

Ι			Attachment I of
		圖例	MPC Paper No. 15/22
		NOTATION	*
	ZONES		地帶
1	COMMERCIAL	с	商業
A	COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
2.0	GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	<u>政</u> 府、機構或社區
1	OPEN SPACE	0	休憩用地
1	OTHER SPECIFIED USES	OU	其他指定用途
1 21			
2	COMMUNICATIONS		交通
	RAILWAY AND STATION (UNDERGROUND)		鐵路及車站(地下)
4	MAJOR ROAD AND JUNCTION		主要道路及路口
27	ELEVATED ROAD		高架道路
12211	RAILWAY RESERVE	RALWAY RESERVE	鐵路專用範圍
201			
11.0%			
1150	MISCELLANEOUS		其他
1017C	BOUNDARY OF PLANNING SCHEME	<u> </u>	規劃範圍界線
1	MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	SO	最高建築物高度 (在主水平基準上若干米)
100	PETROL FILLING STATION	PFS	加油站

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

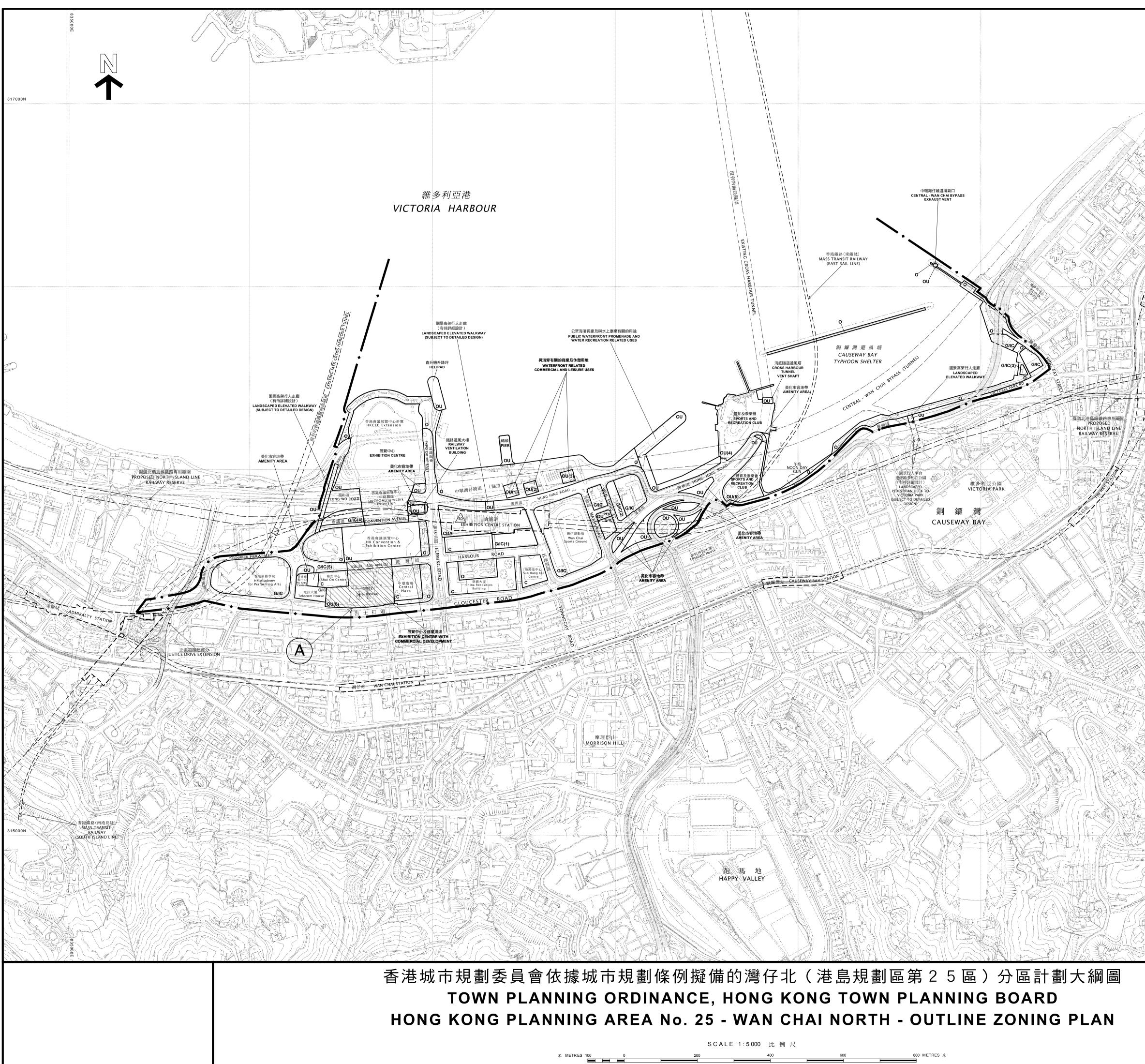
	大約面積 APPROXIMA	及百分率	
USES	公頃 HECTARES	16 AREA & 76 % 百分率	用途
COMMERCIAL	3.23	5.85	商業
COMPREHENSIVE DEVELOPMENT AREA	1.65	2.99	綜合發展區
GOVERNMENT, INSTITUTION OR COMMUNITY	9.60	17.40	政府、機構或社區
OPEN SPACE	8.75	15.86	休憩用地
OTHER SPECIFIED USES	15.29	27.71	其他指定用途
MAJOR ROAD ETC.	16.65	30.19	主要道路等
TOTAL PLANNING SCHEME AREA	55.17	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分 THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

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

모	則	編	號
PL	AN	I N	о.

S/H25/4



Attachment II of MPC Paper No. 15/22

ZONES

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ZONES		地 帶
COMMERCIAL	С	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政 府 、 機 構 或 社 區
OPEN SPACE	0	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
COMMUNICATIONS		交通
COMMUNICATIONS RAILWAY AND STATION (UNDERGROUND)	—————————————————————————————————————	交 通 鐵路及車站(地下)
RAILWAY AND STATION	— — 「 _{車站} ¬ — — — — L <u>STATION</u> 」— — ——————————————————————————————————	
RAILWAY AND STATION (UNDERGROUND)	「 _{車店} 了 STATION」 」 L 」 L	鐵路及車站(地下)
RAILWAY AND STATION (UNDERGROUND) MAJOR ROAD AND JUNCTION	— — 「 <u>車站</u> ¬ — — — — — — — STATION _ — — — — — — — — — — — — — — — — — —	鐵 路 及 車 站 (地 下) 主 要 道 路 及 路 口
RAILWAY AND STATION (UNDERGROUND) MAJOR ROAD AND JUNCTION ELEVATED ROAD		鐵 路 及 車 站 (地 下) 主 要 道 路 及 路 口 高 架 道 路
RAILWAY AND STATION (UNDERGROUND) MAJOR ROAD AND JUNCTION ELEVATED ROAD		鐵 路 及 車 站 (地 下) 主 要 道 路 及 路 口 高 架 道 路

圖例

NOTATION

MISCELLANEOUS		共 他
BOUNDARY OF PLANNING SCHEME	•	規劃範 圍 界 線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	50	最 高 建 築 物 高 度 (在 主 水 平 基 準 上 若 干 米)
PETROL FILLING STATION	PFS	加油站

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 & %		田冷
0020	公頃 HECTARES	% 百分率	用途
COMMERCIAL	3.23	5.85	商業
COMPREHENSIVE DEVELOPMENT AREA	1.65	2.99	綜 合 發 展 區
GOVERNMENT, INSTITUTION OR COMMUNITY	7.97	14.45	政 府 、 機 構 或 社 區
OPEN SPACE	8.75	15.86	休憩用地
OTHER SPECIFIED USES	17.19	31.16	其他指定用途
MAJOR ROAD ETC.	16.38	29.69	主要道路等
TOTAL PLANNING SCHEME AREA	55.17	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/H25/4 的修訂 AMENDMENT TO APPROVED PLAN No. S/H25/4

AMENDMENT EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

AMENDMENT ITEM A

81500

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按照城市規劃條例第 5 條 展示的修訂

修 訂 項 目 A 項

(參看附表) (SEE ATTACHED SCHEDULE)

PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號

PLAN No.

