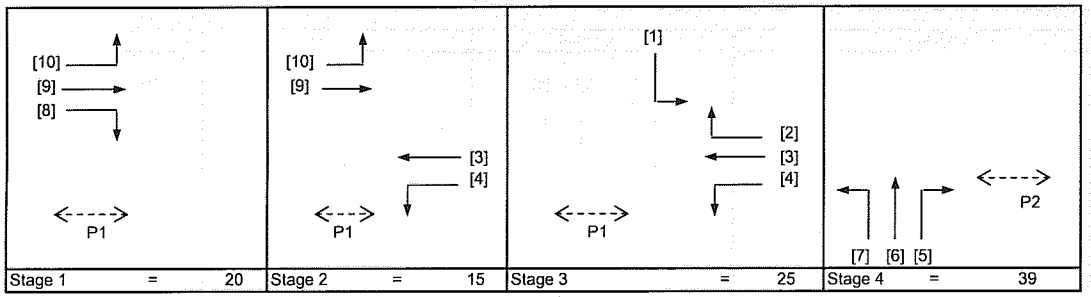
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X
																				18			
1	3	4.70		1	15		N	2085	108	0	0	108	1.00	1895			1895	0.057			8	40	0.172
2	3	3.30		1	10			2085	0	0	86	86	1.00	1813	0.6	-725	1088	0.079			12	40	0.238
3	2,3	3.30		2				4170	0	1555	0	1555	0.00	4170			4170	0.373			55	55	0.816
4	2,3	3.40		1	50		N	1955	418	299	0	717	0.58	1921			1921	0.373	0.373		55	55	0.816
5	4	3.10		1	25			2065	0	0	487	487	1.00	1948			1948	0.250	0.250		37	37	0.816
5,6,7	4	3.10		1	12		N	1925	144	30	256	430	0.93	1724			1724	0.249			37	37	0.814
8	1	3.30		1	15			2085	0	0	134	134	1.00	1895			1895	0.071	0.071		10	16	0.530
9	1,2	3.30		2				4170	0	709	0	709	0.00	4170			4170	0.170			25	25	0.815
10	1,2	3.40		1	25		N	1955	35	296	0	331	0.11	1943			1943	0.170			25	25	0.816

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2019 Design PM**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4	
Intergreen Period	Stage 1 - 2	I =	6	sec
	Stage 2 - 3	I =	9	sec
	Stage 3 - 4	I =	7	sec
	Stage 4 - 1	I =	8	sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.664	
Loss time		L =	18	sec
Total Flow		=	4778	pcu
Co	= (1.5*L+5)/(1-Y)	=	95.2	sec
Cm	= L/(1-Y)	=	53.5	sec
Yult		=	0.765	
R.C.ult	= (Yult-Y)/Y*100%	=	15.3	%
Cp	= 0.9*L/(0.9-Y)	=	69	sec
Ymax	= 1-L/C	=	0.850	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	15	%



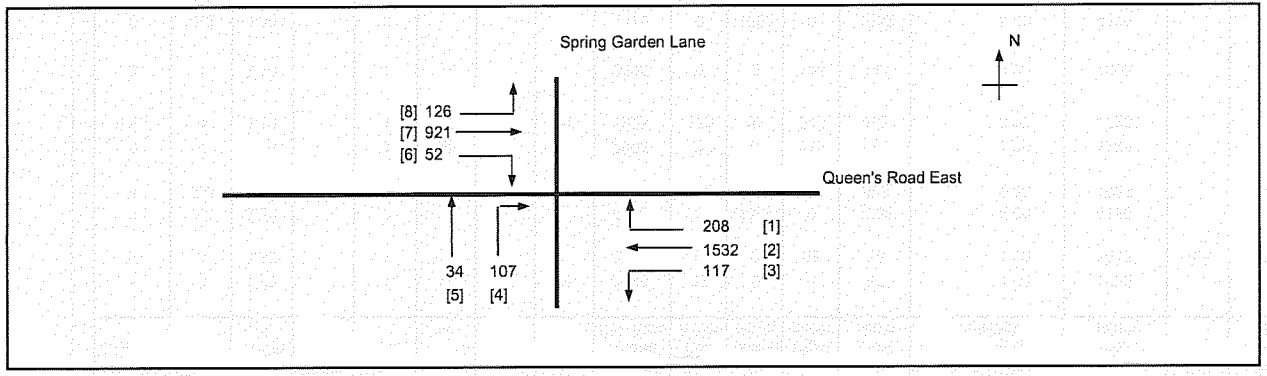
Stage 1	=	20	Stage 2	=	15	Stage 3	=	25	Stage 4	=	39

Pedestrian Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1		1,2,3	10	6	6	74	6	OK
P2		4	11	5	7	37	5	OK

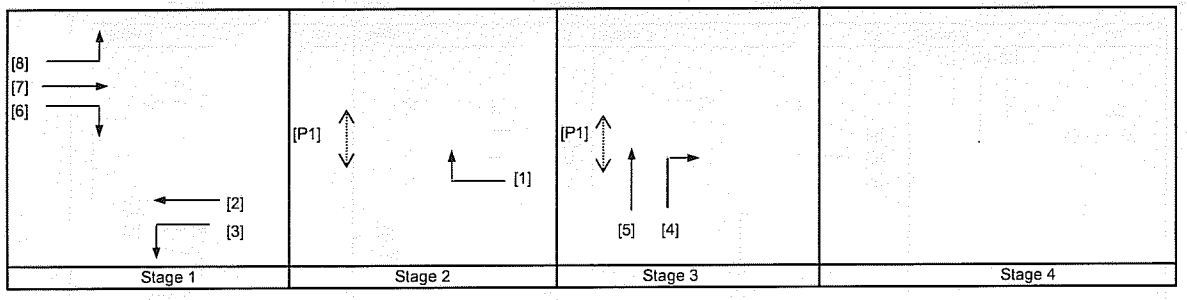
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X
																				18			
1	3	4.70		1	15		N	2085	87	0	0	87	1.00	1895			1895	0.046			7	26	0.210
2	3	3.30		1	10			2085	0	0	58	58	1.00	1813	0.6	-725	1088	0.053			8	26	0.244
3	2,3	3.30		2				4170	0	1358	0	1358	0.00	4170			4170	0.326	0.326		50	50	0.781
4	2,3	3.40		1	50		N	1955	346	279	0	625	0.55	1923			1923	0.325			50	50	0.779
5	4	3.10		1	25			2065	0	0	510	510	1.00	1948			1948	0.262			40	40	0.780
5,6,7	4	3.10		1	12		N	1925	175	32	245	452	0.93	1725			1725	0.262	0.262		40	40	0.781
8	1	3.30		1	15			2085	0	0	144	144	1.00	1895			1895	0.076	0.076		12	21	0.434
9	1,2	3.30		2				4170	0	1052	0	1052	0.00	4170			4170	0.252			39	39	0.780
10	1,2	3.40		1	25		N	1955	26	466	0	492	0.05	1949			1949	0.252			39	39	0.781

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		PROJECT NO.: 39689	PREPARED BY:	GWL	Jun-12
Queen's Road East / Spring Garden Lane	**2019 Reference AM**	Filename: J2-QRE-SGL	CHECKED BY:	SLN	Jun-12
		REFERENCE NO.:	REVIEWED BY:	WCL	Jun-12



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1-2	I =	6	sec
	Stage 2-3	I =	5	sec
	Stage 3-1	I =	5	sec
		I =		sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.746	
Loss time		L =	13	sec
Total Flow		=	3097	pcu
Co	= (1.5*L+5)/(1-Y)	=	96.3	sec
Cm	= L/(1-Y)	=	51.1	sec
Yult		=	0.803	
R.C.ult	= (Yult-Y)/Y*100%	=	7.6	%
Cp	= 0.9*L/(0.9-Y)	=	75.8	sec
Ymax	= 1-L/C	=	0.892	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	7.6	%

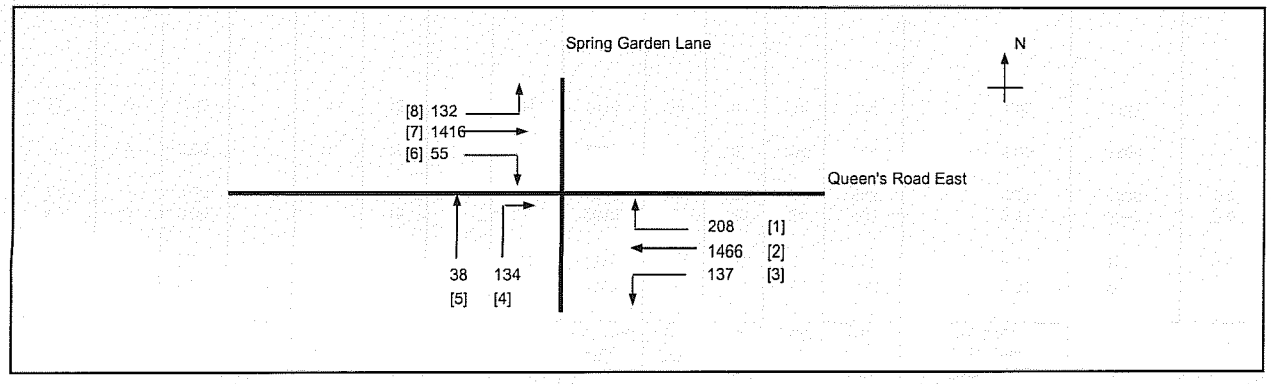


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	2,3	14	5	12	16	12	OK

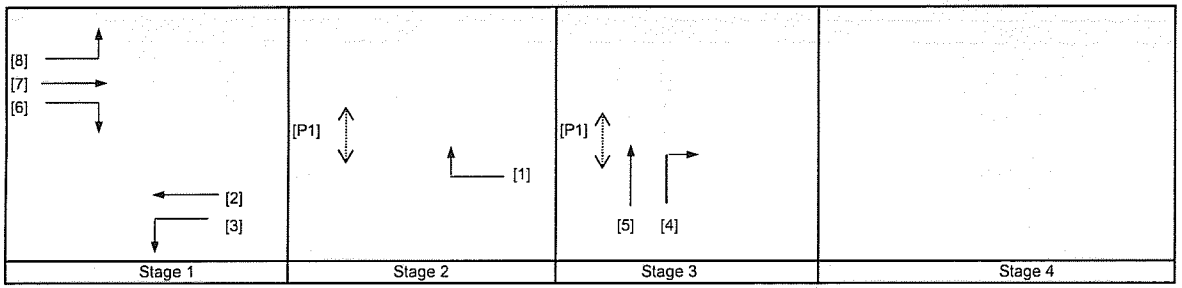
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	1137	0	1137	0.00	2055			2055	0.553	0.553		79	79	0.836	
2,3	1	3.00		1	10		N	1915	117	395	0	512	0.23	1852	0.5	-926	926	0.553			79	79	0.836	
6,7	1	3.30		1	15			2085	0	443	52	495	0.11	2063	0.6	-825	1238	0.400			57	79	0.604	
7,8	1	3.30		1	10		N	1945	126	478	0	604	0.21	1886	0.8	-377	1509	0.400			57	79	0.605	
1	2	3.00		1	15			2055	0	0	208	208	1.00	1868			1868	0.111	0.111		16	16	0.836	
4,5	3	3.00		1	15		N	1915	34	0	107	141	1.00	1741			1741	0.081	0.081		12	12	0.836	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurcHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		PROJECT NO.: 39689	PREPARED BY:	GWL	Jun-12
Queen's Road East / Spring Garden Lane	**2019 Reference PM**	Filename: J2-QRE-SGL	CHECKED BY:	SLN	Jun-12
		REFERENCE NO.:	REVIEWED BY:	WCL	Jun-12



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1-2	I =	6	sec
	Stage 2-3	I =	5	sec
	Stage 3-1	I =	5	sec
		I =		sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.790	
Loss time		L =	13	sec
Total Flow		=	3586	pcu
Co	= (1.5*L+5)/(1-Y)	=	116.8	sec
Cm	= L/(1-Y)	=	62.0	sec
Yult		=	0.803	
R.C.ult	= (Yult-Y)/Y*100%	=	1.6	%
Cp	= 0.9*L/(0.9-Y)	=	106.6	sec
Ymax	= 1-L/C	=	0.892	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	1.6	%

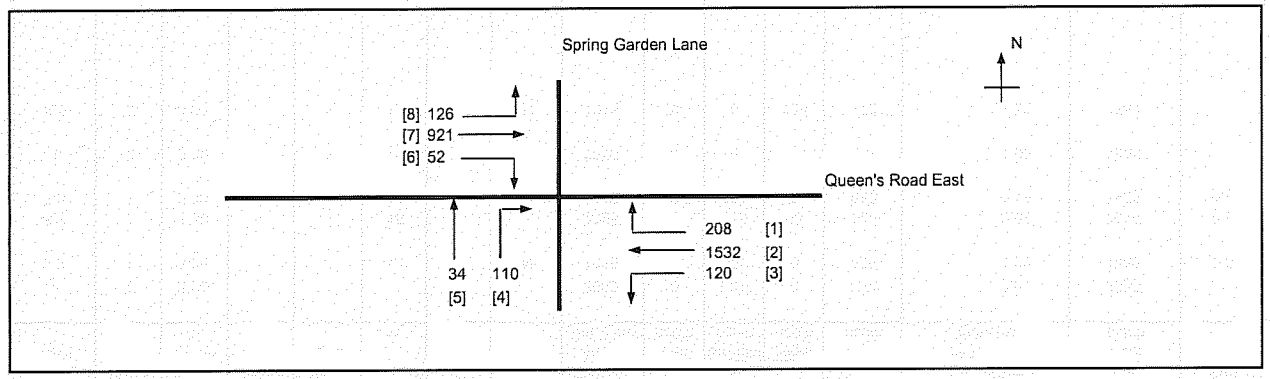


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	2,3	14	5	12	15	12	OK

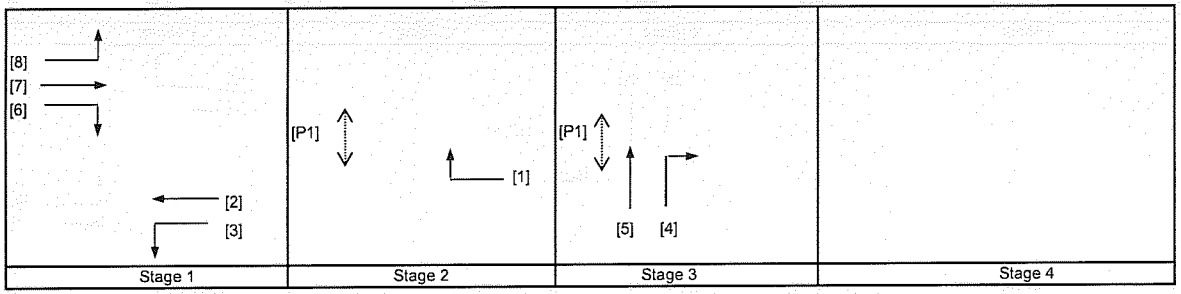
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	1107	0	1107	0.00	2055			2055	0.539			73	79	0.823	
2,3	1	3.00		1	10		N	1915	137	359	0	496	0.28	1839	0.5	-919	920	0.539			73	79	0.824	
6,7	1	3.30		1	15			2085	0	665	55	720	0.08	2069	0.6	-828	1241	0.580	0.580		79	79	0.886	
7,8	1	3.30		1	10		N	1945	132	751	0	883	0.15	1902	0.8	-380	1522	0.580			79	79	0.886	
1	2	3.00		1	15			2055	0	0	208	208	1.00	1868			1868	0.111	0.111		15	15	0.886	
4,5	3	3.00		1	15		N	1915	38	0	134	172	1.00	1741			1741	0.099	0.099		13	13	0.886	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
The Church of Christ in China, Wanchai ChurchIL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		PROJECT NO.: 39689	PREPARED BY:	GWL	Jun-12
Queen's Road East / Spring Garden Lane	**2019 Design AM**	Filename: J2-QRE-SGL	CHECKED BY:	SLN	Jun-12
		REFERENCE NO.:	REVIEWED BY:	WCL	Jun-12



No. of stages per cycle		N =	3	
Intergreen Period	Stage 1-2	I =	6	sec
	Stage 2-3	I =	5	sec
	Stage 3-1	I =	5	sec
		I =		sec
Cycle time		C =	120	sec
Sum(y)		Y =	0.749	
Loss time		L =	13	sec
Total Flow		=	3103	pcu
Co	= (1.5*L+5)/(1-Y)	=	97.5	sec
Cm	= L/(1-Y)	=	51.8	sec
Yult		=	0.803	
R.C.ult	= (Yult-Y)/Y*100%	=	7.2	%
Cp	= 0.9*L/(0.9-Y)	=	77.4	sec
Ymax	= 1-L/C	=	0.892	
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	7.2	%

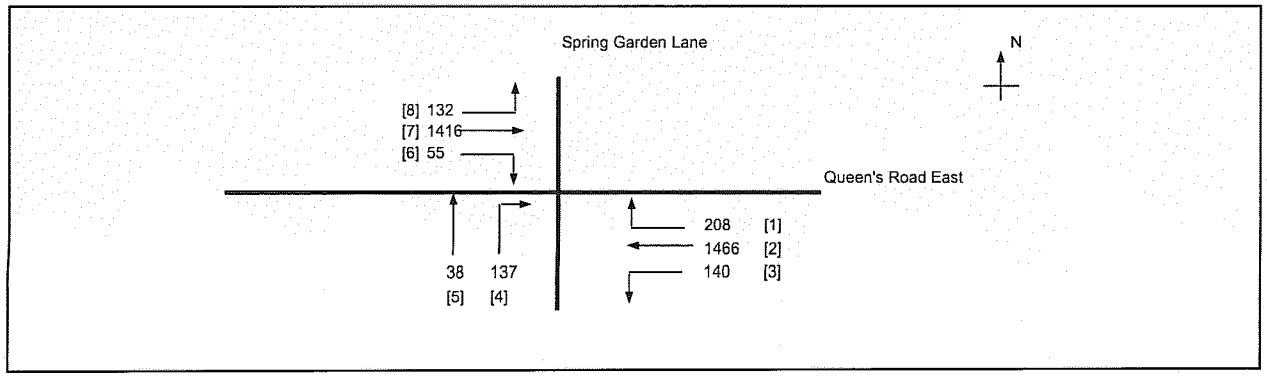


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	2,3	14	5	12	16	12	OK

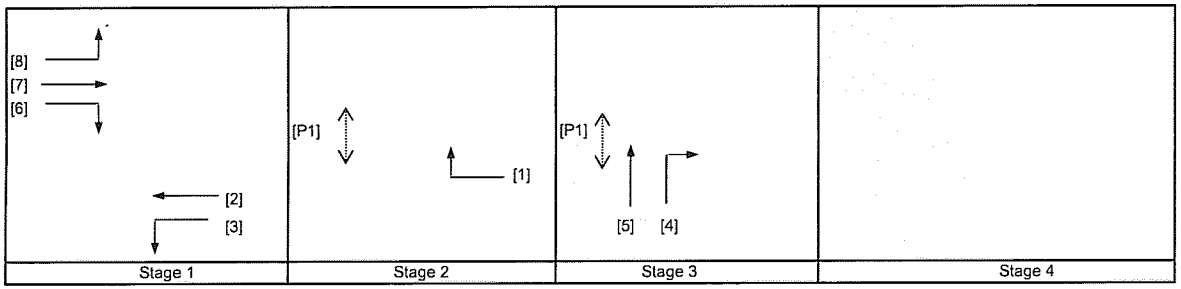
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	1140	0	1140	0.00	2055			2055	0.555	0.555		79	79	0.840	
2,3	1	3.00		1	10		N	1915	120	392	0	512	0.23	1850	0.5	-925	925	0.554			79	79	0.838	
6,7	1	3.30		1	15			2085	0	443	52	495	0.11	2063	0.6	-825	1238	0.400			57	79	0.605	
7,8	1	3.30		1	10		N	1945	126	478	0	604	0.21	1886	0.8	-377	1509	0.400			57	79	0.606	
1	2	3.00		1	15			2055	0	0	208	208	1.00	1868			1868	0.111	0.111		16	16	0.840	
4,5	3	3.00		1	15		N	1915	34	0	110	144	1.00	1741			1741	0.083	0.083		12	12	0.840	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		PROJECT NO.: 39689	PREPARED BY:	GWL	Jun-12
Queen's Road East / Spring Garden Lane	**2019 Design PM**	Filename: J2-QRE-SGL	CHECKED BY:	SLN	Jun-12
		REFERENCE NO.:	REVIEWED BY:	WCL	Jun-12



No. of stages per cycle		N =	3
Intergreen Period	Stage 1-2	I =	6 sec
	Stage 2-3	I =	5 sec
	Stage 3-1	I =	5 sec
		I =	sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.792
Loss time		L =	13 sec
Total Flow		=	3592 pcu
Co	= (1.5*L+5)/(1-Y)	=	117.8 sec
Cm	= L/(1-Y)	=	62.5 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	1.3 %
Cp	= 0.9*L/(0.9-Y)	=	108.3 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	1.3 %



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	2,3	14	5	12	15	12	OK

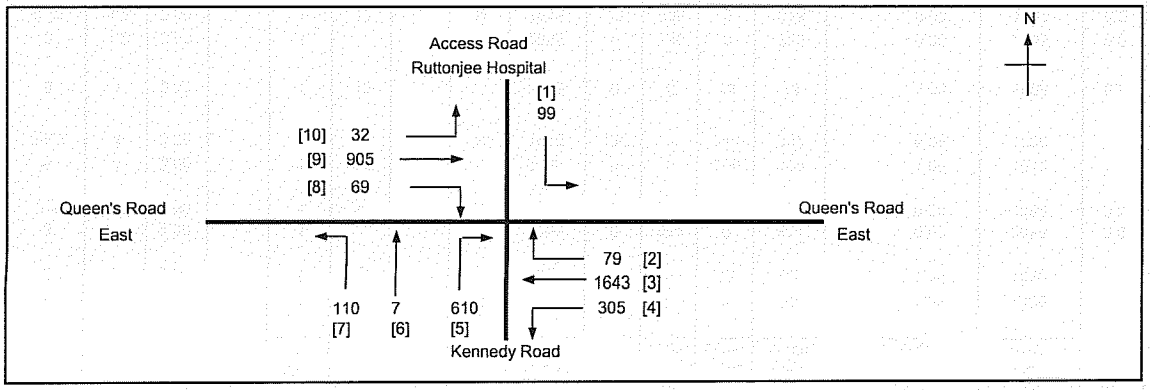
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	1110	0	1110	0.00	2055			2055	0.540			73	78	0.827	
2,3	1	3.00		1	10		N	1915	140	356	0	496	0.28	1837	0.5	-919	918	0.540			73	78	0.827	
6,7	1	3.30		1	15			2085	0	665	55	720	0.08	2069	0.6	-828	1241	0.580	0.580		78	78	0.888	
7,8	1	3.30		1	10		N	1945	132	751	0	883	0.15	1902	0.8	-380	1522	0.580			78	78	0.888	
1	2	3.00		1	15			2055	0	0	208	208	1.00	1868			1868	0.111	0.111		15	15	0.888	
4,5	3	3.00		1	15		N	1915	38	0	137	175	1.00	1741			1741	0.101	0.101		14	14	0.888	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

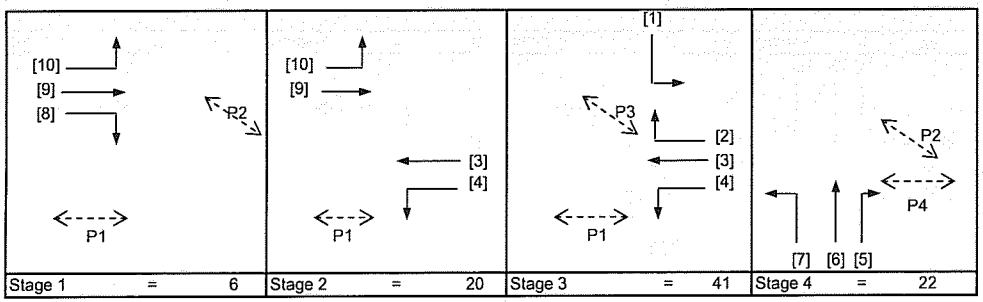
Appendix E

Junction Capacity Assessment
- 2014 Reference & Design Scenario
(During Construction)

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurcHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2014 Reference AM (During Construction)**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	6 sec
	Stage 2 - 3	I =	9 sec
	Stage 3 - 4	I =	7 sec
	Stage 4 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.881
Loss time		L =	18 sec
Total Flow		=	3859 pcu
Co	= (1.5*L+5)/(1-Y)	=	268.8 sec
Cm	= L/(1-Y)	=	151.2 sec
Yult		=	0.765
R.C.ult	= (Yult-Y)/Y*100%	=	-13.2 %
Cp	= 0.9*L/(0.9-Y)	=	851 sec
Ymax	= 1-L/C	=	0.850
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-13.2 %

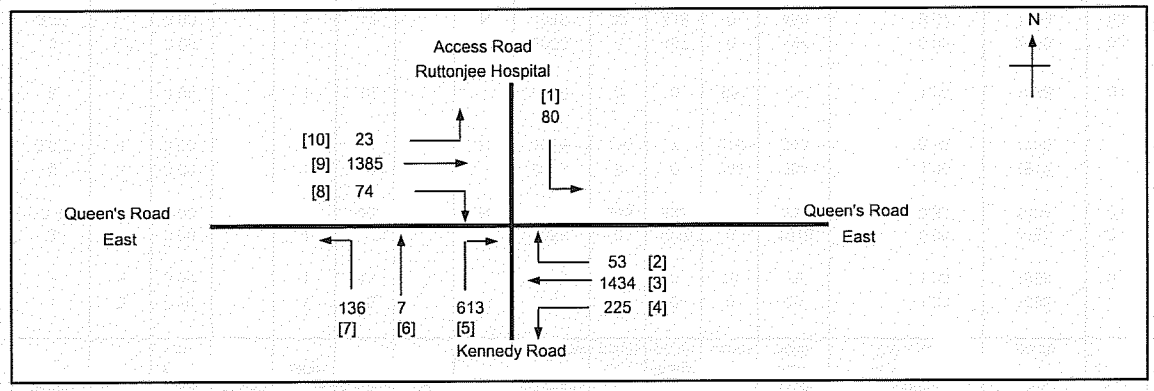


Pedestrian Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1	6	1,2,3	10	6	6	82	6	OK
P2	6	1,4	16	6	2	37	6	OK
P3	12	3	6	10	4	37	10	OK
P4	4	4	11	5	7	20	5	OK