S/H25/4A

HONG KONG PLANNING AREA NO. 25

APPROVEDDRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/4A

(Being an Approved *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 building 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 planning 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. 25

<u>APPROVEDDRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO.</u> <u>S/H25/4A</u>

Schedule of Uses

Page

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OPEN SPACE	7
OTHER SPECIFIED USES	8

COMMERCIAL

	Column 2
Column 1	Uses that may be permitted with or
Uses always permitted	without conditions on application
	to the Town Planning Board
Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/	Flat
Massage Establishment	Government Refuse Collection Point
Eating Place	Hospital
Educational Institution	Mass Transit Railway Vent Shaft and/or
Exhibition or Convention Hall	Other Structure above Ground Level
Government Use (not elsewhere specified)	other than Entrances
Hotel	Petrol Filling Station
Information Technology and	Residential Institution
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	

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.

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Eating Place Education Institution Exhibition or Convention Hall Government Use (not elsewhere specified) 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 Convenience Public Transport Terminus or Station Public Utility Installation Shop and Services Utility Installation for Private Project

COMPREHENSIVE DEVELOPMENT AREA

Planning Intention

This zone is intended for comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a public transport interchange 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.

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses where applicable;
 - (iii) the details and extent of public transport facilities and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the Landscape Master Plan and urban design proposals within the area;
 - (vi) programme of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (x) an air ventilation assessment report to examine any possible air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (xi) a visual impact assessment report to examine any possible visual impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (xii) such other information as may be required by the Town Planning Board.

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters and open space facilities.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height of 50 metres above Principal Datum or the height of the existing building (including structure(s)), whichever is the greater.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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 Boarding Establishment
Animal Quarantine Centre	Animal Quarantine Centre
(in Government building only)	(not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked	Crematorium
Food Centre only)	Driving School
Educational Institution	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Exhibition or Convention Hall
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Holiday Camp
Hospital	Hotel (for "G/IC(5)" only)
Institutional Use (not elsewhere specified)	Marine Fuelling Station
Library	Mass Transit Railway Vent Shaft and/or
Market	Other Structure above Ground Level
Place of Recreation, Sports or Culture	other than Entrances
Public Clinic	Off-course Betting Centre
Public Convenience	Office
Public Transport Terminus or Station	Petrol Filling Station
Public Utility Installation	Place of Entertainment
Public Vehicle Park	Private Club
(excluding container vehicle)	Radar, Telecommunications Electronic
Recyclable Collection Centre	Microwave Repeater, Television and/or
Religious Institution	Radio Transmitter Installation
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer
School	Station only)
Service Reservoir	Residential Institution (for "G/IC(5)" only)
Social Welfare Facility	Sewage Treatment/Screening Plant
Training Centre	Shop and Services (not elsewhere specified)
Wholesale Trade	Utility Installation for Private Project
	Zoo

GOVERNMENT, INSTITUTION OR COMMUNITY

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.

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height specified below or the height of the existing building (including structure(s)), whichever is the greater:

_	Sub-area	Restriction
	G/IC(1)	A maximum building height of 50 metres above Principal Datum
	G/IC(2)	A maximum building height of 20 metres above Principal Datum
	G/IC(3)	A maximum building height of 15 metres above Principal Datum
	G/IC(4)	A maximum building height of 10 metres above Principal Datum

(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.

	Column 2
Column 1	Uses that may be permitted with or
Uses always permitted	without conditions on application
	to the Town Planning Board
Aviary	Cable Car Route and Terminal Building
Field Study/Education/Visitor Centre	Eating Place
Park and Garden	Government Refuse Collection Point
Pavilion	Government Use (not elsewhere specified)
Pedestrian Area	Holiday Camp
Picnic Area	Mass Transit Railway Vent Shaft and/or
Playground/Playing Field	Other Structure above Ground Level
Promenade	other than Entrances
Public Convenience	Place of Entertainment
Sitting Out Area	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

OPEN SPACE

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 "Exhibition Centre" Only

Eating Place Exhibition or Convention Hall Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Vehicle Park (excluding container vehicle) Public Utility Installation Shop and Services Utility Installation for Private Project Educational Institution Government Use School

Planning Intention

This zone is intended primarily for the provision of exhibition and convention facilities to meet the economic need of Hong Kong.

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

For "Exhibition Centre with Commercial Development" Only

Eating Place Exhibition or Convention Hall Flat (*except on land designated "OU(6)"*) Hotel Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Clinic Public Vehicle Park (excluding container vehicle) Public Utility Installation Shop and Services Social Welfare Facility Utility Installation for Private Project Educational Institution Government Use School

Planning Intention

This zone is intended primarily for the provision of exhibition and convention facilities and commercial and business uses to meet the economic need of Hong Kong.

<u>Remarks</u>

(1) On land designated "OU(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 a maximum gross floor area of 231,660m², or the gross floor area of the existing building, whichever is the greater. In addition, for sub-areas (a) and (b), 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 building height of 278 metres above Principal Datum and 60 metres above Principal Datum respectively, or the height of the existing building, whichever is the greater.

- (2) In determining the maximum gross floor area 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 and caretaker's office, 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 restrictions on the gross floor area and the building height stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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

For "Public Waterfront Promenade and Water Recreation Related Uses" Only

Field Study/Education/Visitor Centre Government Use Park and Garden Picnic Area Pier Place of Recreation, Sports or Culture Playground/Playing Field Promenade Public Convenience Public Utility Installation (Underground Pumphouse only) Sitting Out Area Utility Installation for Private Project (Underground Pumphouse only) Water Recreation Centre Eating Place Place of Entertainment Public Utility Installation (not elsewhere specified) Public Vehicle Park (excluding container vehicle) Shop and Services Utility Installation for Private Project (not elsewhere specified)

Planning Intention

This zone is intended primarily for the provision of public waterfront promenade and low-rise and low-density public water recreation related uses to serve the need of the general public.

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (2) Any building development should be restricted to the landward portion of the zone as demarcated by the thin pecked line on the Plan; and no new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) in the said landward portion shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 1,650m² and a maximum building height of 20 metres above Principal Datum.

For "Public Waterfront Promenade and Water Recreation Related Uses" Only (Cont'd)

Remarks (Cont'd)

- (3) In determining the maximum gross floor area for the purposes of paragraph (2) 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 uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the gross floor area and the building height stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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

For "Waterfront Related Commercial and Leisure Uses" Only

Eating Place Field Study/Education/Visitor Centre Place of Entertainment Place of Recreation, Sports or Culture Public Convenience Shop and Services Government Use (not elsewhere specified) Private Club Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of low-rise and low-density waterfront related commercial development and leisure uses to service the need of the general public.

<u>Remarks</u>

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, 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 or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum gross floor area and a maximum building height specified below:

Sub-area	Restriction
OU(1)	A maximum gross floor area of 1,800m ² and a maximum building height of 15 metres above Principal Datum
OU(2)	A maximum gross floor area of 1,100m ² and a maximum building height of 10 metres above Principal Datum
OU(3)	A maximum gross floor area of 1,000m ² and a maximum building height of 10 metres above Principal Datum

For "Waterfront Related Commercial and Leisure Uses" Only (Cont'd)

Remarks (Cont'd)

- (3) In determining the maximum gross floor area for the purposes of paragraph (2) 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 uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the gross floor area and the building height stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Sports and Rec	creation Club" Only
Place of Recreation, Sports and Culture	Eating Place
Private Club	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Mass Transit Railway Vent Shaft and/or
	Other Structure above Ground Level
	other than Entrances
	Public Vehicle Park (excluding container
	vehicle)
	Religious Institution
	Shop and Services
	Social Welfare Facility

Planning Intention

Utility Installation not Ancillary to the

Specified Use

This zone is intended primarily for the provision of sports and recreation clubs.

<u>Remarks</u>

(1) No new development or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height specified below or the height of the existing building (including structure(s)), whichever is the greater:

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

(2) 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.

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

For "Amenity Area" Only

Amenity Area

Government Use Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of roadside amenity area and other landscape planting areas.

Column 1 Uses always permitted

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

For "Landscaped Elevated Walkway" Only

Elevated Walkway Government Use Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of landscaped elevated walkways to provide a safe, convenient and pleasant setting for pedestrians.

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

For "Helipad" Only

Government Use Helicopter Fuelling Station Helicopter Landing Pad Public Utility Installation Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of a helipad.

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, 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 or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 400m² and a maximum building height of 20 metres above Principal Datum.
- (3) In determining the maximum gross floor area for the purposes of paragraph (2) 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 uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the gross floor area and building height stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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

For "Pier" Only

Government Use Pier Public Convenience Eating Place Exhibition or Convention Hall Marine Fuelling Station Public Utility Installation Shop and Services Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of a ferry pier.

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, 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 or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height of 20m above Principal Datum or the height of the existing building (including structure(s)), whichever is the greater.
- (3) Kiosks not greater than 10m² each in area and not more than 10 in number for use as fast food shop, restaurant, retail shop and/or service trades are considered as ancillary to "Pier" use.
- (4) 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.

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

For "Railway Ventilation Building" Only

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Exhibition or Convention Hall Government Use Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of the railway ventilation building for **Shatin to Central Link***East Rail Line*/North **Hong Kong** Island Line.

<u>Remarks</u>

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, 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 or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height of 25 metres above Principal Datum or the height of the existing building (including structure(s)), 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.

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

For "Central - Wan Chai Bypass Exhaust Vent" Only

Road Tunnel Exhaust Vent

Government Use Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of the road tunnel exhaust vent of the Central – Wan Chai Bypass.

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, 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 or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height of 25 metres above Principal Datum or the height of the existing building (including structure(s)), 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.

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

For "Cross Harbour Tunnel Vent Shaft" Only

Cross Harbour Tunnel Vent Shaft

Government Use Public Utility Installation

Planning Intention

This zone is intended primarily for the provision of the Cross Harbour Tunnel vent shaft at Kellet Island.

Column 1Column 2Uses always permittedUses 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.

Attachment IV of MPC Paper No. 15/22

HONG KONG PLANNING AREA NO. 25

<u>APPROVEDDRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO.</u> <u>S/H25/4A</u>

EXPLANATORY STATEMENT

HONG KONG PLANNING AREA NO. 25

<u>APPROVEDDRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO.</u> <u>S/H25/4A</u>

EXPLANATORY STATEMENT

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HONG KONG PLANNING AREA NO. 25

APPROVEDDRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/4A

(Being an Approved 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. <u>INTRODUCTION</u>

This explanatory statement is intended to assist an understanding of the **approved** *draft* Wan Chai North Outline Zoning Plan (OZP) No. S/H25/4A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. <u>AUTHORITY FOR THE PLAN AND PROCEDURES</u>

- 2.1 The need for reclamation in Central and Wan Chai was first identified in the "Study on Harbour Reclamations and Urban Growth' (SHRUG) (1983). In 1987, the 'Central and Wan Chai Reclamation Feasibility Study' (CWRFS) was commissioned to examine the planning, engineering and financial viability of the reclamation in Central and Wan Chai. The Recommended Outline Development Plan (RODP) prepared under the study was later developed into a more detailed development masterplan in a further consultancy study, entitled 'Central and Wan Chai Reclamation Development – Development of Urban Design Parameters Study' (DUDPS), which was completed in 1993.
- 2.2 The CWRFS proposed that the reclamation development was to be carried out in five phases. Central Reclamation Phases I and II (CRI and II) was completed in 1998 and 1997 respectively. Central Reclamation Phase III (CRIII) is substantially completed. For the reclamation in Wan Chai, Wan Chai Reclamation Phase I (WDI) for the extension to the Hong Kong Convention and Exhibition Centre (HKCEC) was completed in July 1997. The Wan Chai Development Phase II (WDII) (formerly known as Wan Chai Reclamation Phase II) is the last phase of the Central and Wan Chai Reclamation.
- 2.3 On 30 June 1997, the then Legislative Council enacted the Protection of the Harbour Ordinance. The ordinance was later amended by the Protection of the Harbour (Amendment) Ordinance enacted on 2 December 1999, which extended its scope to cover the whole Victoria Harbour. Under the Protection of the Harbour Ordinance, the harbour is to be protected and preserved as a special public asset and a natural heritage of Hong Kong people.

- 2.4 In June 1999, the Government commissioned a Comprehensive Feasibility Study to further review the WDII project with the main objectives to provide land for key transport infrastructure, including the Central-Wan Chai Bypass (CWB), the North **Hong Kong** Island Line (NIL) and the proposed fourth rail harbour crossing, and for re-provisioning the affected waterfront facilities, as well as to develop an attractive waterfront for the enjoyment of the public. The RODP prepared under that study was adopted to prepare an OZP for the Wan Chai North area.
- 2.5 Under the power delegated by the then Governor which was deemed to have been made by the Chief Executive, the then Secretary for Planning, Environment and Lands, directed the Board on 11 July 2001, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an OZP for the Wan Chai North area which will be a new Planning Area No. 25. It includes new reclamation along the Wan Chai and Causeway Bay waterfront and existing areas to the north of Gloucester Road excised from the former draft Wan Chai OZP No. S/H5/20 and draft North Point OZP No. S/H8/16.
- 2.6 On 19 April 2002, the draft Wan Chai North OZP No. S/H25/1 (the draft OZP), incorporating a proposed reclamation of about 26 ha and the adjoining existing area to the north of Gloucester Road, was exhibited for public inspection under section 5 of the Ordinance. Upon expiry of the two-month exhibition period, 778 objections were received. 1 objection was withdrawn before preliminary consideration by the Board and 25 were subsequently identified not to be genuine as the concerned persons had confirmed that they had never lodged any objections to the draft OZP. The Board gave preliminary consideration to the objections on 6 September 2002 and decided not to propose amendment to the draft OZP to meet/partially meet the objections. It gave further consideration to the objections on 29 November and 6 December 2002, and decided to propose amendments to meet 1 objection and to partially meet 10 objections. On 3 January 2003, the proposed amendments to meet/partially meet the objections were notified in the Gazette under section 6(7) of the Ordinance. Upon expiry of the notification period, two further objections were received. On 14 February 2003, the Board considered the further objections and decided to propose further amendment to partially meet one of the further The Board also agreed that the proposed amendments under section objections. 6(7) of the Ordinance and arising from the hearing of the further objections should form part of the draft OZP under section 6(9) of the Ordinance.
- 2.7 On 27 February 2003, one of the objectors sought a judicial review of the decisions of the Board made on 6 December 2002 and 14 February 2003. The High Court handed down the judgment on 8 July 2003 whereby the decisions of the Board were quashed. The Board subsequently appealed to the Court of Final Appeal (CFA). On 9 January 2004, the CFA ruled that the presumption against reclamation in the Protection of the Harbour Ordinance can only be rebutted by establishing "an overriding public need" test and quashed the decisions of the Board. The draft OZP and the previous objections to the draft OZP have to be re-considered.

- 2.8 In response to the request of the Board made in October 2003 in the light of the High Court ruling and because of the CFA ruling, the Government commissioned a Wan Chai Development Phase II Planning and Engineering Review (WDII Review). The WDII Review is to investigate the minimum practicable reclamation option for providing the essential transport infrastructure and reprovisioning the affected waterfront facilities that can meet the "overriding public need" test and to provide input for the Board to reconsider the draft OZP and the objections to it in accordance with the CFA judgment. Under the WDII Review, harbour-front enhancement proposals (*HEPs*) have also been formulated. Under the WDII Review, a RODP was produced in early 2007. On 3 April 2007, the Board agreed that the RODP would serve as the basis for amending the draft OZP.
- 2.9 On 20 April 2007, the Board agreed to adopt the draft revised Wan Chai North OZP No. S/H25/1C incorporating the proposed amendments based on the RODP of the WDII Review as a basis for the preliminary consideration of the previous objections on the same day. The Board decided to propose amendments as shown on the draft revised Wan Chai North OZP No. S/H25/1C to meet/partially meet the previous objections.
- 2.10 On 29 June 2007, the Board gave further consideration to the unwithdrawn previous objections and decided to propose amendments as shown on the draft revised Wan Chai North OZP No. S/H25/1D to meet or partially meet the previous objections. On 27 July 2007, the proposed amendments to meet or partially meet the previous objections incorporated in amendment plan No. O/S/H25/1-B were notified in the Gazette under section 6(7) of the Ordinance. On 7 December 2007 and 11 January 2008, the Board considered further objections to the proposed amendments and decided to amend the Notes of the OZP to partially meet a further objection and maintain the other proposed amendments. The amendments were confirmed by the Board on 11 January 2008 under section 6(9) of the Ordinance.
- 2.11 On 19 May 2009, the Chief Executive in Council (CE in C), under section 9(2) of the Ordinance, approved the draft Wan Chai North OZP, which was subsequently renumbered as S/H25/2. On 22 May 2009, the approved Wan Chai North OZP No. S/H25/2 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.12 On 5 October 2010, the CE in C referred the approved Wan Chai North OZP No. S/H25/2 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 15 October 2010 under section 12(2) of the Ordinance.
- 2.13 On 24 May 2013, the draft Wan Chai North OZP No. S/H25/3 was exhibited for public inspection under section 5 of the Ordinance. It incorporated amendments to rezone the Exhibition Station site of the Shatin to Central Link (SCL)/NIL from "Government, Institution or Community (1)" ("G/IC(1)"), "Other Specified Uses" ("OU") annotated "Railway Station Facilities", "OU" annotated "Railway Ventilation Building", "OU" annotated "Amenity Area", "OU" annotated