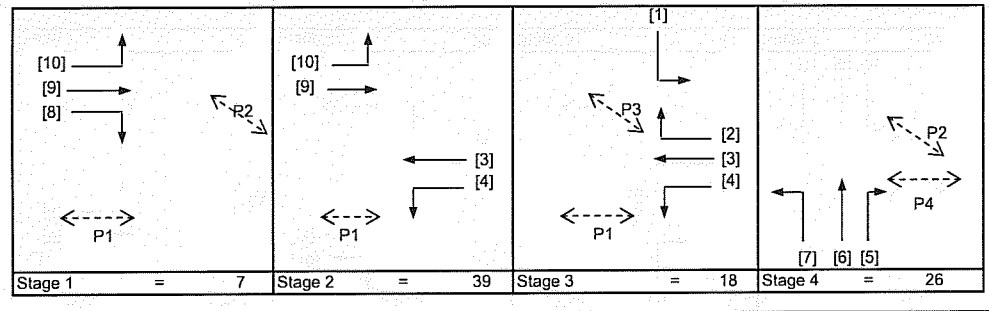
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				18				
1	3	4.70		1	15		N	2085	99	0	0	99	1.00	1895			1895	0.052			6	42	0.148	
2	3	3.00		1	15			2055	0	0	79	79	1.00	1868	0.6	-747	1121	0.070			8	42	0.200	
3	2,3	3.00		1				2055	0	1016	0	1016	0.00	2055	0.8	-411	1644	0.618			72	72	1.036	
3,4	2,3	3.00		1	30		N	1915	305	627	0	932	0.33	1884	0.8	-377	1507	0.618	0.618		72	72	1.036	
5	4	3.00		1	20			2055	0	0	384	384	1.00	1912			1912	0.201			23	23	1.036	
5,6,7	4	3.00		1	12		N	1915	110	7	226	343	0.98	1706			1706	0.201	0.201		23	23	1.036	
8	1	3.00		1	15			2055	0	0	69	69	1.00	1868	0.6	-747	1121	0.062	0.062		7	7	1.036	
9	1,2	3.00		1				2055	0	487	0	487	0.00	2055	0.9	-206	1849	0.263			30	31	1.036	
9,10	1,2	3.00		1	12		N	1915	32	418	0	450	0.07	1898	0.9	-190	1708	0.263			31	31	1.036	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION		INITIALS	DATE
The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong	Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2014 Reference PM (During Construction)**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	6 sec
	Stage 2 - 3	I =	9 sec
	Stage 3 - 4	I =	7 sec
	Stage 4 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.802
Loss time		L =	18 sec
Total Flow		=	4030 pcu
Co	= (1.5*L+5)/(1-Y)	=	161.3 sec
Cm	= L/(1-Y)	=	90.8 sec
Yult		=	0.765
R.C.ult	= (Yult-Y)/Y*100%	=	-4.6 %
Cp	= 0.9*L/(0.9-Y)	=	165 sec
Ymax	= 1-L/C	=	0.850
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-4.6 %

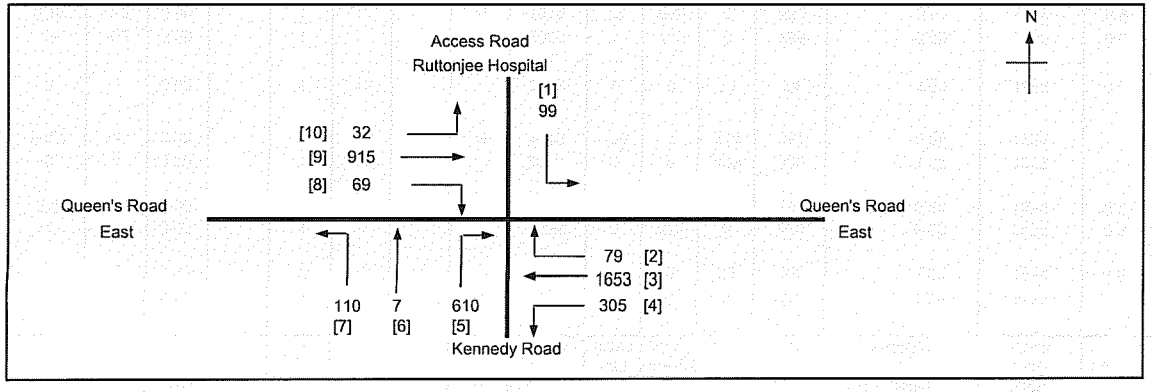


Pedestrian Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1	6	1,2,3	10	6	6	78	6	OK
P2	6	1,4	16	6	2	42	6	OK
P3	12	3	6	10	4	14	10	OK
P4	4	4	11	5	7	24	5	OK

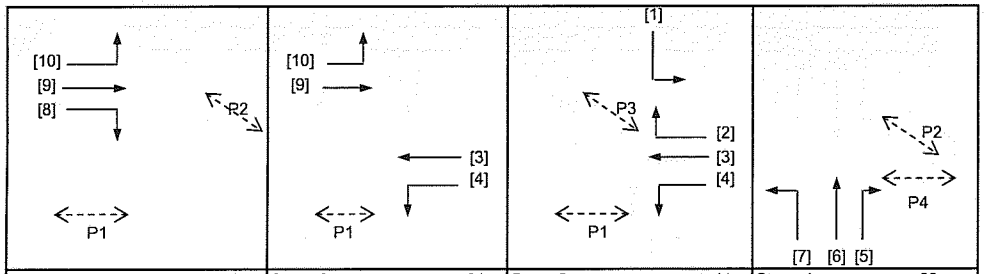
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				18				
1	3	4.70		1	15		N	2085	80	0	0	80	1.00	1895			1895	0.042			5	19	0.265	
2	3	3.00		1	15			2055	0	0	53	53	1.00	1868	0.6	-747	1121	0.047			6	19	0.297	
3	2,3	3.00		1				2055	0	864	0	864	0.00	2055	0.8	-411	1644	0.526			67	67	0.942	
3,4	2,3	3.00		1	30		N	1915	225	570	0	795	0.28	1888	0.8	-378	1510	0.526	0.526		67	67	0.943	
5	4	3.00		1	20			2055	0	0	399	399	1.00	1912			1912	0.209			27	27	0.941	
5,6,7	4	3.00		1	12		N	1915	136	7	214	357	0.98	1706			1706	0.209	0.209		27	27	0.943	
8	1	3.00		1	15			2055	0	0	74	74	1.00	1868	0.6	-747	1121	0.066	0.066		8	8	0.943	
9	1,2	3.00		1				2055	0	730	0	730	0.00	2055	0.9	-206	1849	0.395			50	50	0.942	
9,10	1,2	3.00		1	12		N	1915	23	655	0	678	0.03	1907	0.9	-191	1716	0.395			50	50	0.943	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2014 Design AM (During Construction)**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	6 sec
	Stage 2 - 3	I =	9 sec
	Stage 3 - 4	I =	7 sec
	Stage 4 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.884
Loss time		L =	18 sec
Total Flow		=	3879 pcu
Co	= (1.5*L+5)/(1-Y)	=	276.4 sec
Cm	= L/(1-Y)	=	155.5 sec
Yult		=	0.765
R.C.ult	= (Yult-Y)/Y*100%	=	-13.5 %
Cp	= 0.9*L/(0.9-Y)	=	1028 sec
Ymax	= 1-L/C	=	0.850
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-13.5 %

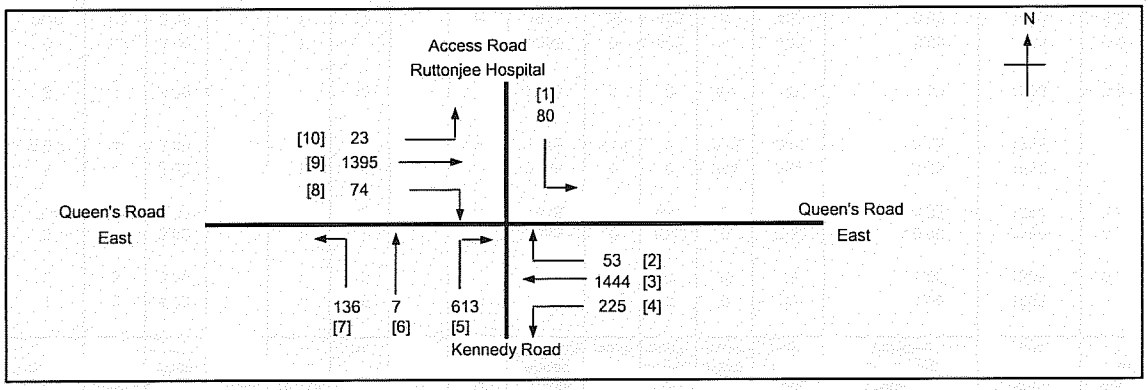


Pedestrian Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1	6	1,2,3	10	6	6	82	6	OK
P2	6	1,4	16	6	2	37	6	OK
P3	12	3	6	10	4	37	10	OK
P4	4	4	11	5	7	20	5	OK

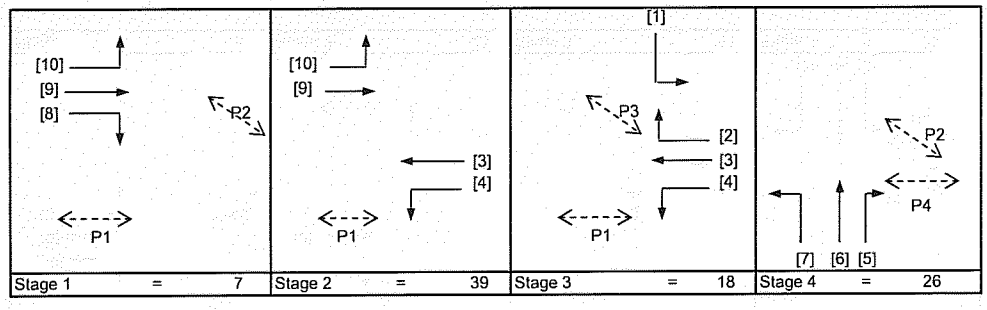
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X
																				18			
1	3	4.70		1	15		N	2085	99	0	0	99	1.00	1895			1895	0.052			6	42	0.149
2	3	3.00		1	15			2055	0	0	79	79	1.00	1868	0.6	-747	1121	0.070			8	42	0.201
3	2,3	3.00		1				2055	0	1022	0	1022	0.00	2055	0.8	-411	1644	0.622	0.622		72	72	1.040
3,4	2,3	3.00		1	30		N	1915	305	631	0	936	0.33	1884	0.8	-377	1507	0.621			72	72	1.039
5	4	3.00		1	20			2055	0	0	384	384	1.00	1912			1912	0.201			23	23	1.039
5,6,7	4	3.00		1	12		N	1915	110	7	226	343	0.98	1706			1706	0.201	0.201		23	23	1.040
8	1	3.00		1	15			2055	0	0	69	69	1.00	1868	0.6	-747	1121	0.062	0.062		7	7	1.040
9	1,2	3.00		1				2055	0	492	0	492	0.00	2055	0.9	-206	1849	0.266			31	31	1.039
9,10	1,2	3.00		1	12		N	1915	32	423	0	455	0.07	1898	0.9	-190	1708	0.266			31	31	1.040

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchIL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong	Project No.: 39944	Prepared By:	GWL	Jun-12
J/O Queen's Road East/ Kennedy Road	**2014 Design PM (During Construction)**	Filename: J1-QRE-KR	Checked By:	SLN	Jun-12
		Reference No.:	Reviewed By:	SLN	Jun-12



No. of stages per cycle		N =	4
Intergreen Period	Stage 1 - 2	I =	6 sec
	Stage 2 - 3	I =	9 sec
	Stage 3 - 4	I =	7 sec
	Stage 4 - 1	I =	8 sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.804
Loss time		L =	18 sec
Total Flow		=	4050 pcu
Co	= (1.5*L+5)/(1-Y)	=	163.7 sec
Cm	= L/(1-Y)	=	92.1 sec
Yult		=	0.765
R.C.ult	= (Yult-Y)/Y*100%	=	-4.9 %
Cp	= 0.9*L/(0.9-Y)	=	170 sec
Ymax	= 1-L/C	=	0.850
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	-4.9 %

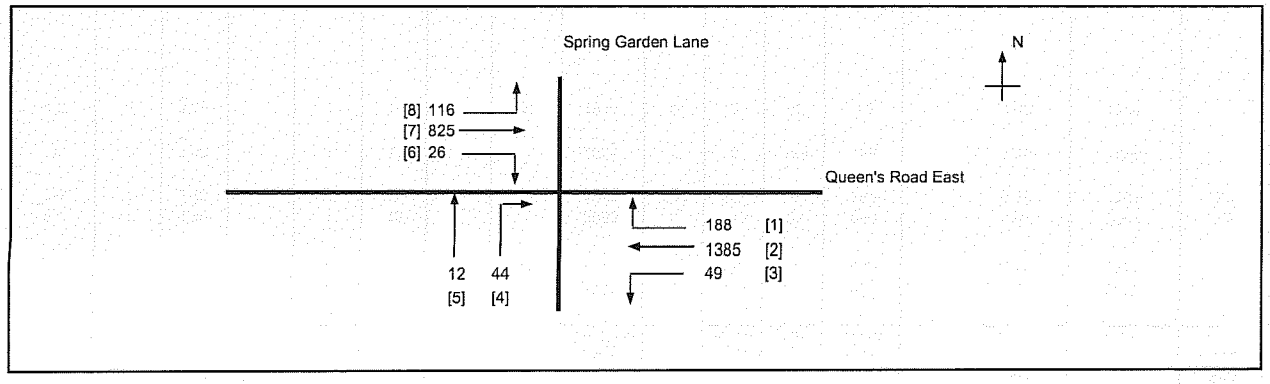


Pedestrian Phase	Width (m)	Stage	Green Time Required (s) SG	FG	Delay	Green Time Provided SG	FG	Check
P1	6	1,2,3	10	6	6	78	6	OK
P2	6	1,4	16	6	2	42	6	OK
P3	12	3	6	10	4	14	10	OK
P4	4	4	11	5	7	24	5	OK

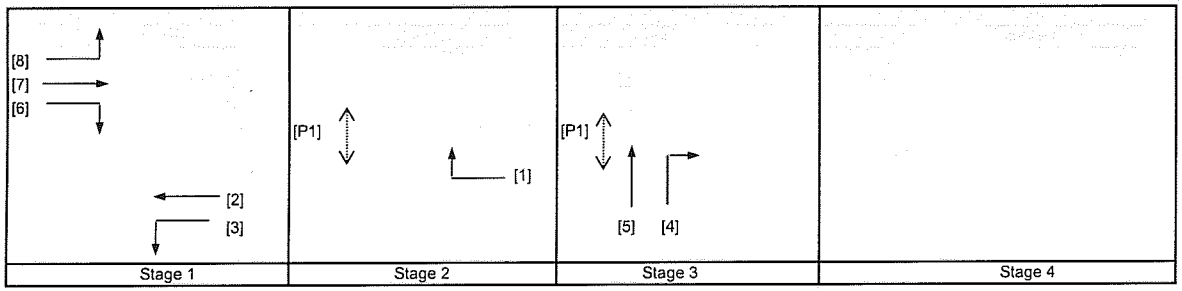
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X
																				18			
1	3	4.70		1	15		N	2085	80	0	0	80	1.00	1895			1895	0.042			5	19	0.267
2	3	3.00		1	15			2055	0	0	53	53	1.00	1868	0.6	-747	1121	0.047			6	19	0.299
3	2,3	3.00		1				2055	0	870	0	870	0.00	2055	0.8	-411	1644	0.529	0.529		67	67	0.946
3,4	2,3	3.00		1	30		N	1915	225	574	0	799	0.28	1888	0.8	-378	1510	0.529			67	67	0.946
5	4	3.00		1	20			2055	0	0	399	399	1.00	1912			1912	0.209			26	27	0.944
5,6,7	4	3.00		1	12		N	1915	136	7	214	357	0.98	1706			1706	0.209	0.209		27	27	0.946
8	1	3.00		1	15			2055	0	0	74	74	1.00	1868	0.6	-747	1121	0.066	0.066		8	8	0.946
9	1,2	3.00		1				2055	0	735	0	735	0.00	2055	0.9	-206	1849	0.398			50	50	0.945
9,10	1,2	3.00		1	12		N	1915	23	660	0	683	0.03	1907	0.9	-191	1716	0.398			50	50	0.946

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		PROJECT NO.: 39689	PREPARED BY:	GWL	Jun-12
Queen's Road East / Spring Garden Lane	**2014 Reference AM (During Construction)**	Filename: J2-QRE-SGL	CHECKED BY:	SLN	Jun-12
		REFERENCE NO.:	REVIEWED BY:	SLN	Jun-12



No. of stages per cycle		N =	3
Intergreen Period	Stage 1-2	I =	6 sec
	Stage 2-3	I =	5 sec
	Stage 3-1	I =	5 sec
		I =	sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.612
Loss time		L =	13 sec
Total Flow		=	2645 pcu
Co	= (1.5*L+5)/(1-Y)	=	63.1 sec
Cm	= L/(1-Y)	=	33.5 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	31.2 %
Cp	= 0.9*L/(0.9-Y)	=	40.6 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	31 %



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	2,3	14	5	12	18	12	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	984	0	984	0.00	2055			2055	0.479	0.479		84	84	0.686	
2,3	1	3.00		1	10		N	1915	49	401	0	450	0.11	1884	0.5	-942	942	0.478			84	84	0.684	
6,7	1	3.30		1	15			2085	0	412	26	438	0.06	2073	0.6	-829	1244	0.352			62	84	0.505	
7,8	1	3.30		1	10		N	1945	116	413	0	529	0.22	1883	0.8	-377	1506	0.351			61	84	0.503	
1	2	3.00		1	15			2055	0	0	188	188	1.00	1868			1868	0.101	0.101		18	18	0.686	
4,5	3	3.00		1	15		N	1915	12	0	44	56	1.00	1741			1741	0.032	0.032		6	6	0.686	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

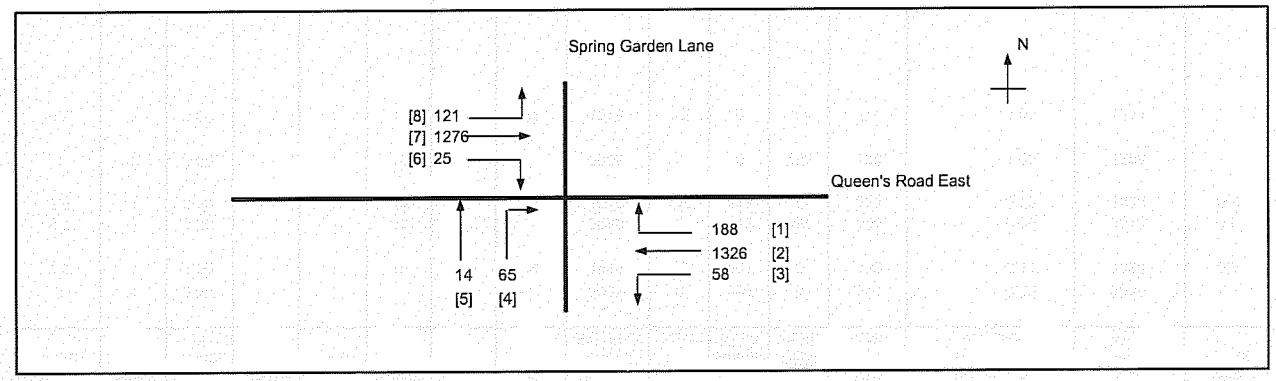
LLA CONSULTANCY LIMITED | TRAFFIC SIGNAL CALCULATION | INITIALS | DATE

The Church of Christ in China, Wanchai ChurchHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong

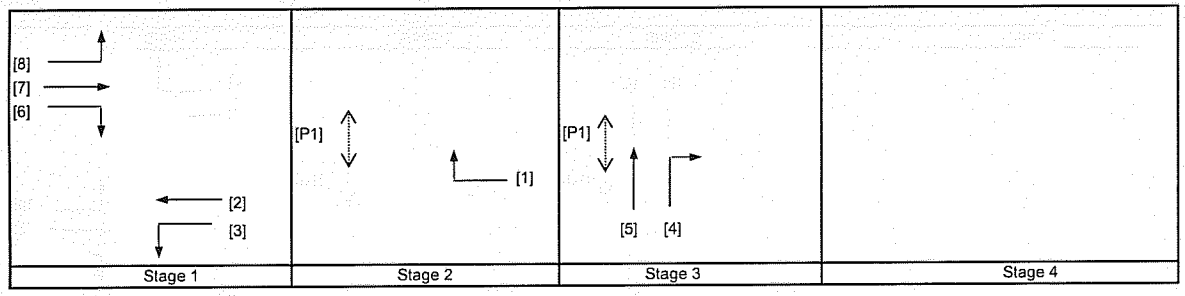
Queen's Road East / Spring Garden Lane

2014 Reference PM (During Construction)

PROJECT NO.:	39689	PREPARED BY:	GWL	Jun-12
Filename:	J2-QRE-SGL	CHECKED BY:	SLN	Jun-12
REFERENCE NO.:		REVIEWED BY:	SLN	Jun-12



No. of stages per cycle		N =	3
Intergreen Period	Stage 1-2	I =	6 sec
	Stage 2-3	I =	5 sec
	Stage 3-1	I =	5 sec
		I =	sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.660
Loss time		L =	13 sec
Total Flow		=	3073 pcu
Co	= (1.5*L+5)/(1-Y)	=	72.1 sec
Cm	= L/(1-Y)	=	38.3 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	21.6 %
Cp	= 0.9*L/(0.9-Y)	=	48.8 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	22 %

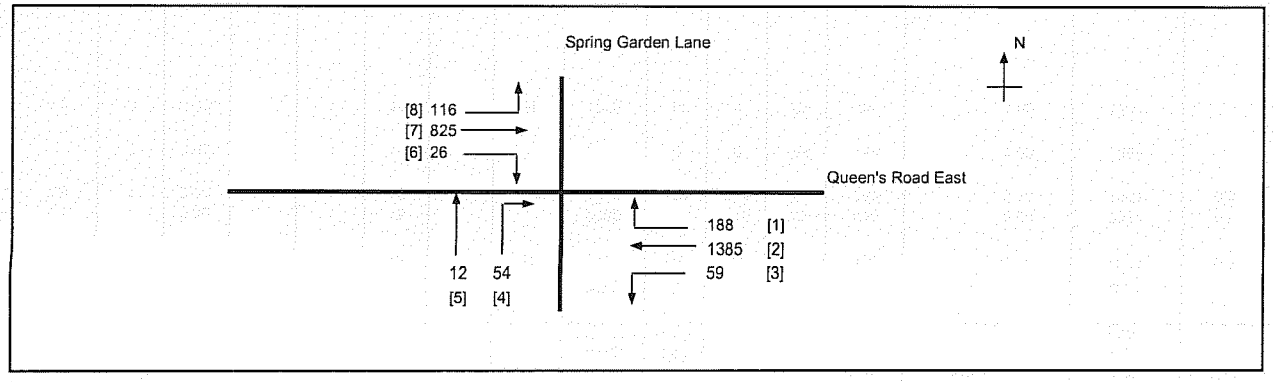


Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	2,3	14	5	12	16	12	OK

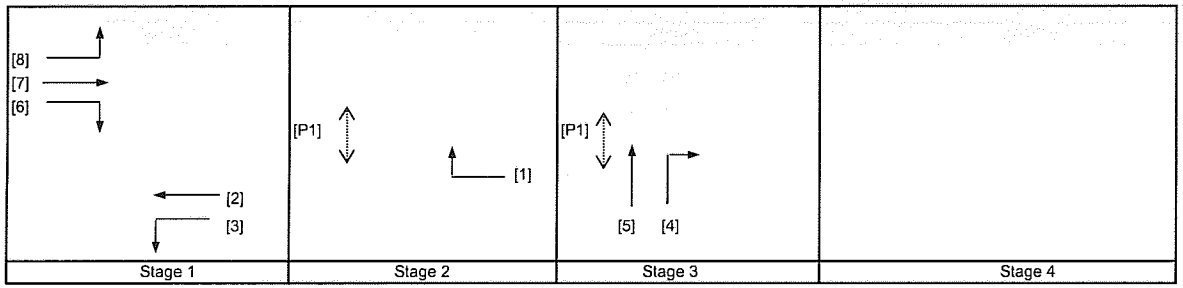
Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	950	0	950	0.00	2055			2055	0.462			75	83	0.666	
2,3	1	3.00		1	10		N	1915	58	376	0	434	0.13	1877	0.5	-939	938	0.463			75	83	0.666	
6,7	1	3.30		1	15			2085	0	615	25	640	0.04	2077	0.6	-831	1246	0.514			83	83	0.740	
7,8	1	3.30		1	10		N	1945	121	661	0	782	0.15	1901	0.8	-380	1521	0.514	0.514		83	83	0.740	
1	2	3.00		1	15			2055	0	0	188	188	1.00	1868			1868	0.101	0.101		16	16	0.740	
4,5	3	3.00		1	15		N	1915	14	0	65	79	1.00	1741			1741	0.045	0.045		7	7	0.740	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

LLA CONSULTANCY LIMITED	TRAFFIC SIGNAL CALCULATION			INITIALS	DATE
The Church of Christ in China, Wanchai ChurcHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong		PROJECT NO.: 39689	PREPARED BY:	GWL	Jun-12
Queen's Road East / Spring Garden Lane	**2014 Design AM (During Construction)**	Filename: J2-QRE-SGL	CHECKED BY:	SLN	Jun-12
		REFERENCE NO.:	REVIEWED BY:	SLN	Jun-12