"Landscape Elevated Walkway" and areas shown as 'Road' to "Comprehensive Development Area", to rezone the Atrium Link Extension site at the area between HKCEC and HKCEC Extension from "OU" annotated "Pedestrian Walkway with Ancillary Exhibition Facilities", "OU" annotated "Amenity Area" and areas shown as 'Road' to "OU" annotated "Exhibition Centre", and to rezone the site at 4 Harbour Road from "G/IC" to "G/IC(5)" with the inclusion of 'Hotel (for "G/IC(5)" only)' and 'Residential Institution (for "G/IC(5)" only)' under Column 2 of the Notes for "G/IC" zone. Opportunity has also been taken to make minor boundary adjustment to rezone a strip of land from an area shown as 'Road' to "G/IC(1)" according to the gazetted road alignment of Tonnochy Road and to amend the Notes of the OZP in accordance with the revised Master Schedule of Notes to Statutory Plans endorsed by the Board. During the two-month exhibition period of the OZP, one representation was received. On 2 August 2013, the Board published the representation for three weeks for public comments and no comment was received.

- 2.14 After giving consideration to the representation on 18 October 2013, the Board decided to propose amendment to the OZP to partially meet the representation. On 1 November 2013, the proposed amendment was made available for public inspection under section 6C(2) of the Ordinance for further representations. During the first three weeks of the public inspection period, no further representation in respect of the proposed amendment was received. On 6 December 2013, the Board amended the draft OZP No. S/H25/3 by the proposed amendment under section 6G of the Ordinance.
- 2.15 On 18 February 2014, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wan Chai North OZP, which was subsequently renumbered as S/H25/4. On 28 February 2014, the approved Wan Chai North OZP No. S/H25/4 (*the Plan*) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.16 On 15 March 2022, the CE in C referred the approved Wan Chai North OZP No. S/H25/4 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 25 March 2022 under section 12(2) of the Ordinance.
- 2.17 On XX XXX 2022, the draft Wan Chai North OZP No. S/H25/5 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. It mainly incorporated amendments to rezone the site covering the existing Wanchai Tower, Immigration Tower, Revenue Tower, Gloucester Road Garden and Kong Wan Fire Station together with part of the Harbour Road from "G/IC" and an area shown as 'Road' to "Other Specified Uses (6)" ("OU(6)") annotated "Exhibition Centre with Commercial Development" to facilitate a composite development comprising convention and exhibition facilities, hotel and office.

3. <u>OBJECT OF THE PLAN</u>

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment within the Planning Scheme Area (the Area) can be subject to statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development within the Planning Scheme Area. As it is a small-scale plan, the road and railway alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning and development proceeds.

4. <u>NOTES OF THE PLAN</u>

- 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. <u>THE PLANNING SCHEME AREA</u>

- 5.1 The Planning Scheme Area (the Area) is shown by a heavy broken line on the Plan. The Area covering about 55.17 ha is bounded by Hing Fat Street to the east, Victoria Park Road and Gloucester Road to the south, and Fenwick Pier Street to the west. It includes the existing Wan Chai area to the north of Gloucester Road and Island Eastern Corridor and the **proposed**-reclamation area to the north of **the existing seawallHung Hing Road**.
- 5.2 The Area covers about 5.7 ha of reclamation area, the extent of which has been determined by the minimum extent required for providing the essential transport infrastructure, namely the CWB and associated road connections, and for re-provisioning the affected facilities. Other than meeting infrastructure needs, harbour-front enhancement will be the main use on the land formed for the construction of the CWB.
- 5.3 The Area also covers the existing built-up area comprising commercial and office developments including the HKCEC, art and cultural developments including the Hong Kong Academy for Performing Arts (HKAPA) and the Hong Kong Arts Centre (HKAC), government office buildings, and gGovernment, institution and

community (GIC) facilities including Harbour Road Sports Centre (HRSC), Wan Chai Swimming Pool (WCSP) and Wan Chai Sports Ground (WCSG).

5.4 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Cap. 531).

6. <u>POPULATION</u>

According to the **2011**2016 Population By-Census, the population of the Area in 2011 was *estimated by the Planning Department as* about 2,2002,350. No additional land has been designated for residential use under the Plan. The employment of the Area in 20112016 is 40,87041,750.

7. PLANNING AND URBAN DESIGN FRAMEWORK (FIGURE 1)

7.1 Overall ConceptPrinciples

- 7.1.1 The WDII offers an opportunity for harbour-front enhancement in the Wan Chai and Causeway Bay area and bringing the people to the Harbour and the Harbour to the people. A holistic approach has been adopted by integrating the provision of essential transport infrastructure with the planning and improvement of the harbour-front area. Taking into account the gradual completion of infrastructure works under the WDII Review, the Urban Design Study (UDS) for the Wan Chai North and North Point Harbourfront Areas – Feasibility Study (the WCNNPUDS) was commissioned by the Planning Department in 2015 and completed in 2019. The WCNNPUDS provides a sustainable urban design framework (UDF) with HEPs to guide implementation of the HEPs. The study area of the UDS covers mainly the harbourfront sites in Wan Chai North, including the area to the immediate west and north of the HKCEC, the promenade area at the Wan Chai Ferry Pier and the ex-Public Cargo Working Area (ex-PCWA), the planned open space at the shore of Causeway Bay Typhoon Shelter (CWBTS) and then the planned waterfront open space at the land reclaimed for CWB eastern tunnel portal in North Point.
- 7.1.2 Due regard has been given to the Vision and Goals for Victoria Harbour of the Board, the Harbour Planning Principles promulgated by the Harbour-front Enhancement Committee, and the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines as well as community aspirations. The overall planning and urban design objective is to create a waterfront with attraction and distinctive character for the enjoyment of the public, emphasizing

its relation with the harbour, the cultural and historical context of the Wan Chai and Causeway Bay hinterland, and the surrounding environment. The specific objectives are: Wan Chai North harbourfront presents a rare opportunity to re-connect people to the water, to re-define the harbourfront with new programs to offer a unified, continuous, walkable journey for pedestrians, as well as to create spaces that are not purely infrastructural and functional, but for people to enjoy and experience. The vision for the new harbourfront is to develop "an urban harbourfront re-connecting people to the water". A set of urban design principles to guide the formulation of the UDF and design strategies are:

- to create more distinct identity, character and stronger sense of place for the harbourfronta vibrant and attractive harbour-front with different character precincts and a diversity of uses for public enjoyment;
- to enhance vibrancy and attractiveness along the harbourfront through diverse activities, programs and facilities for public enjoymentprovide a green and unifying edge to the harbour in the form of a continuous waterfront promenade extending from Wan Chai to North Point;
- to enhance pedestrian connectivity between the hinterland and waterfront, and to ensure that the waterfront/ public space is continuous and enjoyablecreate a harmonious visual and physical relationship between the new developments and the Harbour, the dynamic skyline of the business districts along the north shore, and the mountain backdrop of Hong Kong Island;
- to ensure design flexibility in the design proposals and promote shared use design rationalise the existing land use patterns and phase out incompatible uses from the harbour-front;
- to promote design that will make full use of the blue and green resources and opportunities to re-connect people with the water and promote water-friendly culture, and to foster a green harbourfrontenhance the visual and physical access to the harbour-front and the functional relationship and connectivity with the hinterland; and
- to achieve a sustainable development that meets the needs of the public, is commensurate with the traffic, environmental and infrastructural capacity of the area, and preserves the cultural heritage of the Harbour introduce smart, green and sustainable design elements; and

- to respect the local cultural and heritage identity to re-connect people to the unique history of the harbourfront area and the district.
- 7.2 Character Precincts