No. of stages per cycle			N =	3
Intergreen Period	Stage	1-2	I =	6 sec
	Stage	2-3	I =	5 sec
	Stage	3-1	I =	5 sec
			I =	sec
Cycle time			C =	120 sec
Sum(y)			Y =	0.621
Loss time			L =	13 sec
Total Flow			=	2665 pcu
Co	= (1.5*L+5)/(1-Y)		=	64.6 sec
Cm	= L/(1-Y)		=	34.3 sec
Yult			=	0.803
R.C.ult	= (Yult-Y)/Y*100%		=	29.3 %
Cp	= 0.9*L/(0.9-Y)		=	41.9 sec
Ymax	= 1-L/C		=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%		=	29 %



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	2,3	14	5	12	17	12	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	991	0	991	0.00	2055			2055	0.482			83	83	0.696	
2,3	1	3.00		1	10		N	1915	59	394	0	453	0.13	1878	0.5	-939	939	0.482	0.482		83	83	0.696	
6,7	1	3.30		1	15			2085	0	412	26	438	0.06	2073	0.6	-829	1244	0.352			61	83	0.508	
7,8	1	3.30		1	10		N	1945	116	413	0	529	0.22	1883	0.8	-377	1506	0.351			61	83	0.507	
1	2	3.00		1	15			2055	0	0	188	188	1.00	1868			1868	0.101	0.101		17	17	0.696	
4,5	3	3.00		1	15		N	1915	12	0	54	66	1.00	1741			1741	0.038	0.038		7	7	0.696	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

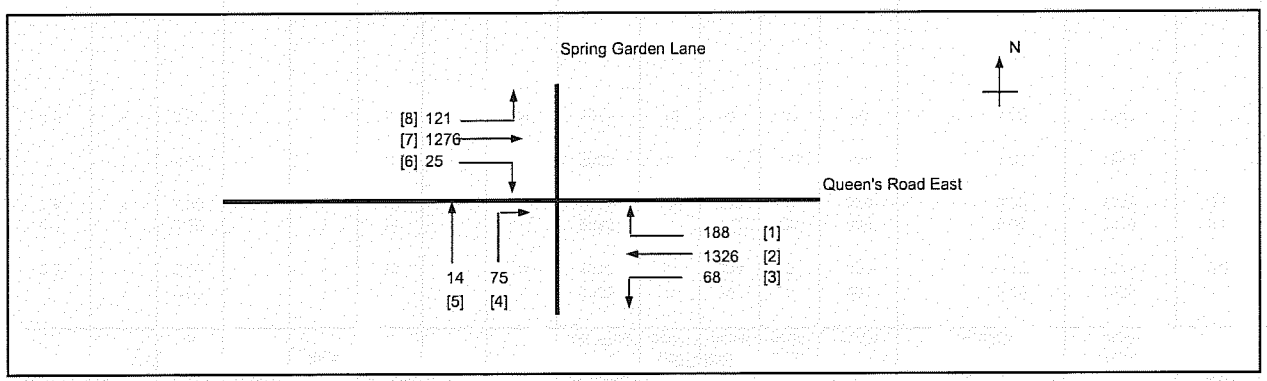
LLA CONSULTANCY LIMITED | TRAFFIC SIGNAL CALCULATION | INITIALS | DATE

The Church of Christ in China, Wanchai ChurcHL 1931 SB & RP, 77 Spring Garden Lane, Wanchai, Hong Kong

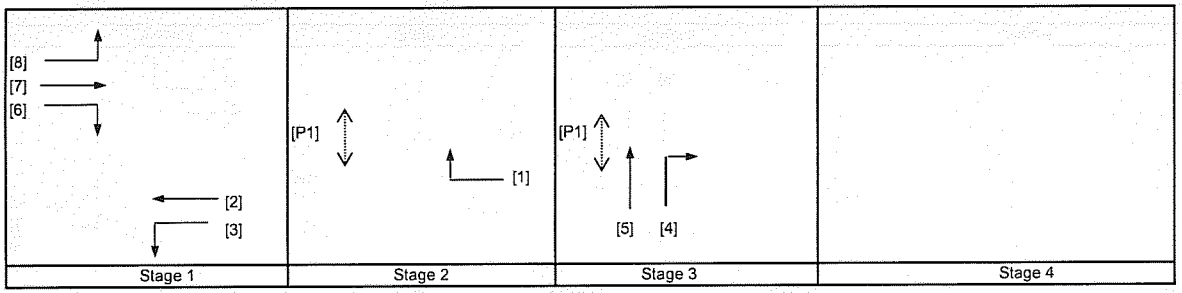
Queen's Road East / Spring Garden Lane

2014 Design PM (During Construction)

PROJECT NO.:	39689	PREPARED BY:	GWL	Jun-12
Filename:	J2-QRE-SGL	CHECKED BY:	SLN	Jun-12
REFERENCE NO.:		REVIEWED BY:	SLN	Jun-12



No. of stages per cycle		N =	3
Intergreen Period	Stage 1-2	I =	6 sec
	Stage 2-3	I =	5 sec
	Stage 3-1	I =	5 sec
		I =	sec
Cycle time		C =	120 sec
Sum(y)		Y =	0.666
Loss time		L =	13 sec
Total Flow		=	3093 pcu
Co	= (1.5*L+5)/(1-Y)	=	73.3 sec
Cm	= L/(1-Y)	=	38.9 sec
Yult		=	0.803
R.C.ult	= (Yult-Y)/Y*100%	=	20.5 %
Cp	= 0.9*L/(0.9-Y)	=	50.0 sec
Ymax	= 1-L/C	=	0.892
R.C.(C)	= (0.9*Ymax-Y)/Y*100%	=	21 %



Pedestrian Phase	Stage	Width (m)	Green Time Required (s) SG	Green Time Required (s) FG	Green Time Provided (s) SG	Green Time Provided (s) FG	Check
P1	2,3	14	5	12	16	12	OK

Move-ment	Stage	Lane Width m.	Phase	No. of lane	Radius m.	O	N	Straight-Ahead Sat. Flow	m Left pcu/h	m Straight pcu/h	m Right pcu/h	Total Flow pcu/h	Proportion of Turning Vehicles	Sat. Flow pcu/h	Site Factor	Site Factor Effect	Revised Sat. Flow pcu/h	y	Greater y	L sec	g (required) sec	g (input) sec	Degree of Saturation X	
																				13				
2	1	3.00		1				2055	0	958	0	958	0.00	2055			2055	0.466			75	83	0.677	
2,3	1	3.00		1	10		N	1915	68	368	0	436	0.16	1871	0.5	-936	935	0.466			75	83	0.677	
6,7	1	3.30		1	15			2085	0	615	25	640	0.04	2077	0.6	-831	1246	0.514			83	83	0.746	
7,8	1	3.30		1	10		N	1945	121	661	0	782	0.15	1901	0.8	-380	1521	0.514	0.514		83	83	0.747	
1	2	3.00		1	15			2055	0	0	188	188	1.00	1868			1868	0.101	0.101		16	16	0.747	
4,5	3	3.00		1	15		N	1915	14	0	75	89	1.00	1741			1741	0.051	0.051		8	8	0.747	

NOTE : O - OPPOSING TRAFFIC N - NEAR SIDE LANE SG - STEADY GREEN FG - FLASHING GREEN PEDESTRAIN WALKING SPEED = 1.2m/s

Redevelopment of the Duke of Windsor Social Services Building
Proposed Schedule of Accommodation

- Purpose of the Building:
  Maintained for the use as Government, Institution or Community (G/IC)

- Type of the Building:
  Non-Domestic

- Site Area: 7000 sq. ft. approx. (according to lease of I.L. No. 8289), i.e. equivalent to approx. 650.32m2

- Plot Ratio
  - Maximum Permissible PR: 15 (for building height over 61m); the equivalent maximum Gross Floor Area (GFA) permitted is 9754.8m2 (15 x 650.32m2)
  - Minimum Required PR: 13.5 (Lease SC(17) refers: no less than 90% of the permitted ratio); the equivalent Gross Floor Area (GFA) is 9104.48m2 (14 x 650.32m2)
  - **Proposed PR: 14.25**; the equivalent maximum Gross Floor Area (GFA) permitted is **9267.06m2** (14.25 x 650.32m2)

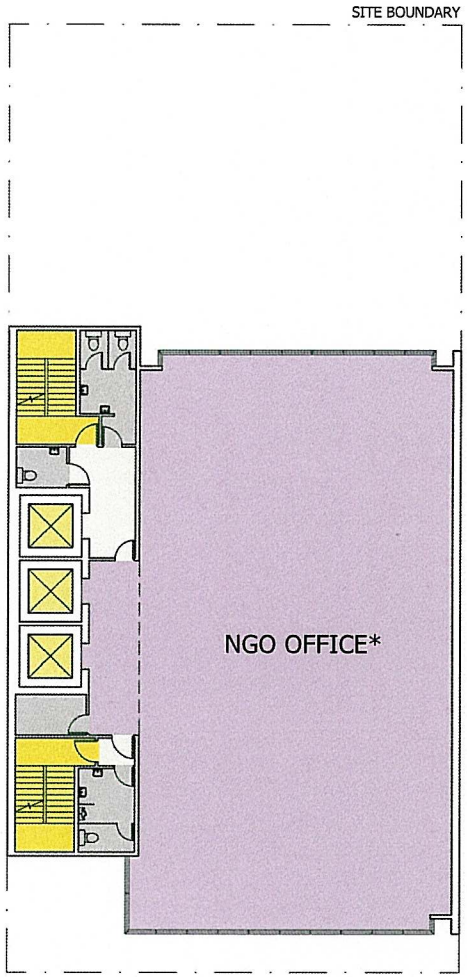
- Site Coverage
  Podium: 100%
  Tower: 60%

- No. of Floors
  25 Floors above ground level plus 1 level of Basement Carpark and 1 level of Basement Plantroom

- Height of the Building
  88.5m (Main Roof Level at +92.25mPD)

- Floor Plan
  1st Basement: Carpark (approx. 14 cars)
  Ground Floor: Entrance Lobby, Social Enterprise Unit and Carpark (approx. 2 cars and 1 LGV)
  1st & 2nd Floors: Auditorium and Multi-purpose Function Rooms
  3rd to 24th Floors: Office*
  *all offices are institutional use for the grantee, NGOs and specified Associations and Organizations

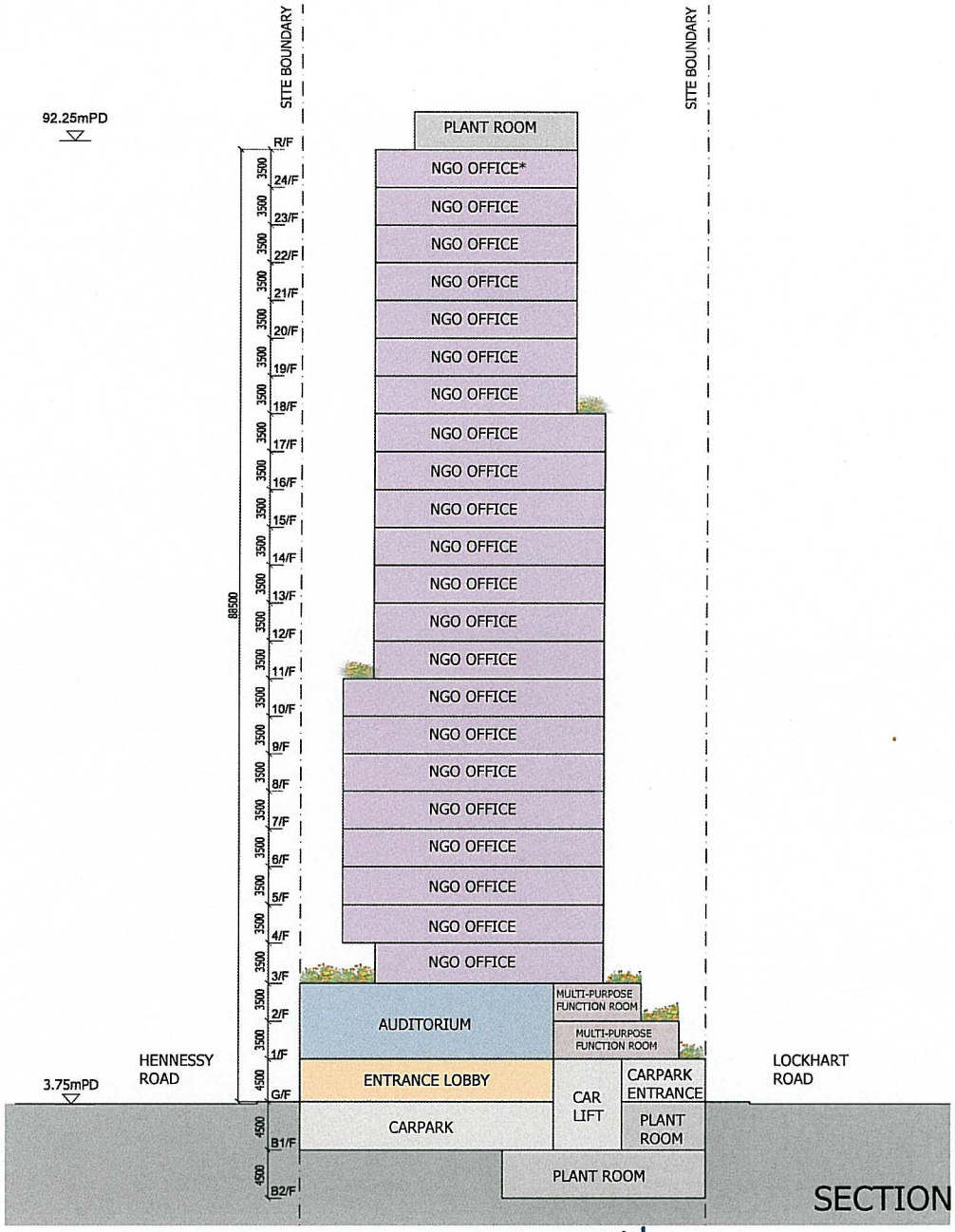
(25 June 2012)



* All offices are institutional use for the grantee, NGOs and specified Associations and Organizations.

N 0 1 2 5m

TYPICAL FLOOR PLAN



AD+RG
architecture design and research group ltd.

Redevelopment of the Duke of Windsor Social Service Building (DWSSB)

香港社會服務聯會
The Hong Kong Council of Social Service

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香港社會服務聯會
The Hong Kong Council of Social Service

Document Status Control Record

Redevelopment of
The Duke of Windsor Social Service Building
15 Hennessy Road, Wanchai
Hong Kong

Traffic Study Report

Originating Organisation : LLA Consultancy Limited Room 1703, 17/F CLI Building 313 Hennessy Road Wanchai, Hong Kong	Prepared by: GWL		Date: 27 June 2012
	Approved by: SLN		Date: 27 June 2012
	Revision No.: -		Date of Issue: 27 June 2012

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1 INTRODUCTION

1.1 Background

1.1.1 The Hong Kong Council of Social Service (the Council) represents non-governmental organizations (NGOs) committed to sustain and develop social services in Hong Kong. The Council's mission is to promote the development of social welfare together with its member agencies. At present, the Council is an umbrella organization of around 400 Agency Member, that provide over 90% of the social welfare services for those in needs through their 3,000 service units all over Hong Kong.

1.1.2 The existing Duke of Windsor Social Service Building, operated by the Council, was built in 1975. Some facilities are being deteriorated and the maintenance cost is increasing significantly each year. At the same time, there is an increasing demand for NGOs in Hong Kong to seek support from the Council. As a result, the Council intents to redevelop the Site with an objective to provide a more sustainable green building and expand the service by fully utilize the allowable plot ratio.

1.1.3 An OZP amendment was required in the redevelopment project and it was understood that Transport Department provided the following comments from the traffic engineering perspective:

- The proposed vehicular access shall remain the same as the existing, i.e. at Lockhart Road.
- Regarding car parking and loading/unloading facilities, since the number of parking requirement for community use is not particularly specified in Hong Kong Planning Standards and Guidelines (HKPSG), the applicant shall estimate the parking spaces and L/UL facilities for floor areas of such use shall be estimated by taking into account of the proximity to public transport.
- For the floor areas of non-governmental office (NGO) use, it is necessary to consider if the future office users will use public transport and whether the parking and L/UL demand arising from NGO offices is different from the typical commercial offices. More justifications for the quoted scheme by means of a survey report on existing buildings of similar use.
- The spatial arrangement of the Ground Floor should be designed in such a way to avoid any additional burden that will cause any queuing back or affect the normal traffic flow on Lockhart Road, noting that the car parking spaces will be provided separately on ground and basement floors.

1.1.4 LLA Consultancy Limited was commissioned to carry out a traffic study to address TD's comments and recommend the car parking and loading/unloading provision levels for the proposed redevelopment project. This report presents the findings of the study.

1.2 Objectives

1.2.1 The objectives of the study are as follows:

- to evaluate the existing car parking and loading/unloading provisions of the existing building;
- to estimate the required car parking and loading/unloading provisions as stipulated in HKPSG or in operational needs under the proposed redevelopment; and
- to propose appropriate car parking and loading/unloading provisions, taken into consideration of the building layout, as well as the availability of public transport services.

2 THE PROPOSED DEVELOPMENT

2.1 The Site

2.1.1 As shown in **Figure 1**, the Site is located at No. 15 Hennessy Road, Wan Chai and has a site area of about 650.32 m^2. It has two frontages, one at Hennessy Road and the other at Lockhart Road. It is currently occupied by an existing building, the Duke of Windsor Social Service Building.

2.2 Development Schedule

2.2.1 The proposed redevelopment will be a 25-storeys building with 9,267.06 m^2 GFA. It comprises of offices for the Council and NGOs, an auditorium and a few multi-purpose function rooms. The details of the proposed redevelopment schedule are listed out in **Table 2.1**.

Table 2.1 Proposed Development Schedule

Floor	Proposed Uses	Content
B1/F	Car Park and Plant Room	-
G/F	Car Park and Entrance Lobby	about 1,250 m^2 GFA
1/F – 2/F	Auditorium and Multi-purpose Function Rooms	
3/F – 24/F	Council and NGO Offices	about 8,000 m^2 GFA
Total		**Not more than 9,267.06 m^2 GFA**

2.2.2 More details of the proposed car parking and loading/unloading facilities will be discussed in **Chapter 3**.

3 TRANSPORT FACILITIES PROVISIONS

3.1 Access Arrangement

3.1.1 The Site is in a rectangular shape with two frontages, one in Hennessy Road and the other in Lockhart Road.

3.1.2 The access of the existing building is located at Lockhart Road and the access location will be remained unchanged upon completion of the redevelopment.

3.2 Car Parking and Loading/Unloading Provisions

3.2.1 In general, adequate internal transport facilities shall be provided in the redevelopment scheme, taking into consideration of appropriate standards under the latest Hong Kong Planning Standards and Guidelines (HKPSG).

3.2.2 In Table 11 of Chapter 8 in the HKPSG, the provision of parking for community facilities should generally be limited to operational requirements. Users of community facilities will generally be expected to use public transport or public car parks. As the proposed redevelopment will be used as the headquarters of the Council and for other NGOs operation use, it is not major GIC facilities, such as cultural/recreational complexes which are of territorial significance, and therefore there is no need to provide sufficient parking spaces commensurate with the nature of such facilities because no such facility is provided in proposed redevelopment.

3.2.3 It is noted that about 85% GFA of the proposed redevelopment would be used as office area for the Council and other NGOs. According to the office requirement under HKPSG, 40 nos. of car parking spaces are required for 8,000 m^2 GFA. However, the Council reported that in the operation of the existing building, no hourly car parking space was available for visitors and all the existing car parking spaces were allocated to specific users/NGOs. From the operation experience of the existing building, the Council opined that the provision of 40 nos. of car parking spaces in the proposed redevelopment would be excessive and could not achieve the 'green building' concept.

3.2.4 To determine a suitable car parking and loading/unloading provision level to serve the operational needs, the following three factors were being considered.

Factor 1 - Carpark Surveys of the existing Duke of Windsor Social Service Building

3.2.5 The existing building was built with a total GFA of 7,626.44 m^2 and 13 car parking spaces. The existing car parking provision ratio is 1 space per 587 m^2 GFA.

3.2.6 All 13 car parking spaces were allocated to specific users/NGOs and there is no hourly car parking space available for visitors or the other public.

3.2.7 To quantify the existing usage of the 13 nos. of car parking spaces, it is necessary to estimate the peak number of private cars accumulated in the carpark area. A five-day survey was conducted on 26 to 30 May 2012, from 0800 to 2200, to reveal the carpark occupancy of the existing building and the results were shown in **Chart 3.1** to **3.5**

3.2.8 From **Chart 3.1** to **3.5**, they showed that a maximum of 12 spaces was occupied in Day 3 of the survey period. It was because that day was a Monday and there were more seniors attending the office on the first day of the week. Furthermore, that day was a rainy day and the usage of private car would be higher than non-rainy days. The carpark were not full at all time periods.

3.2.9 It should be also noted that no LGV was observed during the whole survey period. Loading/unloading by LGV/HGV must be taking place off-site at Lockhart Road. As the L/UL demand is very minimal, no traffic obstruction/congestion was observed at Lockhart Road.

Chart 3.1

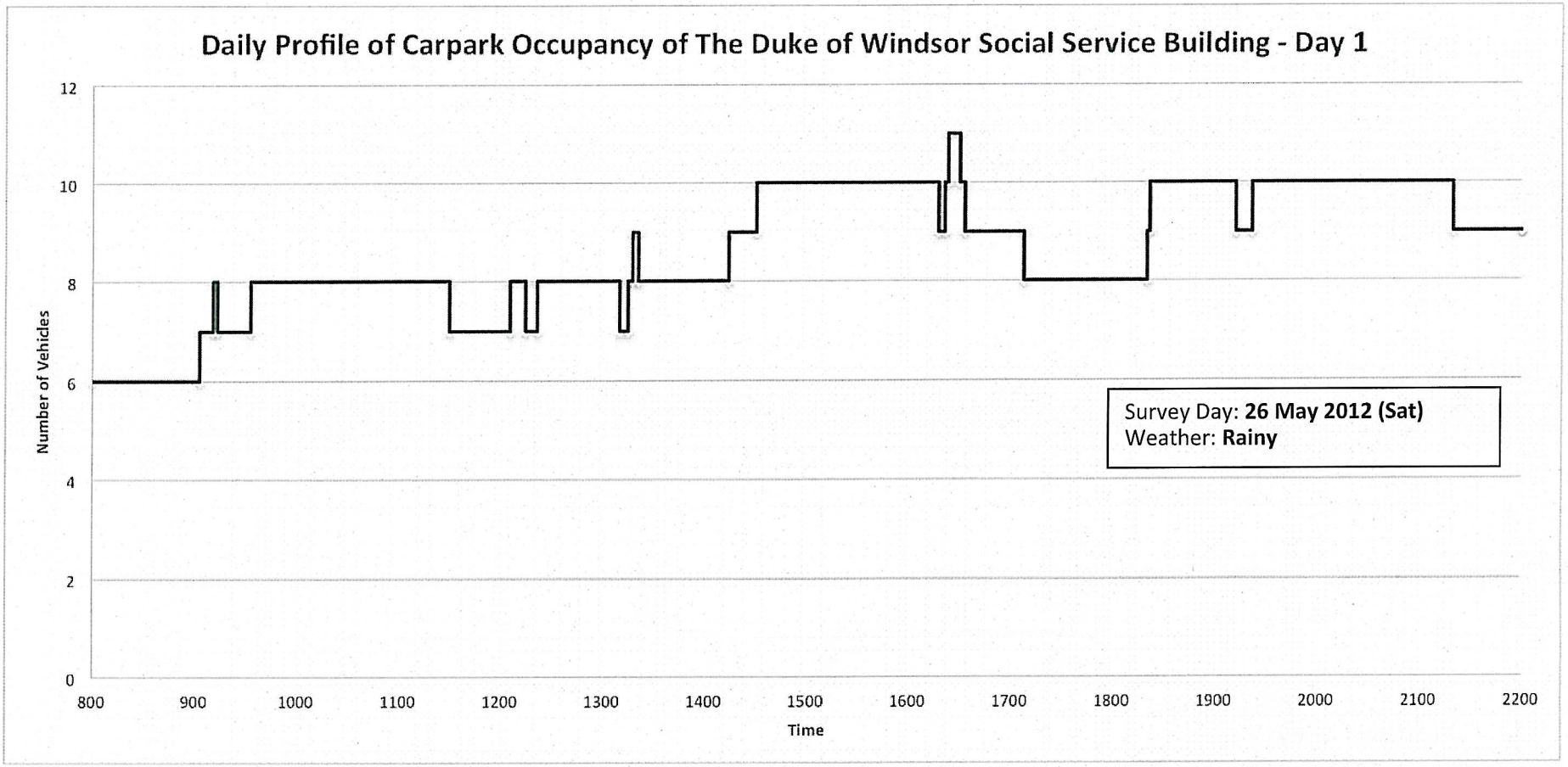

Daily Profile of Carpark Occupancy of The Duke of Windsor Social Service Building - Day 1
Number of Vehicles
0
2
4
6
8
10
12
800
900
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
Time
Survey Day: 26 May 2012 (Sat)
Weather: Rainy

Chart 3.2

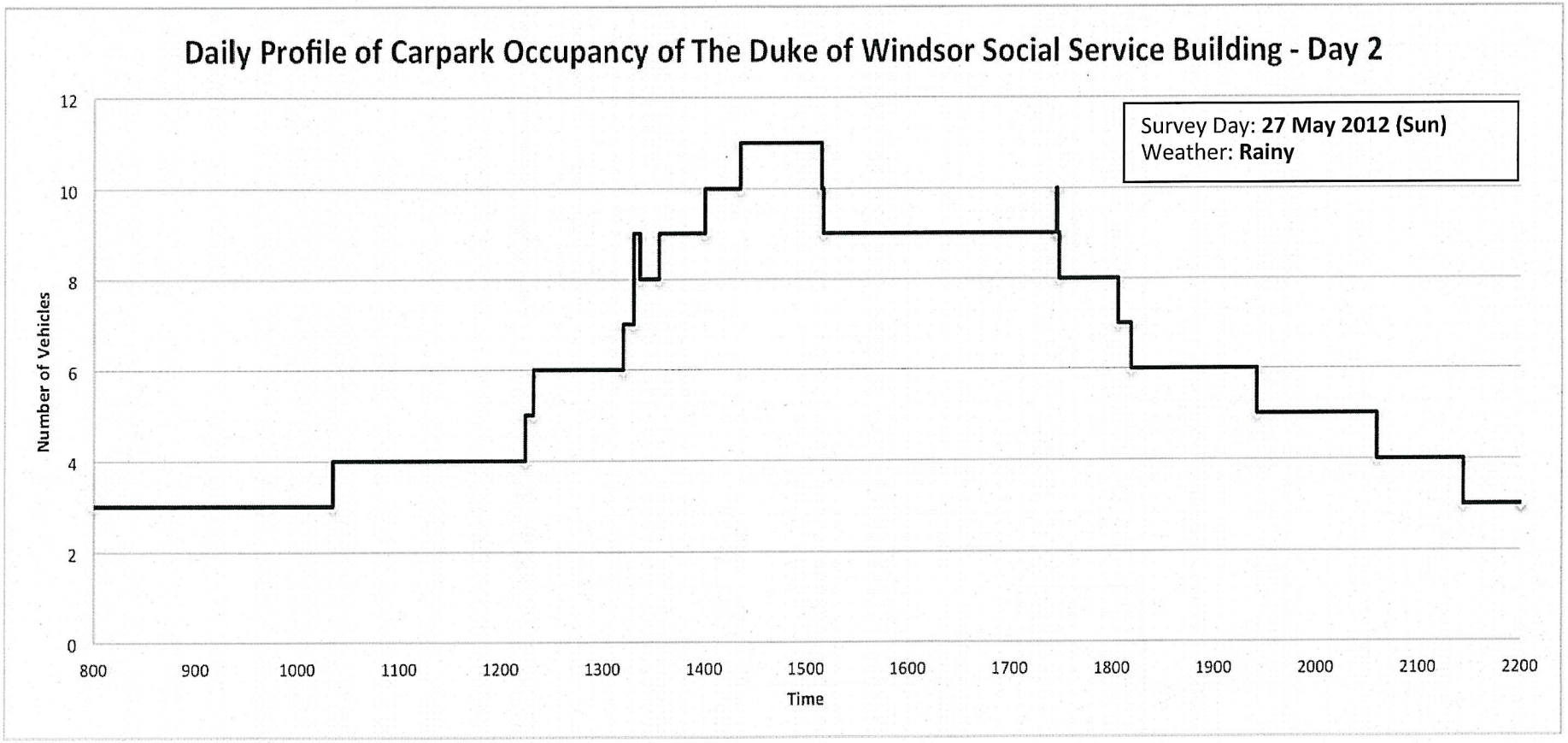

Daily Profile of Carpark Occupancy of The Duke of Windsor Social Service Building - Day 2
Survey Day: 27 May 2012 (Sun)
Weather: Rainy
Number of Vehicles
0
2
4
6
8
10
12
800
900
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
Time

Chart 3.3

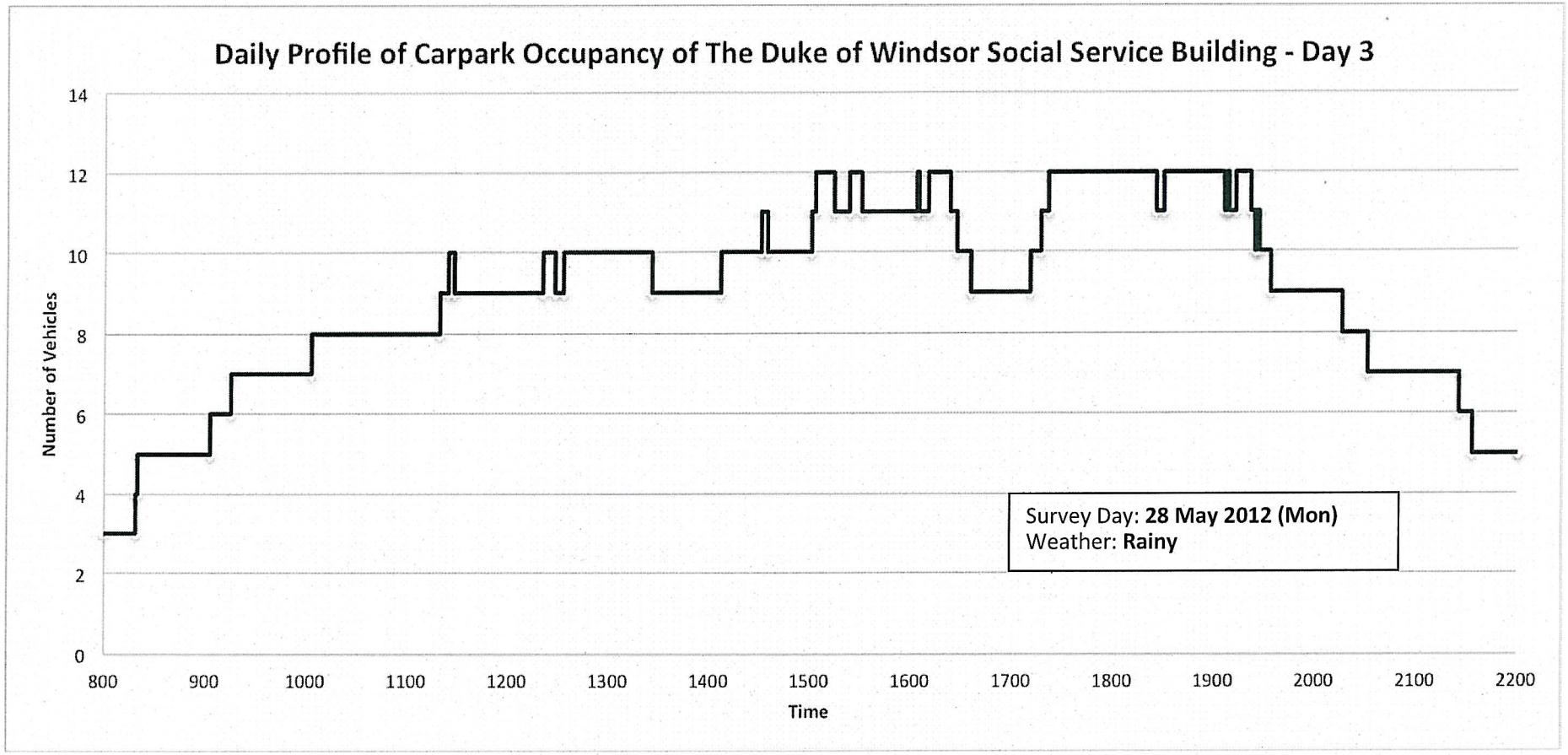

Daily Profile of Carpark Occupancy of The Duke of Windsor Social Service Building - Day 3
Number of Vehicles
0
2
4
6
8
10
12
14
800
900
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
Time
Survey Day: 28 May 2012 (Mon)
Weather: Rainy

Chart 3.4

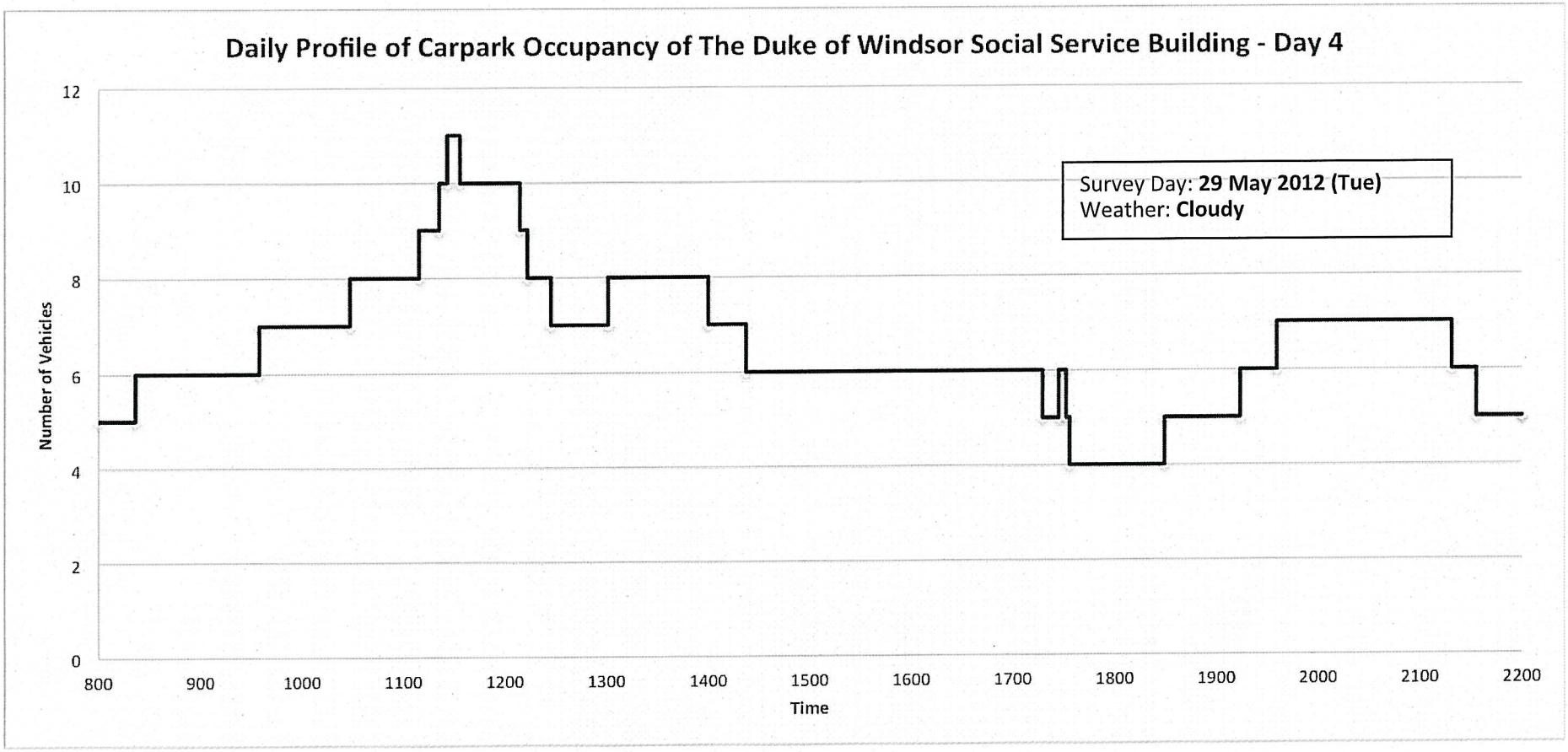
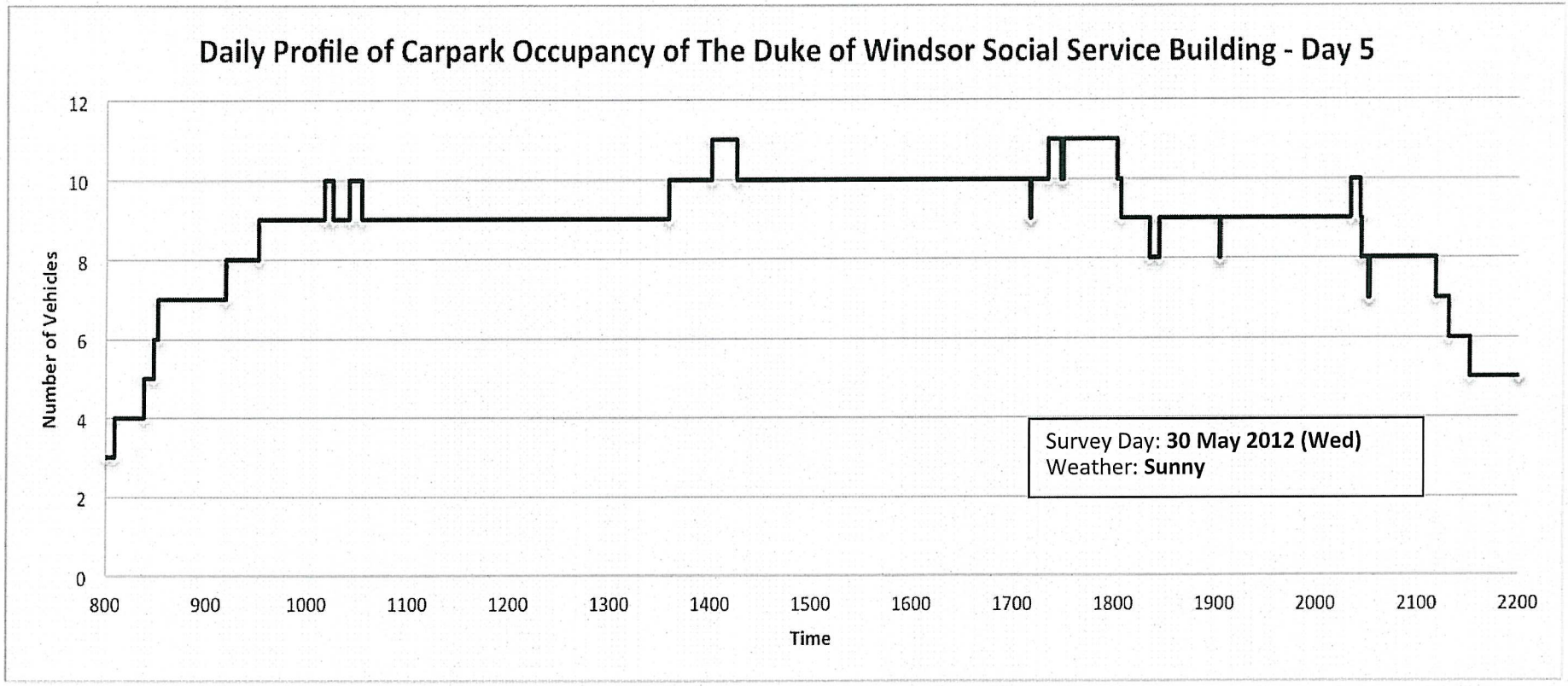

Daily Profile of Carpark Occupancy of The Duke of Windsor Social Service Building - Day 4
Survey Day: 29 May 2012 (Tue)
Weather: Cloudy
Number of Vehicles
0
2
4
6
8
10
12
800
900
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
Time

Chart 3.5


Daily Profile of Carpark Occupancy of The Duke of Windsor Social Service Building - Day 5
Number of Vehicles
0
2
4
6
8
10
12
800
900
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
Time
Survey Day: 30 May 2012 (Wed)
Weather: Sunny

Factor 2 - Car Parking Provisions at other NGOs Building

3.2.10 A desk-top study was conducted to review the car parking provisions of existing NGO buildings. The details of the two selected buildings are summarized in **Table 3.2**. These two sites are selected because they are also located in Hong Kong Island and in close proximity to public transport facilities, similar to the proposed redevelopment site.

Table 3.2 Comparison of Proposed Development and Survey Locations

Item	Existing	Location 1	Location 2	Remarks
Building Name	Duke of Windsor Social Service Building	The Hong Kong Federation of Youth Groups Building	Youth Outreach Jockey Club Building	-
Location	15 Hennessy Road, Wan Chai	21 Pak Fuk Road, North Point	2 Holy Cross Path, Sai Wan Ho	All locations are located within walking distance to MTR station, the tram line and the major bus corridor
Site Area	about 650 m^2	about 630 m^2	about 1,184.8 m^2	
GFA	about 7,626.44 m^2	about 9,450 m^2	about 7,294.42 m^2	
Use	Multipurpose Rooms NGO Offices	Offices Café, Gift Shop Youth Research/ Learning Centre Auditorium, Theatre, Meeting Rooms, Multi-function Hall	Offices Youth Development/ Training Centre Youth Hostel Family & Children Services Centre Multipurpose Rooms	
No. of Car Parking Spaces	13	7	5	-
Car Parking Provision Ratio	1 space per 587 m^2 GFA	1 space per 1,350 m^2 GFA	1 space per 1,450 m^2 GFA	

3.2.11 In **Table 3.2**, it was observed that the car parking provision of the two selected buildings are ranged from 1 space per 1,350 to 1,450 m^2 GFA. The existing car parking provision of the Duke of Windsor Social Service Building is 1 space per 587 m^2, which has a higher provision than the two selected buildings.

Factor 3 - Availability of Public Transport Facilities

3.2.12 Various public transport services can be found within a 500m distance from the Site, such as bus stops and minibus stops along Hennessy Road; while Wan Chai MTR Station and Admiralty MTR Station are both within walking distance from the Site. Specific locations of various public transport services are marked on **Figure 2**. As clearly demonstrated in the figure, the Site enjoys good accessibility on public transport services. The proposed redevelopment users can access the development via public transport facilities easily. It is anticipated that the demand of using private transport mode would be minimal and hence the car parking demand would be lesser.

Proposed Car Parking and Loading/unloading Provisions of the Proposed Redevelopment

3.2.13 Based on the above 3 factors and the unique nature of the building functions (the Council and other NGOs do not operate similar building with the same functions in the territory), it is recommended that the car parking provisions should follow the existing car parking provision of the Duke of Windsor Social Service Building, i.e. 1 space per 587 m^2. As a result, with 9,267 m^2 GFA, a total of 16 car parking spaces will be provided, including 1 disable car parking space for the disables. Among the 16 spaces provided, 2 spaces will be at ground floor and 14 spaces will be at basement floor.

3.2.14 Although there is no loading/unloading space being provided in the existing building, it is recommended to provide 1 LGV loading/unloading space 3.5m x 7.0m to minimize the possibility of on-street loading/unloading activities. A space of 11.0 m in length cannot be provided because the Site frontage is only 18m, there will not be sufficient turning space for a 10m goods vehicle to enter/leave the Site with a head-in/head-out movement.

3.2.15 **Figure 3** and **4** shows the ground floor plan and basement plan, respectively.

3.3 Carlift Assessment

3.3.1 To assess the performance of the carlift system (one carlift plus 2 waiting spaces), it is necessary to conduct an assessment to estimate the probability of vehicle queuing onto public road. The arrival rate of 16 parking spaces is estimated to be 3.69 veh/15-min (pro rata from the existing survey result of 3 veh/15-min for 13 parking spaces) while the servicing rate of the carlift system is estimated based on the operation data provided by the carlift supplier.

3.3.2 A M/M/1 queuing model is adopted to assess the probability of nos. of vehicle queuing in the carlift system. In case only 3 vehicles in the system, this implies that the carlift and the two waiting spaces are being occupied. If 4 or above vehicles in the system, there will be traffic queuing onto the public road and the system performance is undesirable.

3.3.3 From the assessment result, the probability of queuing onto the public road was only 0.9%. In other words, there was a 99.1% confidence level that no traffic queue would occur in the public road and the system performance was found to be satisfactory. The details of the carlift assessment are listed in **Appendix A.**

3.3.4 The worst case scenario will be 14 vehicles parked in the basement arrived at the same time and there will be 10 vehicles waiting on the public road. The estimated queue length will be about 50m but will not extend to J/O Lockhart Road/Fenwick Street. The waiting time for the last vehicle on the public road will be 15.8 minutes but the probability will be as small as 0.0000049%, i.e. one in 49 million. The calculation sheet is shown in **Appendix B**.

3.4 Swept Path Analysis

3.4.1 Based on the ground floor and basement floor plans, swept path analysis was carried out and a set of diagrams was prepared to demonstrate the adequacy of the turning space provided in the layout.

3.4.2 **Figure 5** shows private cars entering the carlift when the waiting spaces are occupied.

3.4.3 **Figure 6** demonstrates a LGV entering and leaving the LGV loading/unloading space from/to Lockhart Road.

4 SUMMARY AND CONCLUSION

4.1 Summary

4.1.1 The Hong Kong Council of Social Service intents to redevelop the existing Duke of Windsor Social Service Building with an objective to provide a more sustainable green building and expand the service by fully utilize the allowable plot ratio.

4.1.2 The proposed redevelopment will be a 25-storeys building with 9,267.06 m^2 GFA. It comprises of offices for the Council and NGOs, an auditorium and a few multi-purpose function rooms.

4.1.3 The access of the existing building is located at Lockhart Road and the access location will be remained unchanged upon completion of the redevelopment.

4.1.4 It is noted that about 85% GFA of the proposed redevelopment would be used as office area for the Council and other NGOs. According to the office requirement under HKPSG, 40 nos. of car parking spaces are required for 8,000 m^2 GFA. However, the Council reported that in the operation of the existing building, no hour car parking space was available for visitors and all the existing car parking spaces were allocated to specific users/NGOs. From the operation experience of the existing building, the Council opined that the provision of 40 nos. of car parking spaces in the proposed redevelopment would be excessive.

4.1.5 Taking into consideration of the carpark survey results at the existing Duke of Windsor Social Service Building, the car parking provisions at other NGOs buildings and the availability of public transport facilities, it is recommended that the car parking provisions should follow the existing car parking provision of the Duke of Windsor Social Service Building, i.e. 1 space per 587 m^2. As a result, a total of 16 car parking spaces will be provided, including 1 disable car parking space for the disables.

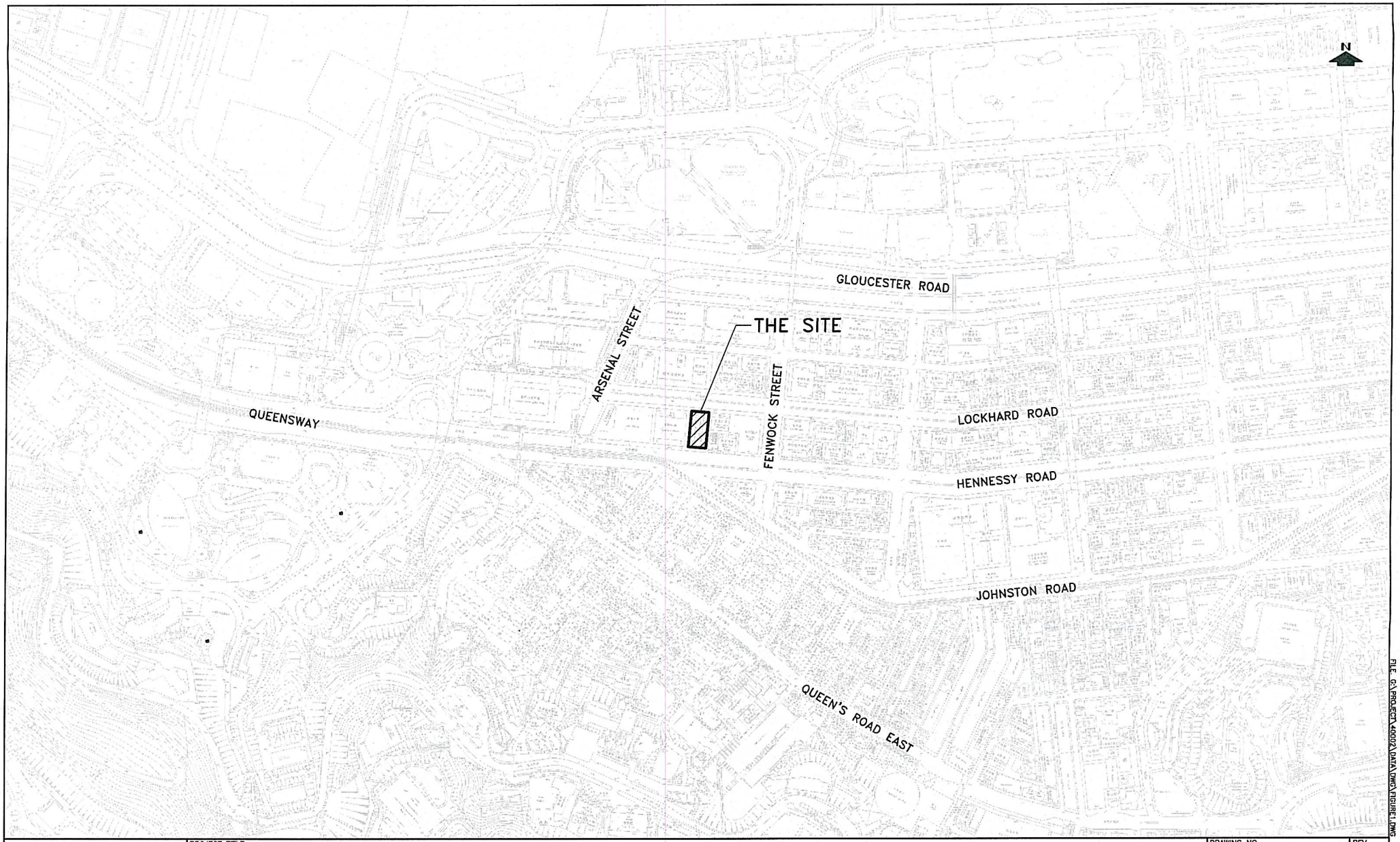
4.1.6 It is recommended to provide 1 LGV loading/unloading space 3.5m x 7.0m to minimize the possibility of on-street loading/unloading activities.

4.1.7 Carlift assessment result revealed that the probability of queuing onto the public road was only 0.9%.

4.1.8 Swept path analysis was conducted and it was clearly demonstrated that the turning space provided in the layout was adequate.

4.2 Conclusion

4.2.1 The findings of the traffic study recommended an appropriate transport facilities provision for the redevelopment project. The provision can satisfy the operational needs and will not induce traffic queuing onto public road and therefore, shall be acceptable in traffic viewpoint.