Along the new waterfront, fourFive character precincts are defined to reflect different planning emphasis and identities that would be adopted to provide a vibrant and attractive waterfront formulated as HEPs under the UDF of the WCNNPUDS (Figure 1). Each precinct has been largely defined by the prevailing character and setting of the adjoining hinterland. The details and specific harbour-front enhancement proposals will be examined in the detailed planning stagerecommended with different design concepts and key features:

- Arts and CultureCelebration Precinct: This precinct covers mainly the HKCEC and the area to its west, the Golden Bauhinia Square with nearby arts and cultural facilities such as HKAPA and HKAC. The intention is to reinforce the ceremonial significance of the Golden Bauhinia Square, and enhance the sense of place to attract both locals and visitors. The proposed pedestrian plaza spaces will be designed to facilitate holding of different official celebration/ceremonial events, festive gatherings, outdoor events, exhibitions etc. to activate the public realm and synergise with the Golden Bauhinia Square, HKCEC and nearby arts and cultural facilities existing arts, cultural and convention related uses including HKAPA, HKAC and HKCEC extending arts and cultural uses to the new waterfront and to improve the waterfront open space in the precinct including the Golden Bauhinia Square. A landscaped deck is proposed to link with the hinterland.
- Water ParkPierside Precinct: This precinct covers the new waterfront between the HKCEC and the ex-Public Cargo Working Area (ex-PCWA). The intention is to ereate a themed waterfront open space appropriate for the waterfront settingdevelop the prime waterfront area as an internationally-renowned harbourfront park offering diverse and round-the-clock enjoyment/experiences for both locals and visitors. Multi-purpose lawn space for outdoor activities, performance and sitting areas are proposed in this precinct. Being in close proximity to the station of the proposed SCL/NIL, the public transport interchange (PTI) and the re-provisioned Wan Chai Ferry Pier, the precinct will become a leisure and recreation node with waterfront promenade, outdoor performance areas and complementary waterfront food and beverage facilities. A landscaped deck is proposed to provide easy access from the hinterland.
- Water Sports and Recreation Precinct: This precinct covers the ex-PCWA site. The planning-intention is to activate the ex-PCWA into a water sports and recreational centre to showcase the near water play concepts and shared use of various water-related activities including

hosting of local and international water sports eventsharness the potential of the water basin of the ex-PCWA for water sports and recreation, ereating a water activity node for the public. Possible uses may include a water sports centre and a harbour education centre. Landing steps at the northern section of the promenade to facilitate land-water access and floating pontoons will provide access to vessels might be provided. The proposed uses would be compatible with the adjacent Royal Hong Kong Yacht Club (RHKYC).

- HeritageRevitalised Typhoon Shelter Precinct: This precinct covers the **Causeway Bay Typhoon Shelter (**CWBTS). The intention is to **preserve** and enhance the historical elements of the CBTS and to improve access from Victoria Park via a landscaped deckrevitalise the CWBTS and its promenade to echo with the presence of various cultural and historic elements (such as the typhoon shelter, Kellett Island, Noonday Gun, Floating Tin Hau Temple, etc.) to optimise the use of the CWBTS for public enjoyment, and to make full use of the water space. This precinct is also intended to improve the pedestrian environment of the existing promenade to provide a pleasant promenade environment for public The existing moorings within the typhoon shelter and enjoyment. Noonday Gun would be retained. *Besides*, **T***t*he existing breakwaters will be upgraded to facilitate is proposed to be enhanced for public enjoyment of the harbour view. Complementary facilities and activities such as sampan tour could be provided within the typhoon shelter to promote the local heritage. A site at the southeastern corner of the CBTS has been reserved for relocating the floating Tin Hau Temple if required. If the temple remains in the typhoon shelter, the site would be developed into an open space for public enjoyment. Boardwalk may be provided around the typhoon shelter to emphasise the marine theme.
- East Coast Park Precinct: This precinct covers the completed East Coast Park (Phase 1) (within the Plan), the remaining planned portion of the East Coast Park and the roof of the CWB Tunnel Portal at the promenade in North Point area (outside the Plan). The intention is to offer a diverse range of activities to citizens of all ages and interests to engage with their public space to promote concepts of "well-being" and "healthy-living".

7.3 <u>Urban Design and Landscape Framework (Figures 1 and 2)</u>

- 7.3.1 In the new waterfront, the developments are low-rise and low-density to respect the waterfront setting. The design of the developments should complement the respective character precincts and relate well to the adjacent developments in the hinterland. The building mass should enhance visual permeability and avoid creating wall effect.
- 7.3.2 The building height strategy for the Area has been formulated with due regard to protect the integrity of the ridgeline, to maintain clear

views towards the Harbour from inland, and to respect the waterfront setting. To promote diversity and avoid a monotonous building height profile, a stepped building height profile is adopted with heights ranging from 10 to 50 metres above Principal Datum (mPD) proposed for the new developments. The profile allows a gradation of building heights descending towards the waterfront. It also gives emphasis to the HKCEC Extension to maintain its prominence as a harbour landmark. Each development site in the new waterfront is subject to specified height control with due respect to the development scale and the building heights of the nearby existing developments.

7.3.3 A large and continuous public open space at the waterfront provides a green and unifying edge to the new waterfront. It is linked to the network of parks, gardens and amenity areas in the hinterland. The small-scale, low-rise and low-density developments in the new waterfront enhance visual permeability to and from the Harbour and hinterland. View corridors are mainly aligned along major north-south roads in Wan Chai, the pedestrian desire lines or at major open spaces. These corridors and pedestrian circulation routes are integrated with the open space network to enhance the legibility of the urban structure, visually connect the waterfront with the hinterland, and provide visual relief to the existing congested hinterland.

7.43 <u>Pedestrian LinksConnectivity</u> (Figure 31)

- 7.4.17.3.1 Pedestrian accessibility to the harbour-front will be enhanced with a continuous waterfront promenade along the new shoreline. This new promenade will connect the proposed waterfront promenade in Central to the Oil Street area of North Point, forming a continuous green edge along the north shore of Hong Kong Island Under the UDF of the WCNNPUDS, an east-west and a north-south pedestrian connections are respectively proposed to illustrate connectivity to harbourfront. For the east-west pedestrian connection, a continuous east-west waterfront promenade to link up the Central harbourfront, Wan Chai harbourfront and North Point harbourfront has been designed.
- 7.4.27.3.2 New pedestrian links are proposed to facilitate public access to the waterfront and to enhance the existing north-south circulation. They are in the form of at-grade crossings, footbridges, landscaped decks, or walkways integrating with the open space network or the podium deck/pedestrian facilities in the existing buildings. The new pedestrian links to the harbour-front include:For the north-south connection, grade-separated and at-grade connections to facilitate movement between the hinterland at Wan Chai and waterfront at Wan Chai North have been formulated. In terms of grade-separated connections, four elevated walkways have been proposed, which include three elevated landscaped decks at the west of HKCEC over Lung Wo

Road and slip roads of CWB (known as West Landscaped Deck), at the Exhibition Centre (EXH) Station (known as East Landscaped Deck) and at the northern edge of Victoria Park (known as Victoria Park Landscaped Deck) proposed under the WDII Review, and one elevated bridge at the Water Sports and Recreation Precinct proposed under the WCNNPUDS. For at-grade connections, two new strategic at-grade connections (one at the junction of Expo Drive East/Lung Wo Road/Fleming Road and one at the junction of Tonnochy Road/Hung Hing Road) are implemented to facilitate pedestrians walking at ground level from the EXH Station to the Pierside Precinct.

- a landscaped deck from the garden adjacent to Grand Hyatt Hotel, over Road P2Lung Wo Road and the slip roads of CWB, to the waterfront promenade area serving the "Arts and Culture Precinct";
- two pedestrian crossings and a landscaped deck across the re-aligned Hung Hing Road serving the "Water Park Precinct";
- a footbridge along Wan Shing Street connecting to the "Water Recreation Precinct"; and
- a landscaped deck from the northern edge of the Victoria Park that will extend to the "Heritage Precinct".
- 7.4.3 Further enhancements of pedestrian linkages along the waterfront and for north-south connections between the waterfront and hinterland would be considered for longer term improvements.