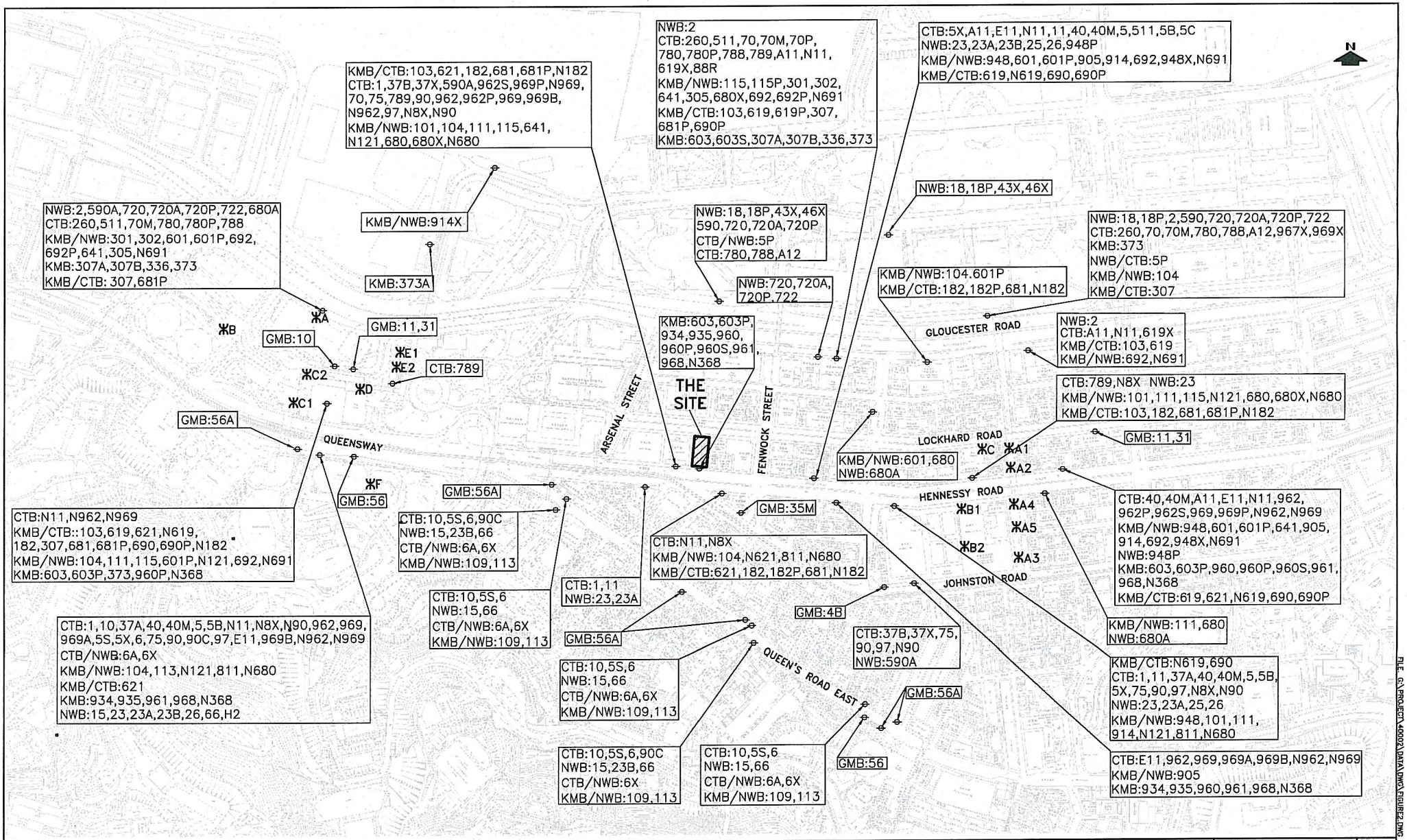


PROJECT NO. 40002	PROJECT TITLE: REDEVELOPMENT OF THE DUKE OF WINDSOR SOCIAL SERVICE BUILDING, 15 HENNESSY ROAD, WAN CHAI, H.K.	DRAWING NO. FIGURE 1	REV. ·
DESIGNED SLN / DATE JUN 2012	DRAWING TITLE: SITE LOCATION	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:5000			
CHECKED SLN			

G:\Project\40002\Data\Dwg\FIGURE1.dwg, A4

FILE: G:\PROJECT\40002\DATA\DWG\FIGURE1.DWG PLOT SCALE : 1 = 1

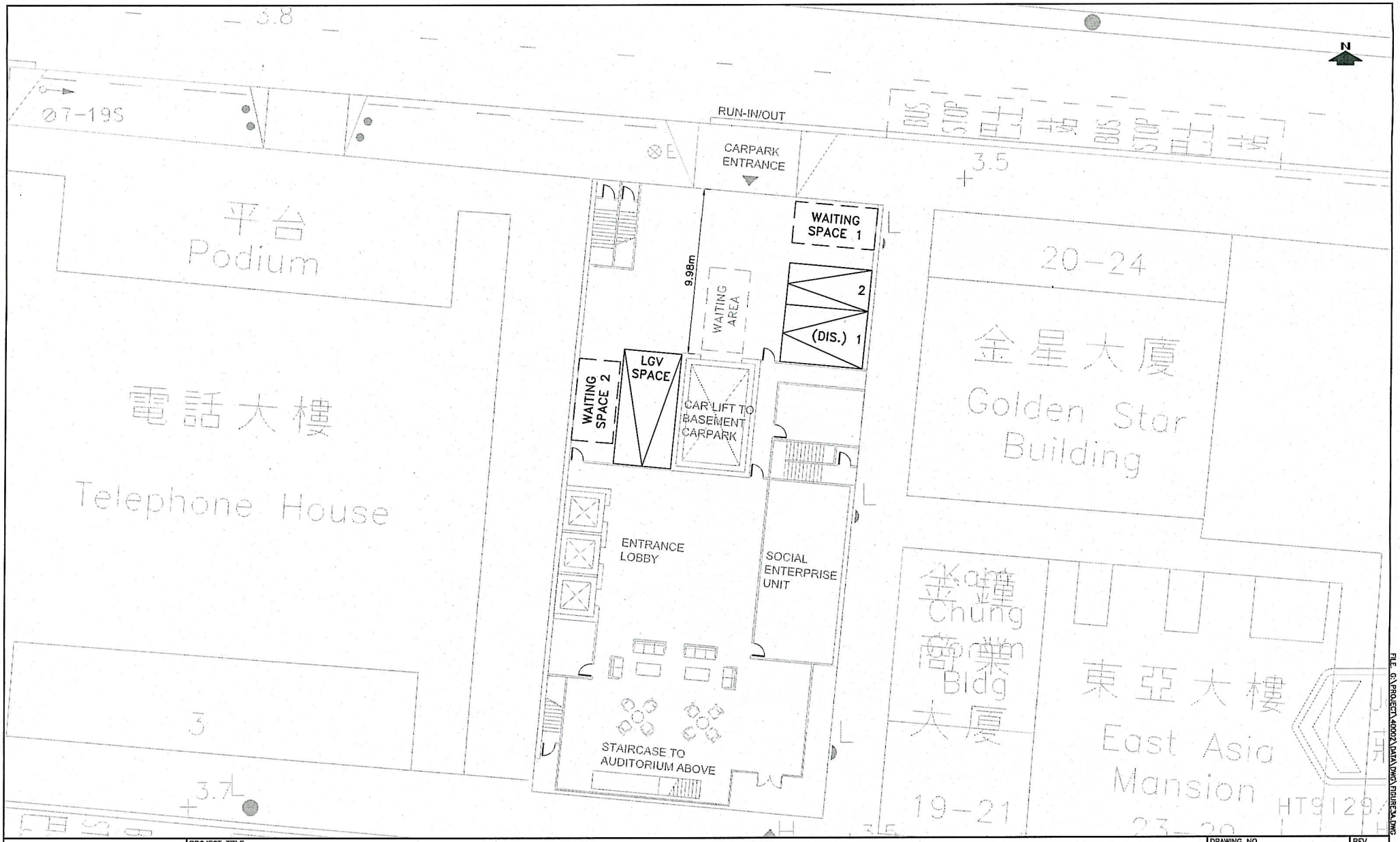
FILE: G:\PROJECT\40002\DATA\DWG\FIGURE1.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40002	PROJECT TITLE REDEVELOPMENT OF THE DUKE OF WINDSOR SOCIAL SERVICE BUILDING, 15 HENNESSY ROAD, WAN CHAI, H.K.	DRAWING NO. FIGURE 2	REV. ·
DESIGNED SLN / DATE JUN 2012	DRAWING TITLE EXISTING PUBLIC TRANSPORT FACILITIES	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:6000			
CHECKED SLN			

G:\Project\40002\Data\Dwg\FIGURE2.dwg, A4

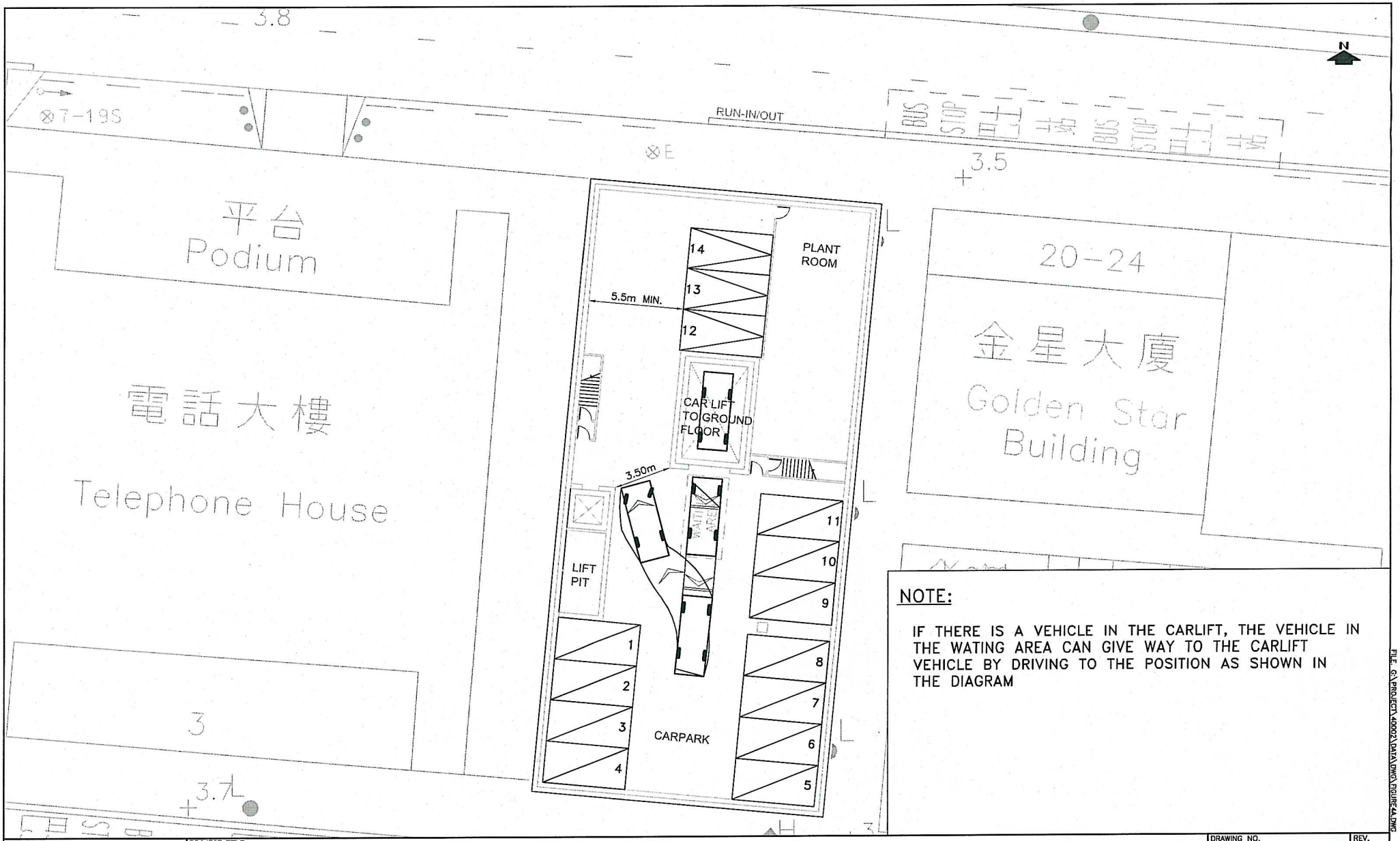
FILE: G:\PROJECT\40002\DATA\DWG\FIGURE2.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40002	PROJECT TITLE: REDEVELOPMENT OF THE DUKE OF WINDSOR SOCIAL SERVICE BUILDING, 15 HENNESSY ROAD, WAN CHAI, H.K.	DRAWING NO. FIGURE 3	REV. A
DESIGNED SLN / DATE JUN 2012	DRAWING TITLE: GROUND FLOOR PLAN	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:300			
CHECKED SLN			

G:\Project\40002\Data\Dwg\FIGURE3A.dwg, A4

FILE: G:\PROJECT\40002\DATA\DWG\FIGURE3A.DWG PLOT SCALE : 1 = 1



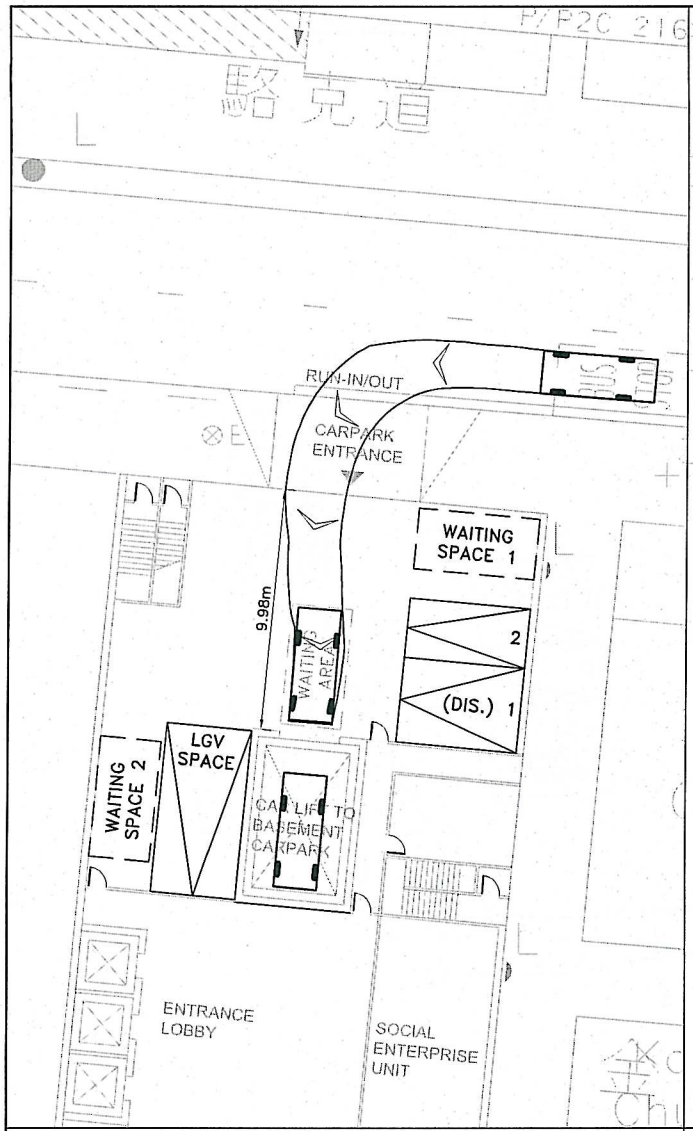
NOTE:

IF THERE IS A VEHICLE IN THE CARLIFT, THE VEHICLE IN THE WATING AREA CAN GIVE WAY TO THE CARLIFT VEHICLE BY DRIVING TO THE POSITION AS SHOWN IN THE DIAGRAM

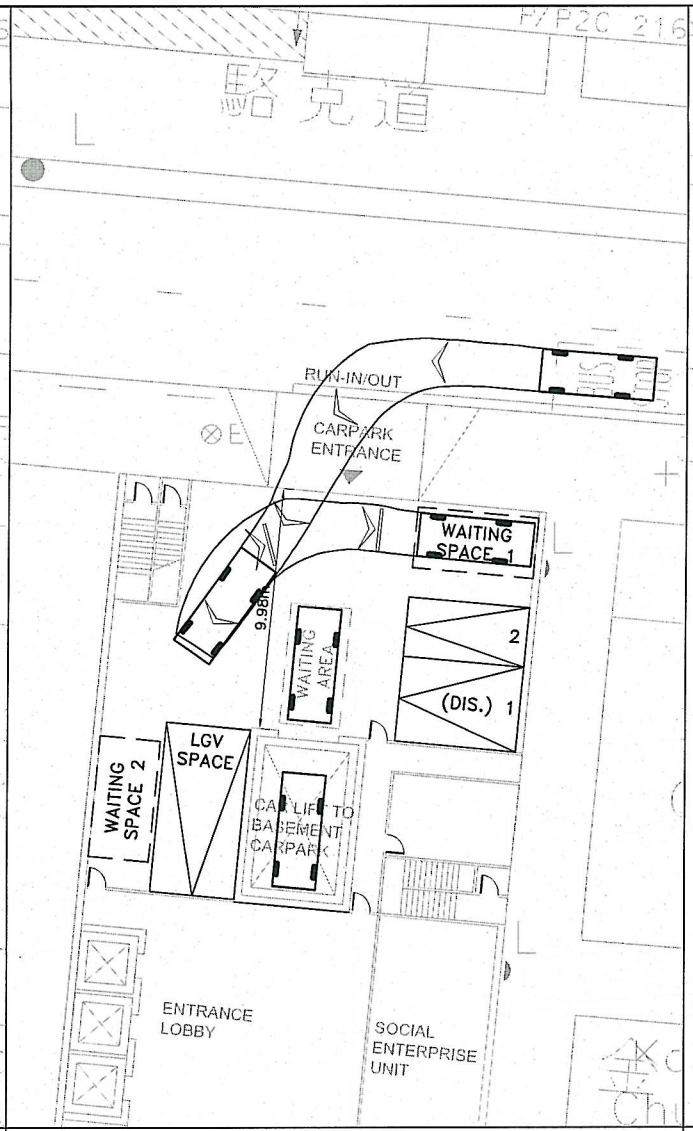
PROJECT NO. 40002	PROJECT TITLE: REDEVELOPMENT OF THE DUKE OF WINDSOR SOCIAL SERVICE BUILDING, 15 HENNESSY ROAD, WAN CHAI, H.K.	DRAWING NO. FIGURE 4	REV. A
DESIGNED SLN / DATE JUN 2012	DRAWING TITLE: BASEMENT PLAN	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:300			
CHECKED SLN			

G:\Project\40002\Data\Dwg\FIGURE4A.dwg, A4

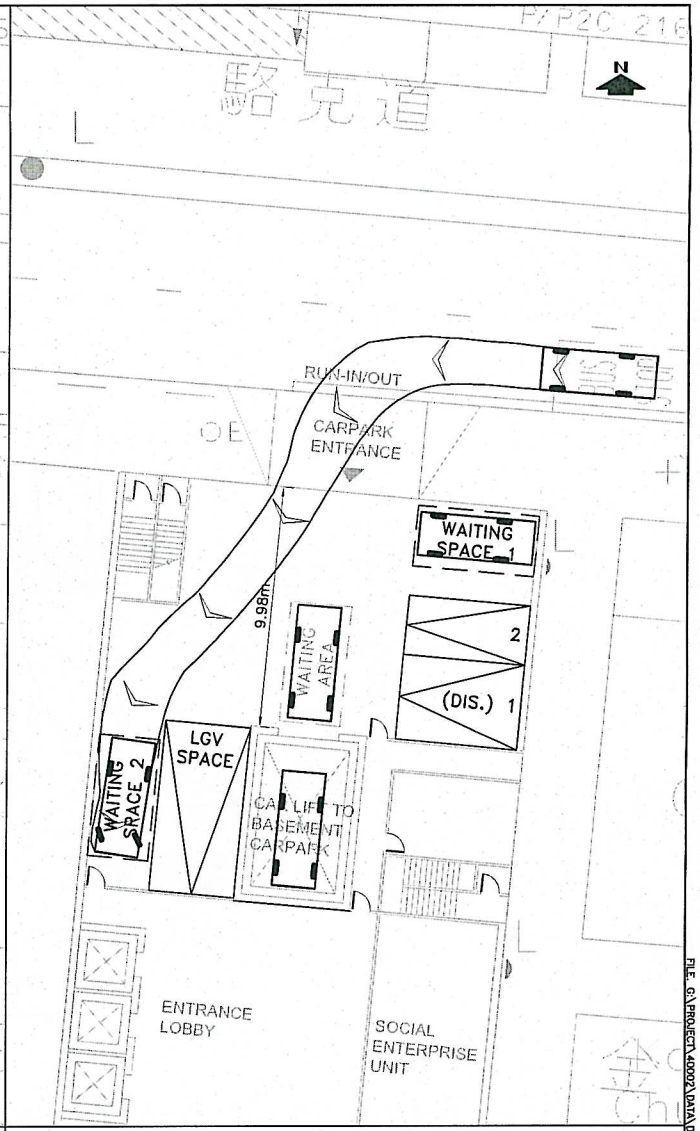
FILE: G:\PROJECT\40002\DATA\DWG\FIGURE4A.DWG PLOT SCALE : 1 = 1



CASE 1 – THE FIRST VEHICLE ARRIVED WHEN THE CARLIFT IN USE



CASE 2 – THE SECOND VEHICLE ARRIVED WHEN THE CARLIFT AND THE WAITING AREA ARE OCCUPIED



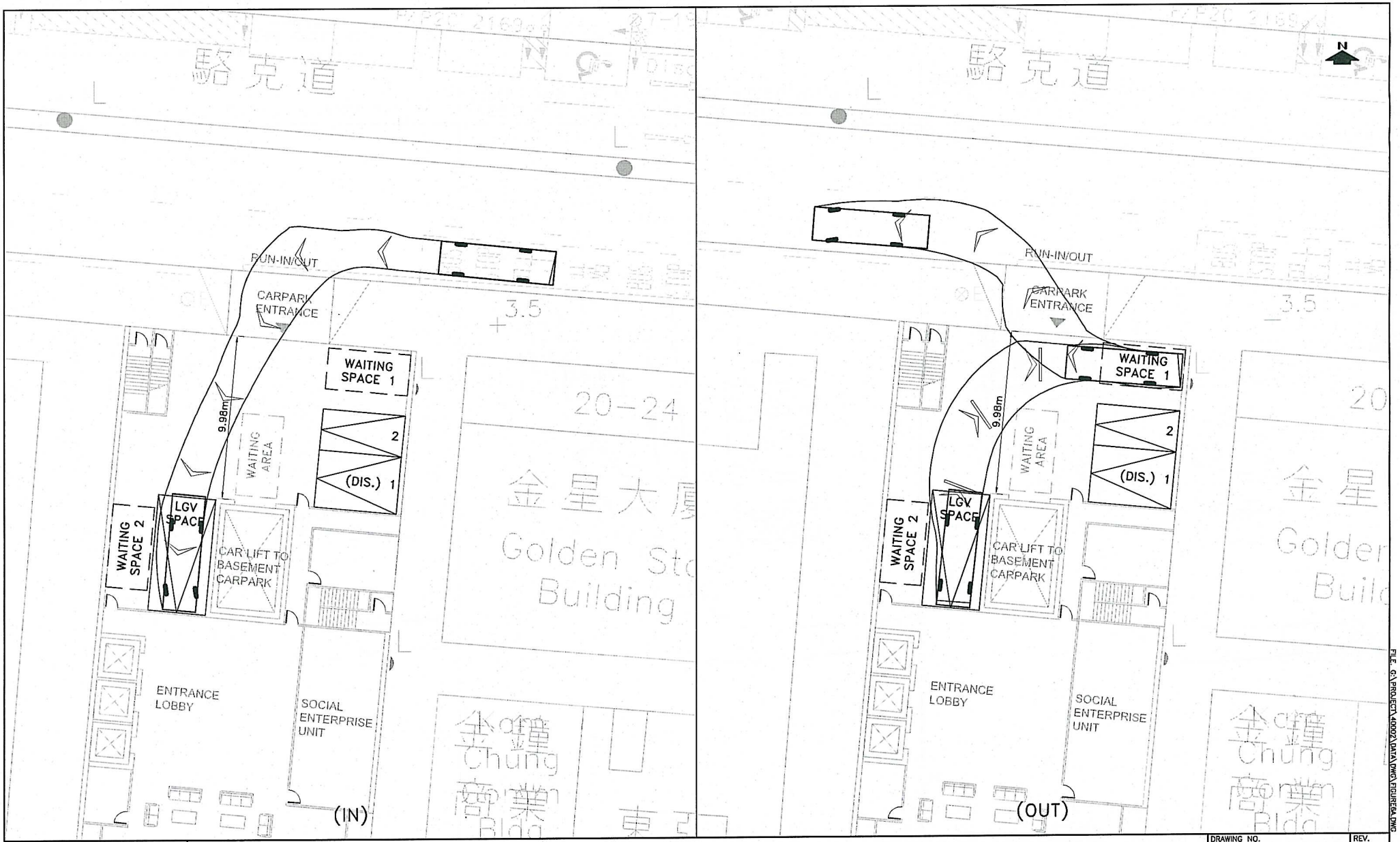
CASE 3 – THE THIRD VEHICLE ARRIVED WHEN THE CARLIFT, WAITING AREA AND WAITING SPACE 1 ARE OCCUPIED

PROJECT NO. 40002	PROJECT TITLE REDEVELOPMENT OF THE DUKE OF WINDSOR SOCIAL SERVICE BUILDING, 15 HENNESSY ROAD, WAN CHAI, H.K.	DRAWING NO. FIGURE 5	REV. A
DESIGNED SLN / DATE JUN 2012	DRAWING TITLE SWEPT PATH – PRIVATE CAR	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:300			
CHECKED SLN			

G:\Projects\40002\Data\Dwg\FIGURE5A.dwg A4

FILE: G:\PROJECT\40002\DATA\DWG\FIGURE5A.DWG PLOT SCALE : 1 = 1

FILE: G:\PROJECT\40002\DATA\DWG\FIGURE5A.DWG PLOT SCALE : 1 = 1



PROJECT NO. 40002	PROJECT TITLE REDEVELOPMENT OF THE DUKE OF WINDSOR SOCIAL SERVICE BUILDING, 15 HENNESSY ROAD, WAN CHAI, H.K.	DRAWING NO. FIGURE 6	REV. A
DESIGNED SLN / DATE JUN 2012	DRAWING TITLE SWEPT PATH – LGV	LLA 顧問有限公司 Consultancy Limited	
DRAWN CLL / SCALE 1:300			
CHECKED SLN			