7.4 <u>Streetscape Enhancement</u>

7.4.1 In order to foster a more attractive walking environment to guide visitors to the waterfront, streetscape enhancement works are proposed. Subject to detailed design at implementation stage, the enhancement measures may include themed planting and landscaping at roadside amenity areas, signages, upgraded paving at carriageways and new paving at pedestrian footpaths etc.

8. <u>LAND USE ZONINGS</u>

- 8.1 <u>Commercial ("C")</u> Total Area 3.23 hectares
 - 8.1.1 This zone is intended primarily for existing commercial developments functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). The existing commercial/office developments are concentrated around the Central Plaza and Sun Hung

Kai Centre to the north of Gloucester Road. They are well connected to the HKCEC and the adjacent GIC uses by integrated walkways to form one of the major commercial centres in the district.

8.2 <u>Comprehensive Development Area ("CDA")</u> - Total Area 1.65 hectares

- 8.2.1 The "CDA" zone is at the **proposed Exhibition***EXH* Station **site** of the **SCLEast Rail Line (ERL) and proposed** NIL bounded by **Road P2Hung** *Hing Road*, Fleming Road, Tonnochy Road-**and**, Great Eagle Centre-**and**, Harbour Centre, *and the reprovisioned HRSC and WCSP*. This zone is intended for comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses above the station, together with railway station facilities, a PTI and other supporting facilities at the ground level. 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.
- 8.2.2 Pursuant to sections 4(A)1 and 4(A)2 of the Ordinance, any development in the "CDA" zone would require the approval of the Board through planning application under section 16 of the Ordinance. The applicant shall prepare a Master Layout Plan (MLP) together with the assessments and other information as specified in the Notes of the Plan for the approval of the Board. A copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance. A planning brief **will behas been** prepared to guide the future development in this "CDA" zone.
- 8.2.3 Development within this zone is subject to a maximum building height of 50 metres above Princpal Datum (mPD) as stipulated on the Plan. Architectural design with variations in height should be adopted to create an interesting built form to complement the harbour-front setting. Moreover, an open space should be provided at the northwestern corner of this zone to enhance visual permeability and pedestrian accessibility. To enhance the landscape quality and soften the building mass, greening on podium/roof and vertical greening on facades should be provided. Planting along the edges and terraced design with greening should be applied for visual relief and interest. To minimize the visual impact, the applicant should provide a broad exterior design for the railway station facilities/ventilation building exposed above ground.
- 8.2.4 To provide an integrated development, the applicant should address and indicate clearly in the MLP the interface and connectivity between the topside development, the PTI, the railway station and supporting facilities at the ground level and the podium deck with the adjoining developments including the reprovisioned HRSC and WCSP.

- 8.2.5 To further improve the existing footbridge network in Wan Chai and the pedestrian circulation between the Wan Chai hinterland and the harbour-front, the applicant should provide a footbridge to link up the topside development with the HKCEC Extension.
- 8.2.6 Minor relaxation of the building height restriction 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 <u>Government, Institution or Community ("G/IC")</u> - Total Area 9.607.97 hectares

- 8.3.1 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 the Area, there are a number of existing GIC buildings/uses such as the HKAPA, HKAC, Telecom House, **Revenue Tower, Wanchai Tower, Immigration Tower, Kong Wan and** Tung Lo Wan Fire Stations, Society for Prevention of Cruelty to Animals Headquarters, WCSG, Wan Chai East Preliminary Treatment Works (WCEPTW) and electricity sub-stations.
- 8.3.2 Within the Area, the **proposed**-GIC sites include *the reprovisioned HRSC and WCSP as well as* a site near the Tung Lo Wan Fire Station for the **possible**-re-provisioning of the floating Tin Hau Temple to be relocated from CWBTS. — Should the temple continue to remain in the typhoon shelter, the site would be developed into an open space for public enjoyment. A site is earmarked at Convention Avenue for a coach park close to the Golden Bauhinia Square. — To facilitate the construction of the Exhibition Station of SCL/NIL underneath, the existing HRSC and WCSP will be reprovisioned within the "G/IC(1)" zone.
- 8.3.3 To ensure the compatibility of these new GIC facilities with the waterfront setting and surrounding developments, they are subject to building height restrictions, namely, 50mPD for the re-provisioned HRSC and WCSP, 20mPD for the salt water pumping station and expansion of the WCEPTW at Wan Shing Street, 15mPD for the Tin Hau Temple reprovisioning site, and 10mPD for the proposed coach park at Convention Avenue.
- 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.

- 8.4 <u>Open Space ("O")</u> Total Area 8.75 hectares
 - 8.4.1 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.
 - 8.4.2 Major existing open spaces in the Area include the garden west of the HKCEC, *Fleming Road Garden*, Harbour Road Garden-and, Promenade of the HKCECthe middle part and eastern part of Wan Chai Temporary Promenade and the western part of East Coast Park (Phase 1).
 - 8.4.3 Proposed open spaces including a new continuous waterfront promenade running along the existing promenade of the HKCEC, the proposed waterfront open space near the **reprovisioned**-Wan Chai Ferry Pier, the ex-PCWA site and along the shore of the CWBTS, will be provided. This new promenade will link to the promenade in Central and extend to North Point.
 - 8.4.4 The proposed promenade *at the* west of HKCEC will complement the Golden Bauhinia Square. Together with the proposed expansion of the Golden Bauhinia Square in the east, the attractiveness of this tourist area will be very much enhanced. The proposed waterfront open space near the **reprovisioned** Wan Chai Ferry Pier will be the major leisure and recreation venue for holding outdoor performances and activities. The new promenade is envisaged to become a new tourist attraction and an activity node for the locals.
 - 8.4.5 The existing and proposed open spaces together form a coherent open space network. Integrated with the pedestrian links, they provide physical and visual access to the harbour-front. The open space network comprises the garden west of Grand Hyatt Hotel which will be linked to the waterfront open space through the landscaped deck; the open space and amenity areas along Expo Drive East; the Harbour Road Garden which will be linked to the waterfront open spaces through footbridges and a landscaped deck; and the waterside open space around the CWBTS which will be connected to Victoria Park through a landscaped deck.
- 8.5 <u>Other Specified Uses ("OU")</u> Total Area **15.2917.19** hectares
 - 8.5.1 This zoning covers land annotated for the following specific uses:

Exhibition Centre with Commercial Development

8.5.2 This zone is intended primarily for the provision of exhibition and convention facilities and commercial and business uses to meet the economic need of Hong Kong. It covers the initial development of the HKCEC bounded by Harbour Road, Convention Avenue and Fleming

Road.

- 8.5.3 This zone also includes "OU(6)" earmarked for a proposed composite development comprising exhibition and convention facilities, hotel and office upon the redevelopment of the existing Wanchai Tower, Immigration Tower, Revenue Tower, Gloucester Road Garden and Kong Wan Fire Station together with part of Harbour Road. With a view to maximising development potential for exhibition and convention facilities, creating a distinctive landmark in the Area, and maintaining certain degree of visual compatibility with surrounding local urban environment, development at the site is restricted to a maximum gross floor area (GFA) of 231,660m², and maximum building heights of 278mPD and 60mPD for the sub-areas (a) and (b) respectively as specified in the Notes of the Plan. The GFA control under this zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/GFA", and shall be subject to the streamlining arrangements stated therein.
- 8.5.4 Minor relaxation of the GFA 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.

Exhibition Centre

8.5.35 This zone is intended primarily for the provision of exhibition and convention facilities to meet the economic need of Hong Kong. The zone covers the HKCEC Extension and the Atrium Link Extension. No office or hotel development is proposed within this zone.

Public Waterfront Promenade and Water Recreation Related Uses

8.5.46 This zone is intended primarily for the provision of public waterfront promenade and low-rise and low-density public water recreation related uses at the ex-PCWA site to serve the need of the general public. A water sports centre and a harbour education centre are also planned. Within the zone, a waterfront promenade should be provided. There is a need for proper planning control over the scale of development and building height, taking account of the waterfront setting and traffic, environmental, infrastructural and other constraints. To ensure compatibility with the waterfront setting and to preserve public views to and from the Harbour, any building development should be restricted to the landward portion of the site as delineated by a thin pecked line on the Plan, and development and redevelopment should not exceed a gross floor area (GFA) of 1,650m² and a maximum building height of 20mPD. Innovative design should be adopted to ensure visual permeability maintaining public views to and from the harbour, and the development should integrate with the

waterfront promenade within the zone.