G:\Project\40002\Data\Dwg\FIGURE6A.dwg, A4

FILE. G:\PROJECT\40002\DATA\DWG\FIGURE6A.DWG PLOT SCALE : 1 = 1

FILE. G:\PROJECT\40002\DATA\DWG\FIGURE6A.DWG PLOT SCALE : 1 = 1

LLA CONSULTANCY LIMITED	CAR LIFT ANALYSIS
Redevelopment of Duke of Windsor Social Service Building, 15 Hennessy Road	Project No.: 40002 Date: Jun 2012

1. Carpark Spaces Arrangement

No. of Carlift					=	1	
No. of Parking Space(s) & Waiting Spaces(s)							
G/F	(+5.1m)	=	2	waiting space	+	2	parking spaces
B/F	(+1.1m)	=		waiting space	+	14	parking spaces
				Total	=	16	**parking spaces**

2. Arrival Rate Estimate

Total no. of Parking Space at Basement		=	14	spaces
Peak 15 minutes arrival rate (arrivals/15 min.)	= 3.69 * 14 / 16	=	3.23	vehicle/15 min.
Peak Arrival Rate	[A]	=	3.23 / 15	
		=	**0.215**	**veh/min**

3. Estimate of Round Trip Time of Car Lift

Level Difference between G/F and Car Parking Floors (Weighted Average)		=	4.0	m
Travelling Speed of the Car Lift		=	1.0	m/s
Travel Time		=	4.0	s
Door Open		=	9.0	s
Vehicle Out		=	8.0	s
Vehicle Enters		=	8.0	s
Safety Buffer		=	5.0	s
Door Close		=	9.0	s
Travel Time		=	4.0	s
Door Open		=	9.0	s
Vehicle Out		=	8.0	s
Vehicle Enters		=	8.0	s
Safety Buffer		=	5.0	s
Door Close		=	9.0	s
Travel Time		=	4.0	s
Round Trip Time		=	86.0	s
Total Round Trip Time		=	**86.0**	**s**

4. Estimated Average Servicing Rate

Average Servicing Rate	[S]	=	60s / 86
		=	**0.70** **veh/min.**

5. Estimated Average Servicing Rate

The probability that there are n units in the car parking system

$P(n) = p^n \times P(0)$ $= p^n \times (1-p)$

where n = number of units in the system

P(n) = probability of the system being at state n

p = A / S = **0.3086**

Probability of an idle car lift	P(0)	=	1 - p
		=	1 - 0.3086
		=	0.6914
Probability of the car lift is in use	P(1)	=	0.3086 (1 - 0.3086)
		=	0.2134
Probability of the car lift is in use and the waiting space is occupied	P(2)	=	0.3086^2 (1 - 0.3086)
		=	0.0658
Probability of the car lift is in use and both waiting spaces are occupied	P(3)	=	0.3086^3 (1 - 0.3086)
		=	0.0203
Probability of 3 or less car in the system	P(0) + P(1) + P(2) + P(3)	=	0.6914 + 0.2134 + 0.0658 + 0.0203
		=	0.9909
Probability of more than 3 car in the system	P (n>3)	=	1 - 0.9909
		=	0.0091

The chances that car park traffic will queue up onto publci road is less than 0.9%

LLA CONSULTANCY LIMITED	CAR LIFT ANALYSIS
Redevelopment of	Project No.: 40002
Duke of Windsor Social Service Building, 15 Hennessy Road	Date: Jun 2012

1. Carpark Spaces Arrangement

No. of Carlift = 1

No. of Parking Space(s) & Waiting Spaces(s)

G/F	(+5.1m)	=	2	waiting space	+	2	parking spaces
B/F	(+1.1m)	=		waiting space	+	14	parking spaces
				Total	=	16	**parking spaces**

2. Arrival Rate Estimate

Total no. of Parking Space at basement		=	14	spaces
Peak 15 minutes arrival rate (arrivals/15 min.)	= 3.69 * 14 / 16	=	3.23	veh/15 min.
Peak Arrival Rate	[A]	=	3.23 / 15	
		=	**0.215**	**veh/min.**

3. Estimate of Round Trip Time of Car Lift

Level Difference between G/F and Car Parking Floors (Weighted Average)	=	4	m
Travelling Speed of the Car Lift	=	1.0	m/s
Travel Time	=	4.0	s
Door Open	=	9.0	s
Vehicle Out	=	8.0	s
Vehicle Enters	=	8.0	s
Safety Buffer	=	5.0	s
Door Close	=	9.0	s
Travel Time	=	4.0	s
Door Open	=	9.0	s
Vehicle Out	=	8.0	s
Vehicle Enters	=	8.0	s
Safety Buffer	=	5.0	s
Door Close	=	9.0	s
Travel Time	=	4.0	s
Round Trip Time	=	86.0	s
Total Round Trip Time	=	**86.0**	**s**

4. Estimated Average Servicing Rate

Average Servicing Rate	[S]	=	60s / 86	
		=	**0.70**	**veh/min.**

5. Estimated Average Servicing Rate

The probability that there are n units in the car parking system

$P(n) = p^n \times P(0)$ $= p^n \times (1-p)$

where n = number of units in the system

P(n) = probability of the system being at state n

p = A / S = **0.3086**

								Waiting Time of the Queue on the Public Road	
Probability of an idle car lift	P(0)	=	1 - p						
		=	1 - 0.3086						
		=	0.6914		69.14%	0	s =	0	min.
Probability of the car lift is in use	P(1)	=	0.213366040	=	21.336604%	0	s =	0	min.
Probability of 2 nos. of vehicle in the system	P(2)	=	0.065844760	=	6.584476%	0	s =	0	min.
Probability of 3 nos. of vehicle in the system	P(3)	=	0.020319693	=	2.0319693%	0	s =	0	min.
Probability of 4 nos. of vehicle in the system	P(4)	=	0.006270657	=	0.6270657%	86	s =	1.43	min.
Probability of 5 nos. of vehicle in the system	P(5)	=	0.001935125	=	0.1935125%	172	s =	2.87	min.
Probability of 6 nos. of vehicle in the system	P(6)	=	0.000597180	=	0.059718%	258	s =	4.30	min.
Probability of 7 nos. of vehicle in the system	P(7)	=	0.000184290	=	0.018429%	344	s =	5.73	min.
Probability of 8 nos. of vehicle in the system	P(8)	=	0.000056872	=	0.0056872%	430	s =	7.17	min.
Probability of 9 nos. of vehicle in the system	P(9)	=	0.000017551	=	0.0017551%	516	s =	8.60	min.
Probability of 10 nos. of vehicle in the system	P(10)	=	0.000005416	=	0.0005416%	602	s =	10.03	min.
Probability of 11 nos. of vehicle in the system	P(11)	=	0.000001671	=	0.0001671%	688	s =	11.47	min.
Probability of 12 nos. of vehicle in the system	P(12)	=	0.000000516	=	0.0000516%	774	s =	12.90	min.
Probability of 13 nos. of vehicle in the system	P(13)	=	0.000000159	=	0.0000159%	860	s =	14.33	min.
Probability of 14 nos. of vehicle in the system	P(14)	=	0.000000049	=	0.0000049%	946	s =	15.77	min.

Attachment III(A) of MPC Paper No. 7/12

834500E

837500E

816500N

814500N

N

維多利亞港
VICTORIA HARBOUR

銅鑼灣
CAUSEWAY BAY

跑馬地
HAPPY VALLEY

香港會議展覽中心
HK Convention & Exhibition Centre

灣仔碼頭
Wan Chai Ferry Pier

灣仔公園
Wan Chai Park

修頓球場
Southorn Playground

伊利沙伯體育館
Queen Elizabeth Stadium

摩利臣山
MORRISON HILL

東角
TIN HAU

銅鑼灣避風塘
Causeway Bay Typhoon Shelter

時代廣場
Times Square

皇后大道東
QUEEN'S ROAD EAST

告士打道
GLOUCESTER ROAD

軒尼詩道
HENNESSY ROAD

莊士敦道
JOHNSTON ROAD

干諾道
QUEENSWAY

夏慤道
HARCOURT ROAD

堅尼地道
KENNEDY ROAD

羅素街
RUSSELL STREET

利舞臺廣場
Lee Theatre Plaza

灣仔道
WAN CHAI ROAD

司徒拔道
STUBBS ROAD

摩理臣山道
MORRISON HILL ROAD

禮頓道
LEIGHTON ROAD

銅鑼灣道
CAUSEWAY ROAD

波斯富街
PERCIVAL STREET

渣甸街
JARDINE'S BAZAAR

謝斐道
JAFFE ROAD

軒尼詩道
HENNESSY ROAD

馬師道
MARSH ROAD

天后廟道
TIN HAU TEMPLE ROAD

堅拿道西
CANAL ROAD WEST

堅拿道東
CANAL ROAD EAST

CAUSEWAY BAY STATION

此圖的土地用途地帶見土地發展公司莊士敦道發展計劃圖。
FOR ZONING OF THIS AREA, REFER TO LAND DEVELOPMENT CORPORATION JOHNSTON ROAD DEVELOPMENT SCHEME PLAN.

此圖的土地用途地帶見土地發展公司利東街及麥加力道街發展計劃圖。
FOR ZONING OF THIS AREA, REFER TO LAND DEVELOPMENT CORPORATION LEE TUNG STREET & MCGREGOR STREET DEVELOPMENT SCHEME PLAN.

住宅連政府、機構或社區
RESIDENTIAL CUM COMMERCIAL, GOVERNMENT OFFICES AND COMMUNITY FACILITIES

歷史建築物保存作文化及社區用途
HISTORICAL BUILDING PRESERVED FOR CULTURAL AND COMMUNITY USES

歷史建築物保存作酒店、商業、社區及/或文化用途
HISTORICAL BUILDING PRESERVED FOR HOTEL, COMMERCIAL, COMMUNITY AND/OR CULTURAL USES

高架行人連廊
ELEVATED WALKWAY

綜合重建區
COMPREHENSIVE REDEVELOPMENT AREA

此圖的土地用途地帶見市區重建局荷蘭街／巴路士街發展計劃圖。
FOR ZONING OF THIS AREA, REFER TO URBAN RENEWAL AUTHORITY MALLORY STREET / BURROWS STREET DEVELOPMENT SCHEME PLAN.

此圖的土地用途地帶見土地發展公司灣仔道／大原街發展計劃圖。
FOR ZONING OF THIS AREA, REFER TO LAND DEVELOPMENT CORPORATION WAN CHAI ROAD / TAI YUEN STREET DEVELOPMENT SCHEME PLAN.

此圖的土地用途地帶見市區重建局石水渠街／興漢街／景星街發展計劃圖。
FOR ZONING OF THIS AREA, REFER TO URBAN RENEWAL AUTHORITY STONE NULLAH LANE / HING WAN STREET / KING SING STREET DEVELOPMENT SCHEME PLAN.

A

B

C

D

E

圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途

COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	鐵路 RAILWAY STATION	鐵路及車站（地下）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
LAND DEVELOPMENT CORPORATION/ URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA		土地發展公司／市區重建局發展計劃圖範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	130	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	20.47	22.95	商業
RESIDENTIAL (GROUP A)	13.59	15.24	住宅（甲類）
RESIDENTIAL (GROUP B)	1.70	1.91	住宅（乙類）
RESIDENTIAL (GROUP C)	0.35	0.39	住宅（丙類）
RESIDENTIAL (GROUP E)	0.27	0.30	住宅（戊類）
GOVERNMENT, INSTITUTION OR COMMUNITY	10.52	11.80	政府、機構或社區
OPEN SPACE	3.94	4.42	休憩用地
OTHER SPECIFIED USES	6.38	7.15	其他指定用途
MAJOR ROAD ETC.	29.82	33.44	主要道路等
LAND DEVELOPMENT CORPORATION/ URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	2.14	2.40	土地發展公司／市區重建局發展計劃圖範圍
TOTAL PLANNING SCHEME AREA	89.18	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第7條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE

草圖編號 S/H5/26 的修訂
AMENDMENTS TO DRAFT PLAN No. S/H5/26

按照城市規劃條例第7條展示的修訂
AMENDMENTS EXHIBITED UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE

修訂項目A項 AMENDMENT ITEM A
修訂項目B項 AMENDMENT ITEM B
修訂項目C項 AMENDMENT ITEM C
修訂項目D項 AMENDMENT ITEM D
修訂項目E項 AMENDMENT ITEM E

（參看附表）
(SEE ATTACHED SCHEDULE)

按照城市規劃條例第7條展示的草圖編號 S/H5/26 的修訂
AMENDMENTS TO DRAFT PLAN No. S/H5/26 EXHIBITED UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE ON

.....
SECRETARY
TOWN PLANNING BOARD
城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的灣仔（港島規劃區第5區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREA No. 5 - WAN CHAI - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

米 METRES 100 0 200 400 600 800 METRES 米

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. S/H5/26A

HONG KONG PLANNING AREA NO. 5

DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/26A

(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 on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.

(2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.

(3) (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.

(b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, 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" means -

(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 which has continued since it came into existence; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and

(ii) after the publication of the first plan,

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

(4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or 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 material change of use or development or redevelopment shall lapse.

(5) Road junctions, alignments of roads and railway/tram tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

(6) Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any 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) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:

(a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/tram/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;

(b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(c) maintenance or repair of watercourse and grave.

(8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

on-street vehicle park, railway track and tram track.

(9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

(10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

HONG KONG PLANNING AREA NO. 5

DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/26*A*

Schedule of Uses

	Page
COMMERCIAL	1
RESIDENTIAL (GROUP A)	4
RESIDENTIAL (GROUP B)	6
RESIDENTIAL (GROUP C)	8
RESIDENTIAL (GROUP E)	***9***
GOVERNMENT, INSTITUTION OR COMMUNITY	~~9~~ ***12***
OPEN SPACE	~~11~~ ***14***
OTHER SPECIFIED USES	~~12~~ ***15***

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 Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) On land designated "Commercial (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater, and a maximum non-domestic gross floor area of 78,740m^2, of which a gross floor area of not less than 1,961m^2 at the lowest two levels (excluding basements) shall be used for Government uses. A public open space of not less than 1,160m^2 shall be provided. A minimum setback of 1m from the lot boundary fronting Yen Wah Steps shall be provided.

(3) On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater, and a maximum non-domestic gross floor area of 183,589m^2. A public open space of not less than 3,017m^2 shall be provided.

(4) On land designated "Commercial (3)" and "Commercial (5)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(5) On land designated "Commercial (4)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater, and a maximum non-domestic plot ratio of 12.

(6) On land designated "Commercial (6)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater. A public open space of not less than 1,650m^2 at street level shall be provided.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

(7) In determining the maximum non-domestic plot ratio/gross floor area for the purposes of paragraphs (2), (3) and (5) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such use and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(8) Based on the individual merits of development or redevelopment proposal, minor relaxation of the building height and plot ratio/gross floor area restrictions stated in paragraphs (1) to (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(9) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restrictions as stipulated on the Plan and setback requirement stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

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 Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre
In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:	
Eating Place Educational Institution Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club Public Convenience Recyclable Collection Centre School Shop and Services Training Centre	

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Planning Intention

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

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater. The provision for development/redevelopment to the height of the existing building is not applicable to the parts of the sites at 93-99 and 101 Wan Chai Road which are subject to a maximum building height of 19mPD as stipulated on the Plan.

(2) On land designated "Residential (Group A)1", a public open space of not less than $140m^2$ at street level shall be provided.

(3) On land designated "Residential (Group A)2", a public open space of not less than $65m^2$ at street level shall be provided.

(4) On land designated "Residential (Group A)3", a gross floor area of not less than $1,365m^2$ for Government, institution or community facilities and a public open space of not less than $250m^2$ at street level shall be provided.

(5) On land designated "Residential (Group A)4", a gross floor area of not less than $1,403m^2$ for Government, institution or community facilities shall be provided.

(6) On land designated "Residential (Group A)5", a gross floor area of not less than $3,336m^2$ for Government, institution or community facilities shall be provided.

(7) On land designated "Residential (Group A)6", a gross floor area of not less than $384m^2$ for Government, institution or community facilities shall be provided.

(8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions as stated in paragraph (1) above, and any reduction in the gross floor area provided for Government, institution or community facilities stated in paragraphs (4) to (7) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(9) A minimum setback of 1m from the lot boundary fronting Wing Fung Street, Anton Street, the portion of St. Francis Street in between St. Francis Yard and Queen's Road East, Gresson Street, the portion of Spring Garden Lane in between Johnston Road and Queen's Road East, and Tai Yuen Street shall be provided.

(10) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirement stated in paragraph (9) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) A minimum setback of 1m from the lot boundary at 39 and 41 Kennedy Road fronting Yen Wah Steps shall be provided.

(3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(4) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirement stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project	Government Use (not elsewhere specified) Public Utility Installation Residential Institution

Planning Intention

This zone is intended for ***low to medium-rise*** residential developments subject to specific plot ratio and building height restrictions to ***preserve the local character and to avoid adverse visual, air ventilation and traffic impacts from more intensive development*** ~~address problems of loading/unloading, limited emergency vehicular access and fire safety concerns~~.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0, and a maximum building height of 12 storeys, or the plot ratio and height of the existing building, whichever is the greater.

(2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as plant room, caretaker's office and caretaker's quarter, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(3) Based on the individual merits of a development or redevelopment proposal, ***minor*** relaxation of the plot ratio and building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP E)

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 *Government Use (not elsewhere specified)* *Public Transport Terminus or Station (excluding open-air terminus or station)* *Utility Installation for Private Project*	*Commercial Bathhouse/Massage Establishment* *Eating Place* *Educational Institution* *Exhibition or Convention Hall* *Flat* *Government Refuse Collection Point* *Hospital* *Hotel* *House* *Institutional Use (not elsewhere specified)* *Library* *Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances* *Market* *Office* *Petrol Filling Station* *Place of Entertainment* *Place of Recreation, Sports or Culture* *Private Club* *Public Clinic* *Public Convenience* *Public Transport Terminus or Station (not elsewhere specified)* *Public Utility Installation* *Public Vehicle Park (excluding container vehicle)* *Religious Institution* *Residential Institution* *School* *Shop and Services* *Social Welfare Facility* *Training Centre*

(Please see next page)

RESIDENTIAL (GROUP E) (cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/ unloading bays and/or plant room:
Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Social Welfare Facility
Training Centre

Planning Intention

This zone is intended primarily to encourage the redevelopment of this area for residential use on application to the Town Planning Board. The zoning is to facilitate appropriate planning control over the development scale, design and layout of the development, taking into account of various environmental, traffic and other infrastructural constraints.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.0 or the plot ratio of the existing building, whichever is the greater.

(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(3) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and caretaker's quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities

are ancillary and directly related to the development or redevelopment, may be disregarded.

(4) *Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratios specified in paragraph (1) above may thereby be exceeded.*

(5) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (1) and (2) above 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 Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Correctional Institution Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Holiday Camp Hotel House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of number of storeys or metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater. The provision for development/redevelopment to the height of the existing building is not applicable to the parts of the Lockhart Road Municipal Services Building and Hennessy Road Government Primary School sites which are subject to a maximum building height of 19mPD as stipulated on the Plan.

(2) A minimum setback of 1m from the lot boundary at 22 Hennessy Road fronting Anton Street shall be provided.

(3) ***A minimum setback of 2m from the lot boundary at 77 Spring Garden Lane fronting Spring Garden Lane shall be provided.***

(4) A minimum setback of 3m from the lot boundary at 271 Queen's Road East fronting Queen's Road East and a covered open space of not less than 360m^2 at street level with open-sided along Queen's Road East and Kennedy Road at 271 Queen's Road East shall be provided.

~~(3)~~*(5)* In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

~~(4)~~*(6)* Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

~~(5)~~*(7)* Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restrictions as stipulated on the Plan and the setback requirement stated in paragraph (2) above 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
Aviary Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

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

OTHER SPECIFIED USES

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

For "Comprehensive Redevelopment Area" Only

Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Flat
Government Refuse Collection Point
Government Use (not elsewhere specified)
Hotel
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library
Market
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Off-course Betting Centre
Office
Petrol Filling Station
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Recyclable Collection Centre
Religious Institution
School
Shop and Services
Social Welfare Facility
Training Centre
Utility Installation for Private Project

Planning Intention

This zone is intended primarily to encourage the redevelopment of this area into commercial uses with the provision of public open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Comprehensive Redevelopment Area" Only (Cont'd)

Remarks

(1) The planning application is to be in the form of a master layout plan, accompanied by an explanatory statement, showing the areas of proposed land uses, the nature, position, dimensions and heights of all buildings to be erected on the area.

(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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

For "Mixed Use" Only

Schedule I: for non-residential building or non-residential portion of a building upon development/redevelopment/conversion

Ambulance Depot
Commercial Bathhouse/
Massage Establishment (in non-residential building only)
Eating Place
Educational Institution
Exhibition or Convention Hall
Government Use (not elsewhere specified)
Hotel
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library
Market
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Recyclable Collection Centre
Religious Institution
School
Shop and Services
Social Welfare Facility (excluding those involving residential care)
Training Centre
Utility Installation for Private Project
Wholesale Trade
Broadcasting, Television and/or Film Studio
Commercial Bathhouse/
Massage Establishment (not elsewhere specified)
Flat
Government Refuse Collection Point
Hospital
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Petrol Filling Station
Residential Institution
Social Welfare Facility (not elsewhere specified)

(Please see next page)

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

For "Mixed Use" Only (Cont'd)

Schedule II: for residential building or residential portion of a building upon development/redevelopment/conversion

Flat
Government Use (Police reporting Centre, Post Office only)
House
Residential Institution
Social Welfare Facility (residential care facility only)
Utility Installation for Private Project

Eating Place
Educational Institution
Government Refuse Collection Point
Government Use (not elsewhere specified)
Hotel
Institutional Use (not elsewhere specified)
Library
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
School
Shop and Services
Social Welfare Facility (not elsewhere specified)
Training Centre

(Please see next page)

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

For "Mixed Use" Only (Cont'd)

Schedule III : for an existing building before redevelopment/conversion

Ambulance Depot
Exhibition or Convention Hall
Flat
Government Use (not elsewhere specified)
Hotel
House
Library
Market
Office
Private Club
Public Clinic
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Residential Institution
School (in a free-standing purpose-designed building only)
Shop and Services (not elsewhere specified)
Social Welfare Facility
Utility Installation for Private Project
Broadcasting, Television and/or Film Studio
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Government Refuse Collection Point
Hospital
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Petrol Filling Station
Place of Entertainment
Place of Recreation, Sports or Culture
Public Convenience
Public Transport Terminus or Station
Recyclable Collection Centre
Religious Institution
School (not elsewhere specified)
Shops and Services (Motor-vehicle Showroom and Printing, Publishing and Allied Industries only)
Training Centre

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of a building, both excluding floors containing wholly or mainly car parking, loading/ unloading bays and/or plant room:	

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Place of Entertainment
Place of Recreation, Sports or Culture
Public Convenience
Recyclable Collection Centre
Religious Institution
School
Training Centre

Planning Intention

This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents. Some commercial uses are always permitted in an existing mixed use building before its redevelopment/conversion.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (Cont'd)

Remarks (Cont'd)

(2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(3) Upon development/redevelopment/conversion of a building to a mixed use development, the residential and non-residential portions within a building shall be physically segregated through appropriate building design. The provision of residential and non-residential uses on the same floor will not be permitted. Under exceptional circumstances, relaxation of the requirement for physical segregation and no inter-mixing on the same floor may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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
For "Petrol Filling Station" Only	
Petrol Filling Station	Government Use (not elsewhere specified) Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of petrol filling station.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storey, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

(3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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

For "Historical Building Preserved for Cultural and Community Uses" Only

Exhibition or Convention Hall
Field Study/Education/Visitor Centre
Government Use
Institutional Use (not elsewhere specified)
Library
Place of Recreation, Sports or Culture
Social Welfare Facility

Educational Institution
Public Utility Installation
Religious Institution
Utility Installation for Private Project

Planning Intention

This zone is intended primarily for preserving the old post office building for cultural and community uses.

Remarks

(1) Any new development, major addition, alteration and/or modification to, or any demolition of part of the existing building, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(2) No new development, or addition, alteration and/or modification to the existing building shall result in a total development in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(3) In determining the relevant maximum number of storeys for the purposes of paragraph (2) above, any basement floor(s) may be disregarded.

(4) Based on the individual merits of a development proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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

For "Historical Building Preserved for Hotel, Commercial, Community and/or Cultural Uses" Only

Eating Place
Educational Institution
Exhibition or Convention Hall
Field Study/Education/Visitor Centre
Government Use
Hotel
Institutional Use (not elsewhere specified)
Library
Place of Entertainment
Place of Recreation, Sports or Culture
Residential Institution
School
Shop and Services (excluding motor-vehicle showroom)
Social Welfare Facility
Training Centre

Broadcasting, Television and/or Film Studio
Commercial Bathhouse/Massage Establishment
Office
Private Club
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
Utility Installation for Private Project

Planning Intention

This zone is intended primarily for preservation and adaptive re-use of the existing Wan Chai Police Station building for hotel, commercial, community and/or cultural uses.

Remarks

(1) Any new development, major addition, alteration and/or modification to, or any demolition of part of the existing building, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(2) No new development, or addition, alteration and/or modification to the existing building shall result in a total development in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan or the height of the existing building, whichever is the greater.

(3) In determining the relevant maximum number of storeys for the purposes of paragraph (2) above, any basement floor(s) may be disregarded.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Historical Building Preserved for Hotel, Commercial, Community and/or Cultural Uses" Only (Cont'd)

Remarks (Cont'd)

(4) Based on the individual merits of a development proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(5) Under exceptional circumstances, for a development proposal, minor relaxation of the non-building area restrictions as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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

For "Residential cum Commercial, Government Offices and Community Facilities" Only

Eating Place
Educational Institution
Exhibition or Convention Hall
Flat
Government Refuse Collection Point
Government Use
Library
Market
Place of Recreation, Sports or Culture
Public Clinic
Public Convenience
Recyclable Collection Centre
Residential Institution
Shop and Services
Social Welfare Facility
Utility Installation for Private Project

Institutional Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Off-course Betting Centre
Office
Public Utility Installation
Religious Institution
School
Training Centre

Planning Intention

This zone is intended primarily for residential, commercial, Government offices and community facilities uses.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater. A maximum domestic gross floor area of 26,038m^2 and a maximum non-domestic gross floor area of 49,283m^2, of which not less than 40,000m^2 for Government, institution or community facilities, shall be provided.

(2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of building height and gross floor area restrictions and any reduction in the gross floor area provided for Government, institution or community facilities stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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
For "Elevated Walkway" Only	
Elevated Walkway Government Use	Public Utility Installation

Planning Intention

This zone is intended primarily for the development of an elevated walkway.

HONG KONG PLANNING AREA NO. 5

DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/26*A*

EXPLANATORY STATEMENT

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HONG KONG PLANNING AREA NO. 5

DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/26A

(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 Plan.)

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Wan Chai Outline Zoning Plan (OZP) No. S/H5/26. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1 On 18 November 1965, the Board was directed to prepare an OZP for Wan Chai - Hong Kong Planning Area No. 5. On 25 October 1968, the draft OZP No. LH 5/29 was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). Since then, the OZP had been amended fourteen times to reflect the changing circumstances.

2.2 On 4 July 1989, the then Governor in Council agreed to refer the draft Wan Chai OZP No. S/H5/7 (renumbered from Plan No. S/H5/6) to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. Since then, the OZP had been amended four times and exhibited under section 5 or 7 of the Ordinance to reflect the changing circumstances.

2.3 On 9 November 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Wan Chai OZP, which was subsequently renumbered as S/H5/15. On 17 December 1999, the approval of the draft OZP was notified in the Gazette and the approved Wan Chai OZP No. S/H5/15 was exhibited for public inspection under section 9(5) of the Ordinance.

2.4 On 10 October 2000, the CE in C referred the approved OZP No. S/H5/15 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended five times and exhibited under section 5 or 7 of the Ordinance to reflect the changing circumstances.

2.5 On 11 March 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wan Chai OZP, which was subsequently renumbered as S/H5/21. On 21 March 2003, the approved Wan Chai OZP No. S/H5/21 was exhibited for public inspection under section 9(5) of the Ordinance.

2.6 On 9 December 2003, the CE in C referred the approved Wan Chai OZP No. S/H5/21 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP had been

amended once and exhibited under section 5 of the Ordinance to reflect the changing circumstances.

2.7 On 13 September 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wan Chai OZP, which was subsequently renumbered as S/H5/23. On 30 September 2005, the approved Wan Chai OZP No. S/H5/23 was exhibited for public inspection under section 9(5) of the Ordinance.

2.8 On 8 November 2005, the CE in C referred the approved Wan Chai OZP No. S/H5/23 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

2.9 On 16 December 2005 and 21 July 2006, the draft Urban Renewal Authority (URA) Mallory Street/Burrows Street Development Scheme Plan (DSP) No. S/H5/URA1/1 and Stone Nullah Lane/Hing Wan Street/King Sing Street DSP No. S/H5/URA2/1 were respectively exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the Urban Renewal Authority Ordinance, the two DSPs from the said dates replaced the Wan Chai OZP in respect of the areas delineated and described therein.

2.10 On 27 October 2006, the draft Wan Chai OZP No. S/H5/24, indicating the areas of the OZP replaced by the URA Mallory Street/Burrows Street DSP and Stone Nullah Lane/Hing Wan Street/King Sing Street DSP, as well as incorporating zoning amendments to reflect completed developments, amendment to the Notes of "Commercial" zone of the OZP in accordance with the revised Master Schedule of Notes to Statutory Plans endorsed by the Board and amendment to the Notes of "Residential (Group A)" ("R(A)") zone to specify open space requirements in "Residential (Group A)1" ("R(A)1") and "Residential (Group A)2" ("R(A)2") zones, was exhibited for public inspection under section 5 of the Ordinance. During the exhibition period, no representation was received.

2.11 On 6 November 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wan Chai OZP which was subsequently renumbered as S/H5/25. On 16 November 2007, the Plan was exhibited for public inspection under section 9(5) of the Ordinance.

2.12 On 4 November 2008, the CE in C referred the approved Wan Chai OZP No. S/H5/25 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 14 November 2008 under section 12(2) of the Ordinance.

2.13 On 24 September 2010, the draft Wan Chai OZP No. S/H5/26 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The Plan incorporated amendments to impose building height restrictions for various zones, to rezone the "Commercial/ Residential" ("C/R") sites to "Commercial" ("C"), "R(A)" or "Other Specified Uses" ("OU") annotated "Mixed Use" zone, and to amend the zonings of various sites to reflect the planning intention for the sites or the as-built conditions.

2.14 Upon the expiry of the two-month exhibition period, a total of 106 representations were received. On 3.12.2010, the representations were published for 3 weeks for public comments. A total of 293 comments were received.

2.15 On 26.4.2011, after giving consideration to the representations and comments under section 6B(1) of the Ordinance, the Board decided to propose amendments to the Plan to partially meet 3 representations (No. R98 to R100) in respect of the sites at 8-10 and

12-18 Wing Fung Street and not to uphold the remaining representations. On 13.5.2011, the Board agreed that the proposed amendments, which include the rezoning of the site at 8-10 and 12-18 Wing Fung Street from "R(A)" to a sub-area of "C" with a building height restriction of 120mPD and a requirement that any redevelopment for commercial/office use be subject to the approval by the Board to ensure that there would be no adverse traffic impact, were suitable for publication for further representation under section 6(C)2 of the Ordinance. On 20.5.2011, the proposed amendments were published under section 6C(2) of the Ordinance for 3 weeks for further representations.

2.16 *Upon the expiry of the 3-week publication period, 2 further representations were received. On 29.7.2011, after giving consideration to the further representations in accordance with section 6F of the Ordinance, the Board decide to amend the Plan by the proposed amendments as further varied during this meeting and such amendments shall form part of the draft Wan Chai OZP No. S/H5/26. The amendments include rezoning the subject site from "C(7)" to "C(6)" as shown on Plan No. R/S/H5/26 – A2 and amending the Notes of the "C" zone by including sub-areas (a) and (b) in the "C(6)" zone for the Three Pacific Place site and the subject site respectively as well as deleting the Remarks for "C(7)" zone. In accordance with section 6H of the Ordinance, the Plan shall thereafter be read as including the amendments.*

2.17 *On 25.7.2011, (i) the Methodist Church, Hong Kong; (ii) the Trustees of the Church of Christ in China, Wan Chai Church; (iii) Leighton Property Co. Ltd. and Lee Theatre Realty Ltd.; and (iv) the Real Estate Developers Association of Hong Kong each filed a Judicial Review (JR) application against the Board's decisions not to meet their representations. Leaves for JR applications and an order of stay of the submission of the OZP to CE in C were granted by the Court.*

2.18 *On _____, the draft Wan Chai OZP No. S/H5/27 (the Plan) incorporating the amendments mainly to rezone the sites at Lui Kee Education Service Centre at Queen's Road East and Wan Chai Polyclinic at Kennedy Road from "Government, Institution or Community" ("G/IC") to "Residential (Group E)", to amend the building height restrictions for the "G/IC" zones covering the Methodist International Church at Queen's Road East, the Duke of Windsor Social Service Building at Hennessy Road and the Church of Christ in China, Wanchai Church at Spring Garden Lane as well as to rezone the area in Sau Wa Fong from "R(A)","Residential (Group C)" ("R(C)") , "G/IC" and "Open Space" ("O") to area shown as 'Road'.*

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land use zonings and major road networks so that development and redevelopment within the Planning Scheme Area (the Area) can be put under statutory planning control.

3.2 The Plan is to illustrate 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 adjustment as detailed planning proceeds.

3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access

road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Wan Chai area and not to overload the road network in this area.

4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.info.gov.hk/tpb.

5. THE PLANNING SCHEME AREA

5.1 The Area is bounded by Gloucester Road to the north; Percival Street to the east; Leighton Road, Queen's Road East and Kennedy Road to the south; and Monmouth Path and Arsenal Street to the west. The boundaries of the Area are shown by a heavy broken line on the Plan. The area covered by the Plan is approximately 89.18 hectares.

5.2 The original Wan Chai shore-line was in the vicinity of Queen's Road East and Wan Chai Road. By 1920, reclamation had extended out to the present alignments of Johnston Road and Hennessy Road. Development on this reclamation took the form of 3 to 4 storeys tenement blocks on small sites fronting narrow streets with virtually no provision for open space and community facilities.

5.3 In the 1920s, further reclamation was carried out up to the line of Gloucester Road. Development on this reclamation followed a grid pattern with wider streets and most buildings were 3 to 5 storeys tenements. At that time, little provision was made for public open space and community facilities.

5.4 Wan Chai has now been developed into an area characterised by a mixture of commercial and residential developments. Along Queen's Road East, there is a trend towards more intensive commercial development. The area to the south of Johnston Road contains some new buildings amidst low-rise pre-war residential buildings, many of which are in a dilapidated state. Any meaningful improvement in that area will have to rely on more comprehensive urban renewal programmes.

6. POPULATION

According to the 2006 Population By-Census, the population of the Area was about 62,350. It is estimated that the planned population of the Area would be about 83,540.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, a review of the Wan Chai OZP has been undertaken with a view to incorporating appropriate building height restrictions on the Plan for various development zones. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. In order to prevent excessively tall or out-of-context buildings, preserve views to the ridgeline and to provide better control on the building heights of developments in the Area, building height restrictions are imposed on various development zones on the Plan.

7.2 The building height restrictions are to preserve the view to ridgelines and mountain backdrops from the vantage point at the Cultural Complex in Tsim Sha Tsui and the view to harbour from the Peak and Stubbs Road Lookout Point. As Wan Chai North has already been developed as a Central Business District (CBD) extension with high-rise office buildings blocking the ridgeline of Wan Chai Gap when viewed from the Tsim Sha Tsui Cultural Complex and West Kowloon Cultural District, the stepped building height concept ascending from the harbour and gradually rising towards inland would not be achievable. Height bands which commensurate with the planning intention of the various land use zones as well as reflecting the majority of the existing buildings/committed developments are adopted.

7.3 A building height of 130 metres above Principal Datum (mPD) is generally imposed for the area north of Hennessy Road/Johnston Road and east of Canal Road, taking into account the high concentration of existing high-rise commercial developments in this area and in Wan Chai North. Having regard to the open amenity area near the Cross Harbour Tunnel portal and the low-rise Government, institution or community (GIC) cluster in the Wan Chai Sports Ground area, a more stringent building height restriction of 110mPD is imposed on the commercial area to the north of Hennessy Road and east of Tonnochy Road to minimize the impact on the view of the harbour from the Stubbs Road Lookout Point without adversely affecting the maximum permissible development intensity of this area. Moreover, in view of the topography of the Area, different height bands ranging from 100mPD to 140mPD are proposed for the residential developments in the south-western part of the Area.

7.4 Specific building height restrictions for the "Government, Institution or Community" ("G/IC") and "OU" zones in terms of number of storeys or mPD, which mainly reflect the existing and planned building heights of development, have been incorporated into the Plan to provide visual and spatial relief to the high density environment of the Area.

7.5 An Expert Evaluation on Air Ventilation Assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height, non-building areas, building gaps and setback requirements incorporated into the Plan have taken the findings of the AVA into consideration.

7.6 In general, the major prevailing annual wind comes from the east and northeast directions, and the prevailing summer wind mainly comes from the southerly quarters directions. For

wind coming from the east over Victoria Harbour and Causeway Bay, the wind will flow along the major east-west roads such as Gloucester Road, Jaffe Road, Lockhart Road, Hennessy Road, Johnston Road, Queen's Road East and Kennedy Road. For wind coming from the north-east, it will penetrate into the Area through the Wan Chai Sports Ground and the greenery area immediately outside the Cross Harbour Tunnel and penetrate into the north-south streets between Gloucester Road and Hennessy Road. The prevailing southerly summer wind is channeled through the valley wind system along Wan Chai Gap Road and Wong Nai Chung Gap Road over the open fields and race course in Happy Valley through the Area. Also, some downhill air movement (katabatic wind) over the vegetated hill slopes is expected at the south-western boundary of the Area.

7.7 To facilitate better air ventilation in the Area, the AVA has recommended that the existing open space and the low-rise GIC developments in the Area should be maintained. In particular, the low-rise character of the GIC cluster at Morrison Hill is maintained to facilitate the penetration of the prevailing southerly wind from Wong Nai Chung Gap Road over the open fields and race course in Happy Valley through the Area. Also, opportunities should be taken to widen the north-south aligned roads to improve the existing air paths as well as creating new air paths by aligning the north-south road junctions as far as practicable. Furthermore, in order to further improve air ventilation condition, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of podium, wider gap between buildings for better ventilation and minimizing the blocking of air/wind flow through positioning of building towers and podiums to align with the prevailing wind directions, as appropriate.

7.8 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/ redevelopments with planning and design merits and to cater for circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows :

(a) amalgamating smaller sites for achieving better urban design and local area improvements;

(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;

(c) providing better streetscape/good quality street level public urban space;

(d) providing separation between buildings to enhance air and visual permeability;

(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and

(f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

7.9 However, for any existing building with building height already exceeding the building height restrictions in terms of mPD and/or number of storeys as shown on the Notes of the Plan and/or stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

Non-Building Areas

7.10 In order to maintain the existing air path flowing over the four north-south aligned "G/IC", "C(4)" and "OU" sites between Fleming Road and Stewart Road, non-building areas are designated along the eastern and western side boundaries of the Wan Chai Police Station site and the Wan Chai Police Married Quarters site. A non-building area is also designated at the north-eastern corner of the Lady Trench Training Centre site at 44 Oi Kwan Road to facilitate air penetration from Morrison Hill through Tak Yan Street to Tonnochy Road.

Building Gaps

7.11 Gaps between buildings play a key role in creating air paths by appropriate design and disposition of building blocks within a site. Setback and non-building area requirements are not practicable for some of the lots within the Area. Nevertheless, disposition of buildings, proper building design, the provision of permeable podium garden and the provision of building gaps with a view to maximizing north-south air/wind permeability is encouraged. To facilitate the air ventilation and to improve air permeability at podium level, building gaps of 6m wide above 19mPD (about 15m above ground level) are imposed on the eastern and western side boundaries of the Lockhart Road Municipal Services Building site and the eastern side boundary of Hennessy Road Government Primary School site. A 5m wide building gap above 19mPD between 93-99 and 101 Wan Chai Road is also proposed (i.e. 2.5m wide on each site) to facilitate air movement along Fleming Road towards the "G/IC" sites to the south as mentioned in paragraph 7.10 above. These should be provided upon redevelopment of the sites.

Setbacks

7.12 In addition, a minimum setback of 1m from the lot boundary fronting Wing Fung Street, Anton Street, the portion of St. Francis Street between St. Francis Yard and Queen's Road East, Gresson Street, the portion of Spring Garden Lane between Johnston Road and Queen's Road East, Tai Yuen Street, and 39 and 41 Kennedy Road as well as Wu Chung House fronting Yen Wah Steps, which are on the northern and southern sides of Queen's Road East to facilitate the formation of air paths through these roads ***(Plans 1 to 3)***. Setback at the lots abutting these streets are required upon redevelopment.

8. LAND USE ZONINGS

8.1 Commercial ("C") - Total Area ~~20.39~~ ***20.47*** hectares

8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

8.1.2 The "Commercial (1)" zone at Queen's Road East covers the existing Wu Chung House (subject to building height restriction of 140mPD). It is a commercial building incorporating Government offices on several floors, a post office at the ground and second floors. The development also comprises public open space of about 1,160m^2. The project was completed in April 1993 in accordance with a master layout plan (MLP). A minimum setback of 1m from the lot boundary fronting Yen Wah Steps shall be provided upon redevelopment to facilitate air ventilation in the area (see Plan 3).

8.1.3 The "Commercial (2)" zone at Russell Street covers the existing Times Square (subject to building height restriction of 200mPD). The development comprises two commercial/office buildings and a public open space of 3,017m^2. The project was completed in May 1993 in accordance with a MLP.

8.1.4 The "Commercial (3)" and "Commercial (5)" zones at Queen's Road East cover two existing commercial developments known as QRE Plaza (subject to building height restriction of 94mPD) and Hopewell Centre (subject to building height restriction of 220mPD) respectively. QRE Plaza was completed in November 2007 and Hopewell Centre was completed in March 1983. An elevated walkway (zoned "OU" annotated "Elevated Walkway") connecting QRE Plaza and Hopewell Centre across Queen's Road East has been provided as part of the QRE Plaza development. A landscaped area at Hopewell Centre of not less than 870m^2 shall be provided at street level and be kept open to the public at all times.

8.1.5 The "Commercial (4)" zone at the Wan Chai Police Married Quarters site is intended for the development of the site for hotel, commercial, community and/or cultural uses, as an integrated project with the preservation and adaptive re-use of the Wan Chai Police Station. Future development at the site is restricted to a maximum building height of 80mPD and a maximum plot ratio of 12. The provision of two non-building areas along the eastern and western boundaries of the site, each measuring 6m wide from the adjoining lots, will be required to facilitate air ventilation. Also, a grade-separated linkage with the Wan Chai Police Station site at basement level should be provided as far as practicable.

8.1.6 The "Commercial (6)" zone at 1 Queen's Road East covers an existing commercial development known as Three Pacific Place which was completed in February 2007. The site is subject to a maximum building height of 180mPD. A public open space of not less than 1,650m^2 at street level shall be provided within this zone.

8.1.7 Minor relaxation of the plot ratio/gross floor area and building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

8.1.8 Under exceptional circumstances, for developments/redevelopments, minor relaxation of the non-building area restriction and setback requirements may be considered by the Board on application.

8.2 Residential (Group A) ("R(A)") - Total Area ~~13.88~~*13.59* hectares

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

8.2.2 Areas zoned for this purpose are mainly located to the south of Queen's Road East and the area bounded by Queen's Road East, Wan Chai Road, Johnston Road and Hennessy Road. Many buildings are pre-war tenements in poor conditions but redevelopment has been taking place since the early 1960s. There is a trend towards more intensive commercial development mainly along Queen's Road East.

8.2.3 The "R(A)1" zone at Lun Fat Street covers an existing residential building known as Luen Lee Building. Development within this zone shall provide a piece of public open space of about 140m^2 at street level for public use.

8.2.4 The "R(A)2" zone at Amoy Street covers an existing residential building known as Po Ngai Garden. Development within this zone shall provide a piece of public open space of about 65m^2 at street level for public use.

8.2.5 The "R(A)3" zone at Li Chit Street covers an existing residential building known as Li Chit Garden. Development within this zone shall provide a gross floor area of not less than 1,365m^2 for GIC facilities and a piece of public open space of not less than 250m^2 at street level for public use.

8.2.6 The "R(A)4" zone at Star Street covers an existing residential building known as No. 1 Star Street. Development within this zone shall provide a gross floor area of not less than 1,403m^2 for GIC facilities.

8.2.7 The "R(A)5" zone at Oi Kwan Road covers an existing residential building known as Oi Kwan Court. Development within this zone shall provide a gross floor area of not less than 3,336m^2 for GIC facilities.

8.2.8 The "R(A)6" zone at Wan Chai Road covers an existing commercial building known as Connaught Commercial Building. The site is rezoned to "R(A)6" to encourage residential development. Development within this zone shall provide a gross floor area of not less than 384m^2 for GIC facilities.

8.2.9 A 5m wide building gap above 19mPD between 93-99 and 101 Wan Chai Road is proposed (i.e. 2.5m wide setback on each site) to facilitate air movement along Fleming Road towards the "G/IC" sites to the south. A minimum setback of 1m from the lot boundary fronting Wing Fung Street, Anton Street, the portion of St. Francis Street in between St. Francis Yard and Queen's Road East, Gresson Street, the portion of Spring Garden Lane in between Johnston Road and Queen's Road East and Tai Yuen Street shall also be provided upon redevelopment to facilitate air ventilation in the areas (see Plans 1 to 3).

8.2.10 Minor relaxation of the minimum gross floor area provided for GIC facilities, and building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

8.2.11 Under exceptional circumstances, for developments/redevelopments, minor relaxation of non-building area restrictions and setback requirements may be considered by the Board on application.

8.3 Residential (Group B) ("R(B)") - Total Area 1.7 hectares

8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

8.3.2 This zone includes areas immediately to the north of Kennedy Road. These areas are only served by Kennedy Road.

8.3.3 A minimum setback of 1m from the lot boundary at 39 and 41 Kennedy Road fronting Yen Wah Steps shall be provided upon redevelopment to facilitate air ventilation in the area (see Plan 3).

8.3.4 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

8.3.5 Under exceptional circumstances, for developments/redevelopments, minor relaxation of setback requirements may be considered by the Board on application.

8.4 Residential (Group C) ("R(C)") - Total Area ~~0.47~~ ***0.35*** hectare

8.4.1 This zone is intended for ***low to medium-rise*** residential developments subject to specific plot ratio and building height restrictions to ***preserve the local character and to avoid adverse visual, air ventilation and traffic impacts from more intensive development***~~address problems of loading/unloading, limited emergency vehicular access and fire safety concerns~~. The "R(C)" zone covers sites in the Sau Wa Fong area ***which is a large and well-preserved terraced area located to the south of Queen's Road East. It is an enclosed and tranquil residential area. The streetscape and low to medium-rise residential developments in the area possess a human scale and create a different urban form in contrast with the high-rise mixed development to the north along Queen's Road east. The generally low-rise character of the area also facilitates southerly downhill wind penetrating into Wan Chai.*** ~~including Sik On Street. Since sites in this area abut stepped streets with no direct vehicular access, loading/unloading activities have to be carried out manually at a distance, posing inconvenience to residents. In case of emergency, safety might be at stake because of potential problems of ambulance services and fire fighting. More intensive development in the area is not recommended because of safety concerns particularly for the disabled and the elderly.~~

8.4.2 ***The area is inaccessible by vehicular traffic and is connected to Queen's Road East via St. Francis Street and two stepped streets including Sik On Street and Ship Street. The Wan Chai MTR station could be accessed within about 10 minutes' walk. The only vehicular access to the area is via St. Francis Street which is a narrow one-way single lane access road. Cumulative effect of more intensive developments would aggravate the existing traffic problems.***

8.4.3 ***Given the special local character of the area,*** ~~In view of the inconvenience in terms of loading/unloading problems, limited emergency vehicular access and fire safety concerns, the development/ redevelopment in this zone is restricted to residential use only. D~~*d*evelopment intensity is ~~also~~ restricted to a maximum plot ratio of 5 and a maximum building height of 12 storeys or the plot ratio and height of the existing building, whichever is the greater.

8.4.3*4* The inaccessibility of fire engines to the sites in this area would pose a potential safety risk and inconvenience to the residents. Additional provision to enhance the fire fighting installations within the buildings will be required.

8.4.4*5* Notwithstanding the above, ~~upon submission of comprehensive redevelopment proposals with amalgamation of sites directly abutting vehicular streets,~~ consideration may be given to ***minor*** relaxation of the above development restrictions and each proposal will be considered on its own merits.

8.5 *Residential (Group E) ("R(E)") - Total Area 0.27 hectare*

8.5.1 ***This zone is intended primarily to encourage the redevelopment of this area for residential use on application to the Board. The zoning is to facilitate appropriate planning control over the development scale, design and layout of the development, taking into account of various environmental, traffic and other infrastructural constraints.***

8.5.2 ***The Lui Kee Education Service Centre at Queen's Road East and Wan Chai Polyclinic at Kennedy Road, forming a single lot, are zoned "R(E)". Appropriate noise mitigation measures should be adopted to address the possible noise impacts from Kennedy Road and Queen's Road East. Car parking spaces should not be provided in the future development to avoid additional traffic burden on the capacity of the existing road network in the area.***

8.5*6* Government, Institution or Community ("G/IC") - Total Area ~~10.8~~ ***10.52*** hectares

8.5*6*.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. Within Wan Chai, there are a number of GIC buildings, such as those in the Morrison Hill Area, which include a number of schools, hospitals, a swimming pool, an indoor games centre and other community facilities.

8.5*6*.2 In order to meet the demand for social welfare facilities in Wan Chai, a site adjacent to the Wan Chai Polyclinic has been developed for a multi-service complex by the Hong Kong Housing Society with an elderly centre, street sleepers' shelter, public latrine and open space.

8.5*6*.3 Hung Shing Temple at 129-131 Queen's Road East, which is a Grade I historic building, is zoned "G/IC" to reflect the existing temple use.

8.~~5~~6.4 A non-building area at the north-eastern corner of the Lady Trench Training Centre site at 44 Oi Kwan Road and a building gap of 6m wide above 19mPD (about 15m above ground level) on both the eastern and western side boundaries of the Lockhart Road Municipal Services Building site at 225 Hennessy Road and the eastern side boundary of Hennessy Road Government Primary School at 169 Thomson Road shall be provided upon redevelopment to facilitate air ventilation in the area. A minimum setback of 1m from the lot boundary at 22 Hennessy Road fronting Anton Street shall also be provided upon redevelopment to facilitate air ventilation in the area (see Plan 1).

8.6.5 A minimum setback of 2m from the lot boundary of the site at 77 Spring Garden lane fronting Spring Garden Lane shall also be provided upon redevelopment (See Plan 3).

~~8.5.5~~

8.6.6 A covered open space of not less than 360m^2 at street level with open-sided along Queen's Road East and Kennedy Road shall be provided at 271 Queen's Road East. The open space shall be accessible to the public. In addition, a minimum setback of 3m from the lot boundary of the site fronting Queen's Road East shall also be provided to facilitate future road and footpath widening (See Plan 4).

8.6.7 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

~~8.5.6~~

8.6.8 Under exceptional circumstances, for developments/redevelopments, minor relaxation of non-building area restrictions and setback requirements may be considered by the Board on application.

8.~~6~~7 Open Space ("O") - Total Area ~~3.95~~ ***3.94*** hectares

8.~~6~~7.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. The existing built-up area of Wan Chai is one of the most densely-populated parts on Hong Kong Island and there is a need for more district and local open space.