- 8.5.57 Minor relaxation of the GFA 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.
- 8.5.68 In addition to the GFA and building height restrictions, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

Sports and Recreation Club

- 8.5.79 This zone is intended primarily for the provision of sports and recreation clubs. It covers the existing RHKYC and the Police Officers' Club (POC). The development and redevelopment on these two sites should not exceed a maximum building height of 20mPD and 25mPD respectively. These height restrictions are to ensure that they will be low-rise developments and compatible with the waterfront setting. It also seeks to promote a progressive gradation in heights from the waterfront to the existing urban hinterland.
- 8.5.810 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.

Waterfront Related Commercial and Leisure Uses

- 8.5.911 This zone is intended primarily for the provision of low-rise and low-density waterfront related commercial developments and leisure uses. These developments will form an integral part of the waterfront open space near the **reprovisioned**-Wan Chai Ferry Pier adding variety and vibrancy to the waterfront. In view of the prominent waterfront location and to promote visual interest, these commercial developments should be small scale and the development intensity is limited to a maximum GFA of 1,800m², 1,100m² and 1,000m² and a maximum building height of 15mPD, 10mPD and 10mPD for the sub-areas (1), (2) and (3) respectively as specified in the Notes of the Plan.
- 8.5.**1012** Minor relaxation of the GFA 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.
- 8.5.**1113** In addition to the GFA and building height restrictions, the exterior design of any new development or redevelopment, or any change to the exterior

design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

Amenity Area

8.5.**1214** This zone is intended primarily for the provision of roadside amenity areas and other landscape planting areas. The amenity areas complement the public open space to enhance the greenery of the Area.

Cross Harbour Tunnel Vent Shaft

8.5.**1315** This zone is intended primarily for the provision of the Cross Harbour Tunnel vent shaft at Kellett Island.

Landscaped Elevated Walkway

8.5.**1416** This zone is intended primarily for the provision of landscaped elevated walkways to provide a safe, convenient and pleasant setting for pedestrians. They will form part of the comprehensive pedestrian network providing connection between individual developments as well as connection between the existing urban hinterland to the harbour-front. Each should be specially designed and landscaped to suit their individual site contexts.

<u>Helipad</u>

- 8.5.**1517** This zone is intended primarily for the provision of a helipad for the Government Flying Service to provide emergency and other government flying services. The helipad allows shared use by the commercial operators of local domestic helicopter services but with priority given to Government operations at all times. As the site is located at a prominent waterfront location and an important visual corridor to the Harbour, developments within the zone are subject to a maximum building height of 20mPD and a maximum GFA of 400m². The helipad should be designed to minimise the impact on the nearby developments including the Golden Bauhinia Square.
- 8.5.**1618** Minor relaxation of the GFA 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.
- 8.5.**1719** In addition to the GFA and building height restrictions, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board

under section 16 of the Ordinance.

Petrol Filling Station

8.5.**1820** This zone is intended primarily for the provision of petrol filling station to the east of WCSG.

<u>Pier</u>

- 8.5.1921 This zone is intended primarily for the provision of ferry pier to facilitate marine access to Wan Chai North. The pier development on the site is for reprovisoning the existing Wan Chai ferry piers. which covers the Wan Chai Ferry Pier. To ensure compatibility with the waterfront setting while allowing flexibility in the design such as providing a feature roof and observation deck, the site is subject to a maximum building height of 20mPD.
- 8.5.**2022** Minor relaxation of the building height restriction 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.**2123** In addition to the building height restriction, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

Railway Ventilation Building

- 8.5.**2224** This zone is intended primarily for the provision of the railway ventilation building for **SCLERL**/NIL. It **will beis** located adjacent to the HKCEC. To minimise the visual impact of the building structures, they are subject to a maximum building height of 25mPD.
- 8.5.2325 Minor relaxation of the building height restriction may be considered by the Board on application *under section 16 of the Ordinance*. Each application will be considered on its own merits.
- 8.5.2426 In addition to the building height restriction, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

Central-Wan Chai Bypass Exhaust Vent

- 8.5.2527 This zone is intended primarily for the provision of the road tunnel exhaust vent of the CWB. It will beis located at the eastern breakwater of the CWBTS and will be subject to detailed design at the detailed planning stage. To minimise the visual impact of the building structures, they are subject to a maximum building height of 25mPD.
- 8.5.**2628** Minor relaxation of the building height restriction 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.**2729** In addition to the building height restriction, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

9. <u>ENVIRONMENT</u>

Environmental Impact Assessment (EIA) study for the Wan Chai Development PhaseWD II and Central-Wan Chai BypassCWB are completed and approved on 11 December 2008 under the EIA Ordinance.

10. <u>COMMUNICATIONS</u>

- 10.1 <u>Road</u>
 - 10.1.1 Gloucester Road is the existing principal east-west route through the Area. It provides connections to the Cross-Harbour Tunnel, the Island Eastern Corridor to the east, and Harcourt Road and Connaught Road Central to the west. It also provides access to Happy Valley and Aberdeen Tunnel via the Canal Road Flyover. Other key east-west roads include Convention Avenue, Harbour Road and Hung Hing Road.
 - 10.1.2 The CWB in dual 3-lane **will**-provides relief to the traffic of these existing east-west links, particularly the overloaded Gloucester Road. Without the new Trunk Road, the existing east-west links **wouldare** not be able to accommodate the traffic demand. The CWB **will** comprises a trunk road tunnel running from the Central Interchange through CRIII and the Wan Chai North area and **would**-connects with the existing Island Eastern Corridor in North Point. Slip roads of the CWB **will beare** provided near HKCEC and Victoria Park.
 - 10.1.3 There is also a ground level road network to complement the CWB.

AThe primary distributor **Road P2Lung Wo Road** in dual 2-lane serves both local east-west traffic drawing local traffic away from Gloucester Road and as an alternative route for distributing the north-south traffic. To better utilise land resources, **Road P2Lung Wo Road will behas been** built above the CWB tunnel. The existing Hung Hing Road to the east of Expo Drive East **will behas been** realigned slightly to match with **Road P2Lung Wo Road** and the existing road network will also be modified.

10.1.4 The area shown as 'Road' includes substantial area reserved for roadside planting and footpaths. Provision of street tree planting, amenity planting strips and street furniture is encouraged to improve the streetscape quality and pedestrian environment.

10.2 <u>Road Transport</u>

A relatively large number of franchised bus routes are serving the Area, including those connecting to many areas on the Hong Kong Island and those providing cross harbour services. Bus services are mainly contributed in the Gloucester Road corridor.

10.3 <u>Public Transport Interchange</u>

A PTI **will beis** provided at the ground level of the **Exhibition***EXH* Station-to replace the existing bus terminus at Wan Chai Ferry Pier and the terminal facilities to be relocated from Expo Drive East.

10.4 <u>Railway</u>

The Wan Chai District adjoining the Area is currently served by the existing MTR Island Line *and ERL*. The future NIL **and SCL** will provide further direct rail access to the Area from other parts of Hong Kong Island and Kowloon. Pursuant to section 13A of the Town Planning Ordinance, the railway scheme authorized by the CE in C under the Railways Ordinance shall be deemed to be approved under the Town Planning Ordinance. The railway alignment, stations and structures within the area are shown on the Plan for information only. The building structures of the re-provisioned HRSC, WCSP and PTI will behave been integrated with the **ExhibitionEXH** Station.

10.5 <u>Ferry Services and Other Waterbrone Transport</u>

The Wan Chai **East** Ferry Pier currently provides ferry services between Wan Chai and Tsim Sha Tsui and harbour tour service. **These services will be re-provisioned in the new ferry pier.** A number of public landing steps will be re-provisioned along the new waterfront.

10.6 <u>Pedestrian Connection</u>

The proposed waterfront promenade provides a continuous linkage along the waterfront. The proposed pedestrian links together with existing walkway systems within buildings provide safe and convenient pedestrian linkages between individual developments as well as connections of the hinterland to the new waterfront.

11. <u>UTILITY SERVICES</u>

- 11.1 A number of major drainage reserves dissect the Area. They are required for extensions of the existing drainage systems and for the sewage outfall within the existing Wan Chai area.
- 11.2 New sewerage have been designed for the WDII development, which will feed into the existing sewerage. Assessments indicate that the additional flows will not have any adverse impact to the existing sewerage. Sewage will be discharged through the Wan Chai East Preliminary Treatment Works and the Wan Chai East sewage outfall.