8.~~6~~7.2 Open spaces are distributed throughout the Area to provide passive and active recreational facilities for the local residents. Open spaces in Wan Chai include the existing Southorn Playground, the children's playground between Lockhart Road and Jaffe Road near Arsenal Street, Tak Yan Street Children's Playground and Wing Ning Street Sitting-out Area. The Wan Chai Park is located at Queen's Road East whereas Morrison Hill Road Playground is located at the junction of Queen's Road East and Morrison Hill Road. Furthermore, in the residential area between Johnston Road and Queen's Road East and at Stone Nullah Lane, several sites have been designated for development as open space. Meanwhile, in the planning area, the incorporation of open space for public use within comprehensive redevelopment sites has been encouraged.

8.~~6~~7.3 A site at Sau Wa Fong (a stepped street area) has been reserved for open space purpose. The historical building at Sau Wa Fong (i.e. Nam Koo Terrace) may be

preserved for public use such as museum and be integrated with the whole open space development. As such, further rezoning of the Nam Koo Terrace might be required once its future use is firmed up.

8.~~7~~8 Other Specified Uses ("OU") - Total Area 6.38 hectares

8.~~7~~8.1 This zone is primarily to provide/reserve land for purposes as specified on the plan.

8.~~7~~8.2 One site located to the south of Queen's Road East and east of Ship Street is zoned "OU" annotated "Comprehensive Redevelopment Area". This zone is intended primarily to encourage the redevelopment of this area into commercial uses with the provision of public open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. It aims to encourage environmental improvement within the area which is partly occupied by dilapidated pre-war buildings. It is anticipated that considerable amount of open space would be provided within this site upon redevelopment.

8.~~7~~8.3 The old post office building at Queen's Road East which is a historic monument is zoned "OU" annotated "Historical Building preserved for Cultural and Community Uses" so as to reflect the planning intention to preserve this monument. This post office building is currently used as an Environmental Resources Centre under the management of the Environmental Protection Department.

8.~~7~~8.4 The existing Wan Chai Police Station at 123 Gloucester Road is a Grade II historic building constructed in 1932. It is zoned "OU" annotated "Historical Building Preserved for Hotel, Commercial, Community and/or Cultural Uses". The planning intention for this zone is primarily for preservation and adaptive re-use of the existing Wan Chai Police Station building for hotel, commercial, community and/or cultural uses. For hotel development, all uses which are ancillary and directly related to the hotel use such as ancillary shops and services, food and beverage facilities are always permitted. The following planning controls are applicable for this zone:

(a) a maximum building height of 4 storeys which generally reflects the existing building height. Redevelopment of the existing Wan Chai Police Station is not allowed except minor addition, alteration and/or modification to the existing building. Any new development, major addition, alteration and/or modification to, or any demolition of part of the existing building, requires permission from the Board under section 16 of the Ordinance. Reference should be made to the Conservation Guidelines prepared by the Antiquities and Monuments Offices for any adaptive re-use of Wan Chai Police Station;

(b) to provide flexibility for innovative design, minor relaxation of the building height restriction may be considered by the Board on application, and each application will be considered on its own merits;

(c) two non-building areas from the external eastern and western side walls of the Wan Chai Police Station building to the adjoining lots to facilitate the formation of north-south air paths across the Wan Chai Police Station and Wan Chai Police Married Quarters sites and two other existing "G/IC" sites to the south. Under exceptional circumstances, for a development proposal, minor relaxation of the non-building area restrictions may be considered by the Board on application; and

(d) Under exceptional circumstances, for developments/redevelopments, minor relaxation of non-building area restrictions may be considered by the Board on application.

8.~~7~~8.5 The Southorn Centre, Southorn Garden and the Southorn Stadium at Hennessy Road, O'Brien Road and Johnston Road are zoned "OU" annotated "Residential cum Commercial, Government Offices and Community Facilities" to reflect the existing residential, Government office and stadium with retail and community uses. A maximum domestic gross floor area of 26,038m^2 and a maximum non-domestic gross floor area of 49,283m^2, of which not less than 40,000m^2 for GIC facilities, shall be provided.

8.~~7~~8.6 The land bounded by Johnston Road/Hennessy Road, Canal Road West, Leighton Road, Morrison Hill Road and Wan Chai Road is zoned "OU" annotated "Mixed Use" to reflect the existing mixed commercial/residential land uses. This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents. Some commercial uses are always permitted in an existing mixed use building before its redevelopment/conversion. In general, for existing buildings, development controls on the uses within these buildings are similar to that of a building under the previous "C/R" zone (Schedule III). Separate schedules are provided for residential buildings or residential portion of a composite building (Schedule II), and non-residential buildings or non-residential portion of a composite building (Schedule I) upon development/redevelopment/conversion.

8.~~7~~8.7 An "OU" annotated "Elevated Walkway" zone is designated on the Plan for the development of an elevated walkway between Hopewell Centre and QRE Plaza. Also, a site at Kennedy Road is zoned "OU" annotated "Petrol Filling Station" to reflect the existing use.

8.~~7~~8.8 Minor relaxation of the building height and gross floor area restrictions may be considered by the Board on application. Each application will be considered on its own merits.

9. LAND DEVELOPMENT CORPORATION/URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREAS - Total Area 2.14 hectares

9.1 The URA was established on 1 May 2001 to replace the Land Development Corporation (LDC) and to take over the on-going urban renewal projects from LDC.

9.2 The Wan Chai Road/Tai Yuen Street Scheme Area bounded by Cross Street to the north, Ruttonjee Hospital to the east, Queen's Road East to the south and Tai Yuen Street to the west (including sections of Stone Nullah Lane and Wan Chai Road) has been designated as "LDC Development Scheme Plan Area". The land use zoning of this area is based on the approved LDC Wan Chai Road/Tai Yuen Street DSP No. S/H5/LDC1/2. URA is redeveloping this area for commercial/residential uses with GIC facilities including a market, a public toilet and a day nursery.

9.3 The Lee Tung Street & McGregor Street Scheme Area generally bounded by Amoy Street, Queen's Road East, Tai Yuen Street, Cross Street, Spring Garden Lane and Johnston Road (including Lee Tung Street and a portion of McGregor Street) has been designated as "LDC Development Scheme Plan Area". The land use zoning of this area is based on the approved LDC Lee Tung Street & McGregor Street DSP No. S/H5/LDC2/2. URA intends to redevelop this area for commercial/residential uses to include public open space and GIC facilities.

9.4 The Johnston Road Scheme Area generally bounded by Ship Street, Johnston Road, Tai Wong Street East and Queen's Road East has been designated as "LDC Development Scheme Plan Area". The land use zoning of this area is based on the approved LDC Johnston Road DSP No. S/H5/LDC3/2. URA intends to redevelop this area for commercial/residential uses.

9.5 The Mallory Street/Burrows Street Scheme Area generally bounded by Mallory Street to the east and Burrows Street to the west has been designated as "URA Development Scheme Plan Area". The land use zoning of this area is based on the approved URA Mallory Street/Burrows Street DSP No. S/H5/URA1/2. URA intends to redevelop part of this area for public open space and preserve some historical buildings within the area for cultural and commercial uses.

9.6 The Stone Nullah Lane/Hing Wan Street/King Sing Street Scheme Area generally bounded by Stone Nullah Lane to the west, Hing Wan Street to the south and King Sing Street to the north has been designated as "URA Development Scheme Plan Area". The land use zoning of this area is based on the approved URA Stone Nullah Lane/Hing Wan Street/King Sing Street DSP No. S/H5/URA2/2. URA intends to redevelop part of this area for public open space and preserve some heritage buildings within the area for commercial, cultural and community uses.

10. COMMUNICATIONS

10.1 Mass Transit Railway

The alignment of the MTR Island Line along the northern coast of Hong Kong Island is shown beneath Hennessy Road with a station at O'Brien Road.

10.2 Roads – Total Area ~~29.47~~ *29.82* hectares

10.2.1 Whilst Gloucester Road is the thoroughfare for east-west traffic, Hennessy Road and Queen's Road East are the east-west district distributors.

10.2.2 Canal Road is the major north-south thoroughfare through the Area connecting Cross Harbour Tunnel and Aberdeen Tunnel to the southern part of Hong Kong Island. The internal north-south movements within the Area are mainly serviced by Arsenal Street Flyover and Fleming Road Flyover.

11. UTILITY SERVICES

The Area is well served with piped fresh water and salt water supply, as well as drainage and sewage systems. Electricity, gas and telephone services are also available and no difficulties are anticipated in meeting the future requirements for utility services upon full development. New infrastructures have been provided for in the island reclamation, but no major utility installations are required for the reclamation, as additional demands will be absorbed by the existing facilities.

12. CULTURAL HERITAGE

The old Wan Chai Post Office near Wu Chung House at Queen's Road East is a declared monument within the Area. Hung Shing Temple, Nam Koo Terrace, Yuk Hui Temple (also known as Pak Tai Temple) are Grade I buildings and Wan Chai Police Station is a Grade II building and the Hong Kong Tuberculosis Chest and Heart Diseases Association Leo Lee Building is a Grade III building. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development or rezoning proposals might affect these buildings/structures.

13. IMPLEMENTATION

13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

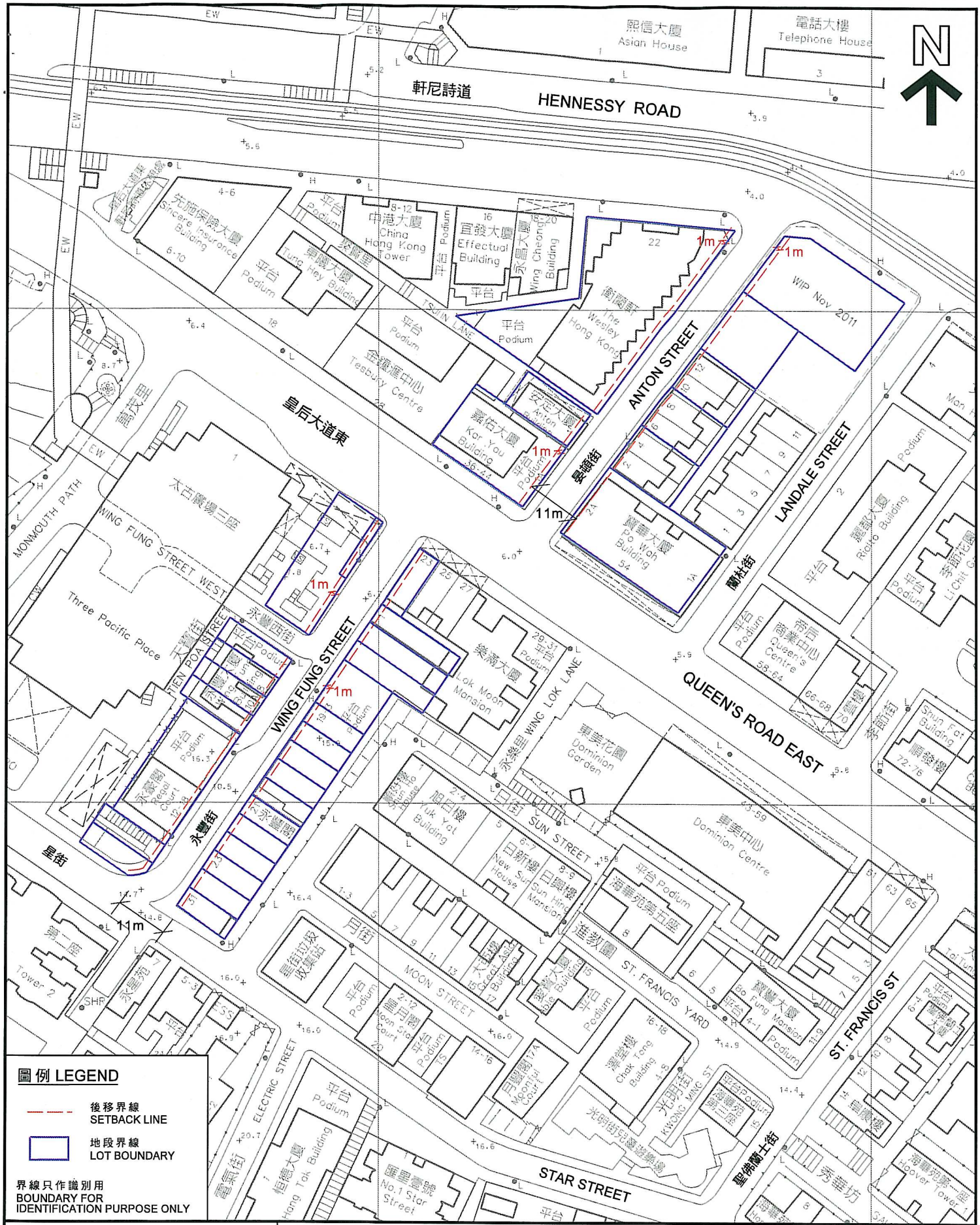
13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Wan Chai District Council would also be consulted as appropriate.

13.3 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, and 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)

Plans 1 to ~~3~~*4* - ~~Footpath and Road Widening~~ ***Setback*** Requirements

TOWN PLANNING BOARD
~~**SEPTEMBER 2010**~~ ***JULY 2012***



圖例 LEGEND

- 後移界線 SETBACK LINE
- 地段界線 LOT BOUNDARY

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年5月11日擬備，
所根據的資料為測量圖編號
11-SW-14B
EXTRACT PLAN PREPARED ON 11.5.2012
BASED ON SURVEY SHEET No.
11-SW-14B

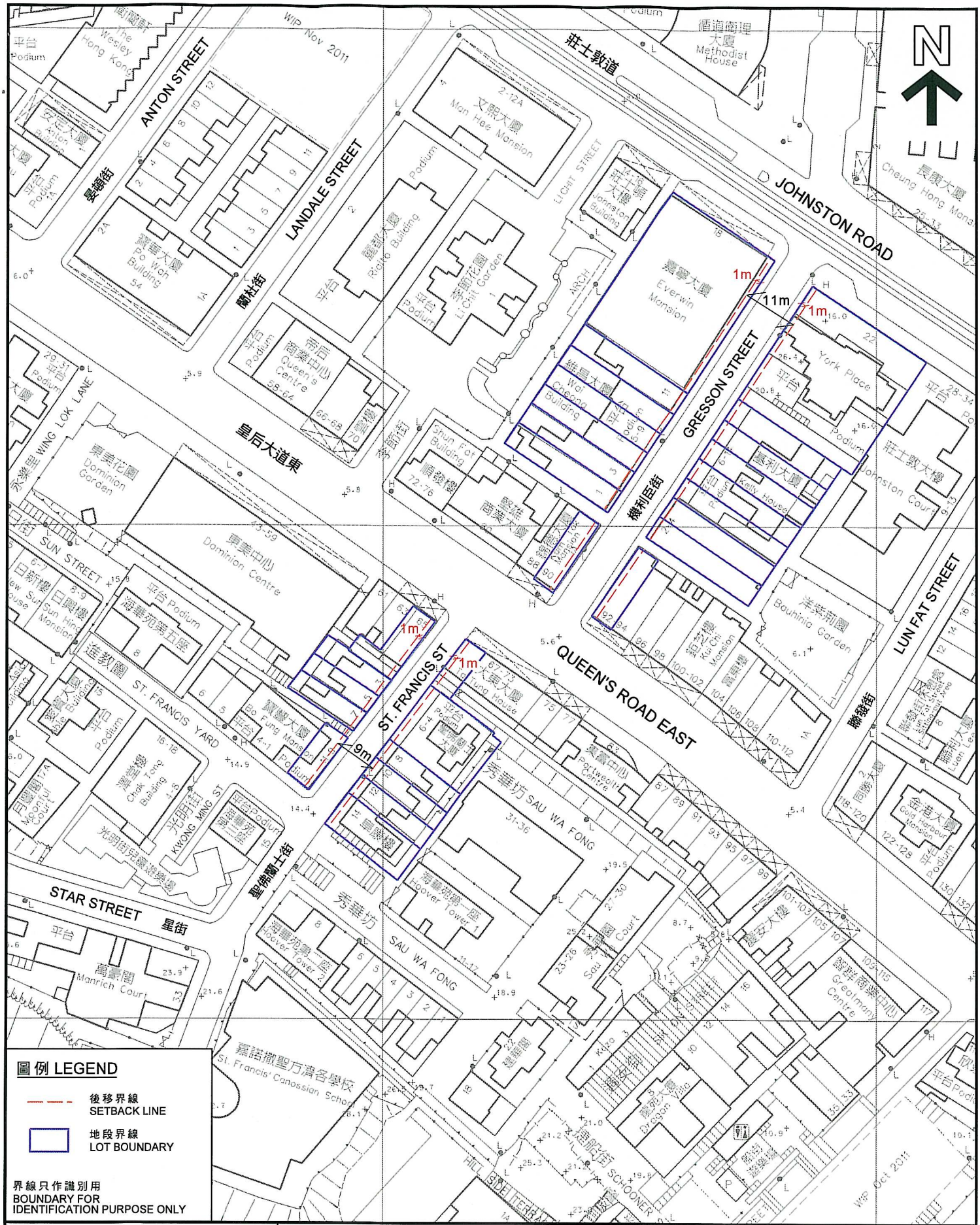
後移要求
SETBACK REQUIREMENT

SCALE 1 : 1 000 比例尺
米 METRES 20 0 20 40 METRES 米

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/09/6A

圖 PLAN
1



圖例 LEGEND

- 後移界線 SETBACK LINE
- 地段界線 LOT BOUNDARY

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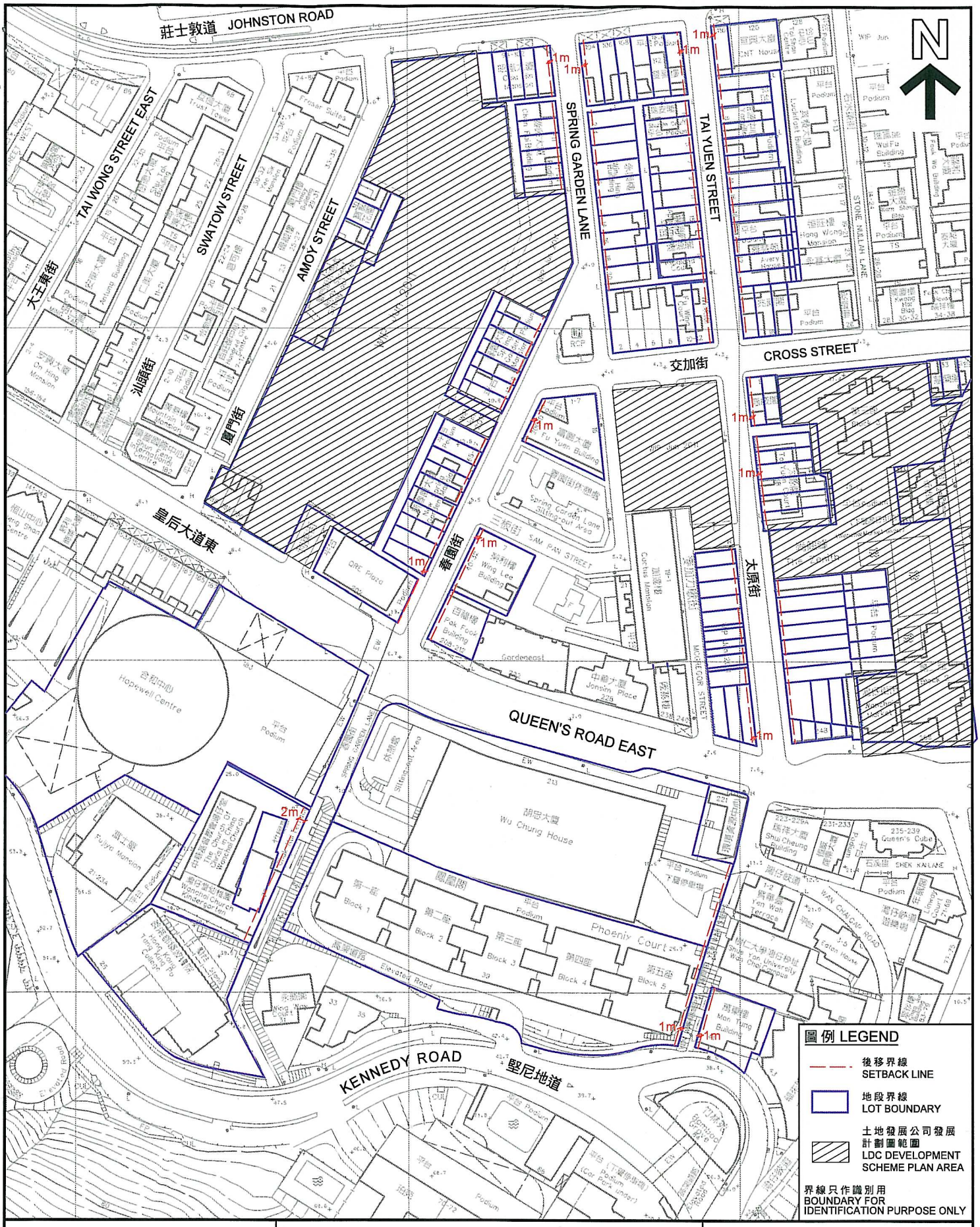
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/09/6A

圖 PLAN
2



本摘要圖於2012年5月11日擬備，
所根據的資料為測量圖編號
11-SW-14B和D

EXTRACT PLAN PREPARED ON 11.5.2012
BASED ON SURVEY SHEETS No.
11-SW-14B & D

後移要求
SETBACK REQUIREMENT

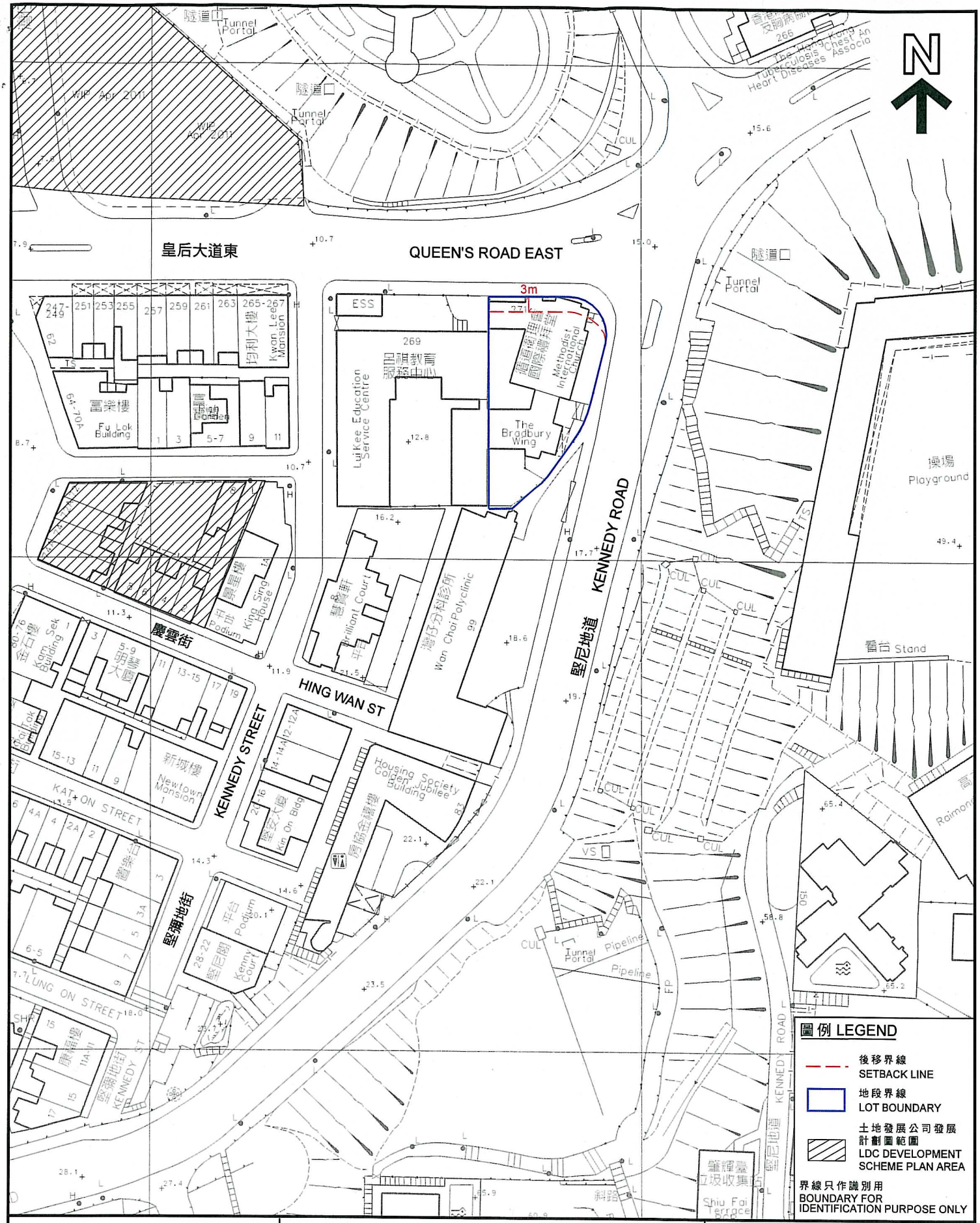
SCALE 1 : 1 500 比例尺

米 METRES 25 0 25 50 METRES 米

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/09/6A

圖 PLAN
3



圖例 LEGEND

- 後移界線 SETBACK LINE
- 地段界線 LOT BOUNDARY
- 土地發展公司發展計劃圖範圍 LDC DEVELOPMENT SCHEME PLAN AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2012年6月29日擬備，
所根據的資料為測量圖編號
11-SW-14B/D 及 11-SW-15A/C
EXTRACT PLAN PREPARED ON 29.6.2012
BASED ON SURVEY SHEETS No.
11-SW-14B/D AND 11-SW-15A/C

後移要求
SETBACK REQUIREMENT

SCALE 1 : 1 000 比例尺
米 METRES 20 0 20 米 40 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/H5/09/6A

圖 PLAN
4