12. <u>CULTURAL HERITAGE</u>

The Kellett Island Site of Archaeological SiteInterest is located within the Area. Royal Hong Kong Yacht Club on Kellett Island, a Grade 3 historic building, is also located within the Area. Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD)Development Bureau should be made when/if there are any works/development/redevelopment or rezoning proposals that may affect these heritage sites or any other historic buildings/structures with potential heritage value identified, both at grade and underground, and/or their immediate environs. Information of the 1,444 historic buildings and new items pending grading assessment by the Antiquities Advmry Board (AAB) can be obtained from the website of the https://www.aab.gov.hk/en/historic-buildings/results-of-the-assessment/ AAB at *index.html*. If disturbance to the site of archaeological interest (SAI) is unavoidable, prior agreement with AMO should be made on any measures for the protection of the SAI, for instance, whether a detailed Archaeological Impact Assessment (AIA) is required. The AIA shall evaluate the archaeological impact imposed by the proposed works. If necessary, an archaeologist shall be engaged to apply for a licence from the Antiquities Authority under the Antiquities and Monuments Ordinance (Cap. 53) for an archaeological field investigation conducted by a qualified archaeologist engaged by the project proponent is required. The archaeologist shall apply for a licence to conduct the AIA under the Antiquities and Monuments Ordinance. A proposal of AIA shall be submitted to AMO for agreement prior to applying for a licence. Subject to the findings of the AIA, appropriate mitigation measures shall be fully implemented by the project proponent in consultation with the AMO of **LCSD**the Development Bureau.

13. IMPLEMENTATION OF RECLAMATION

The proposed reclamation for the CWB and the related works commenced in 2009 and would be completed in phases. Temporary reclamation is required at the CBTS and ex-PCWA basin and they will be reinstated after completion of the CWB. The CWB is scheduled for completion by 2017.

1413. IMPLEMENTATION OF THE PLAN

- **1413**.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.
- **1413.2** This 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 by the Government as the basis for public works planning and site reservation. 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 other works department, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Wan Chai District Council and the Eastern District Council would also be consulted as appropriate.
- **1413.3** Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering planning applications, will take into account all relevant planning considerations which may include the outline development plan and the Guidelines published by the Board. 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.

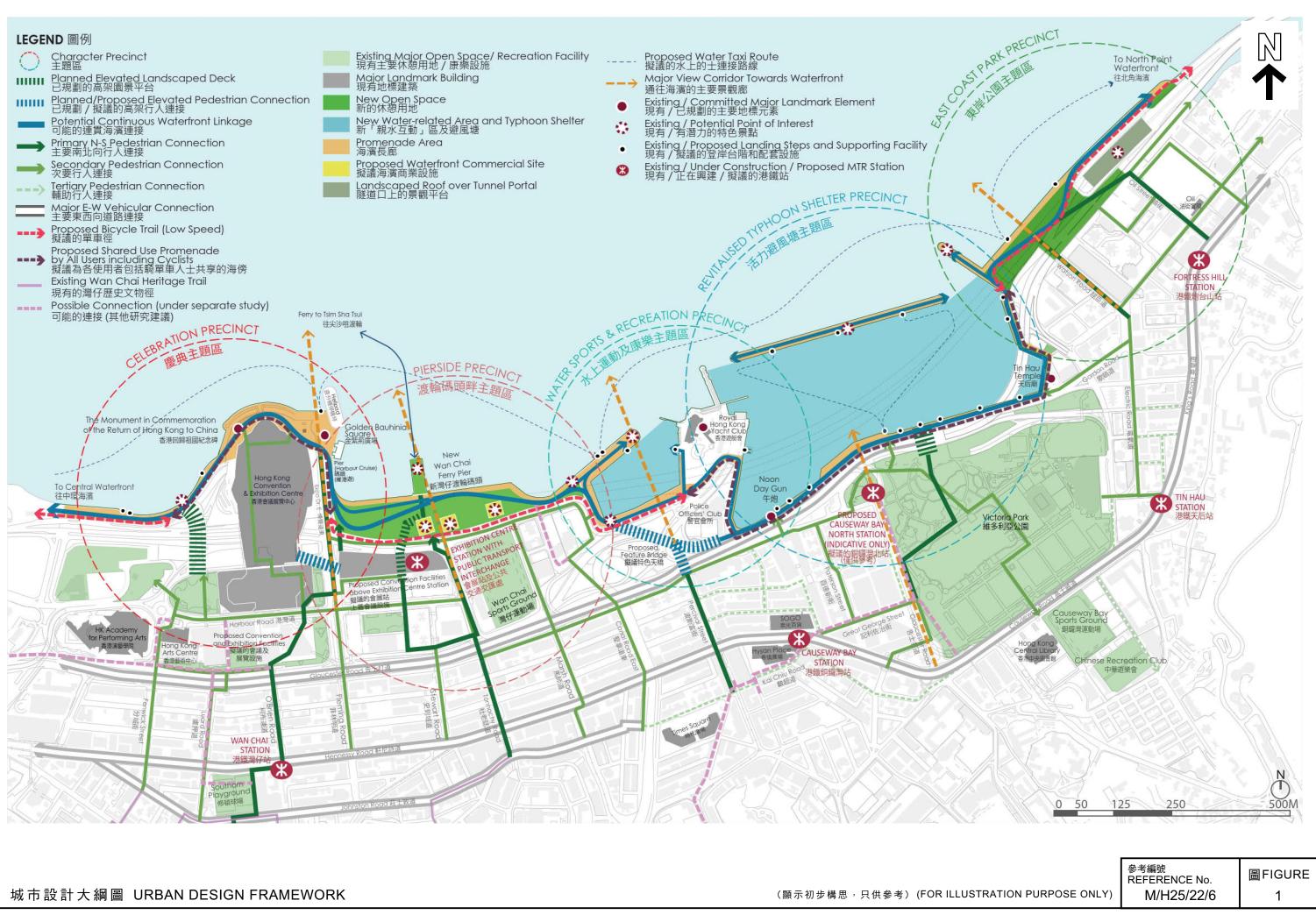
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Figure 1 - Character Precincts and Urban Design PlanFramework

Figure 2 - Building Height Profile

Figure 3 - Key Pedestrian Linkages

TOWN PLANNING BOARD FEBRUARY 2014 XXXXXX 2022



Attachment V of <u>MPC Paper No. 15/22</u>

PROPOSED AMENDMENTS TO THE APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/4

WAN CHAI NORTH REDEVELOPMENT

Planning Statement



PROPOSED AMENDMENTS TO THE APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/4

WAN CHAI NORTH REDEVELOPMENT

Planning Statement

Applicant

Commerce and Economic Development Bureau

File Reference: HKCEC/WCGT

For and on behalf of Townland Consultants Limited
Approved by : Culture Dec
Position : Director
12 December 2022 Date :

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EXECUTIVE SUMMARY

As indicated in The Chief Executive's 2017 and 2018, 2020,2021 and 2022 Policy Addresses, the Government plans to redevelop the Wan Chai Government Towers ("WCGT") Site consisting of three government buildings (namely Wanchai Tower, Immigration Tower, and Revenue Tower), Gloucester Road Garden and the Kong Wan Fire Station (collectively the "WCGT Site") next to the Hong Kong Convention and Exhibition Centre ("HKCEC") in Wan Chai North into to a composite development comprising Convention and Exhibition ("C&E") facilities, hotel, and office (collectively the "Proposed Development") (*Figures 1.1 and 1.2* refer). The Government would also take this opportunity to enhance the traffic and pedestrian infrastructure in Wan Chai North.

The Proposed Development is a composite development comprising of C&E facilities, hotel, and office uses. 10 storeys of C&E facilities (approx. 85,950.00m²) are proposed in the Podium portion of the Proposed Development. A 42-storey Tower is proposed on top of the Podium, consisting of 15-storey 500-room Hotel (approx. 53,350.00m²) in the upper portion and 27 storeys of Grade A Office (approx. 90,310.00m²) in the lower portion. To facilitate synergies with the existing HKCEC facilities, the Proposed Development will be connected to HKCEC Phase I via an elevated 7-storey connection above Harbour Road, providing foyer connection between the Existing HKCEC Phase 1 Atrium and the proposed Exhibition Halls.

The proposed amendments mainly relate to the rezoning of the WCGT Site and a portion of Harbour Road (the "**Rezoning Site**") to facilitate the Proposed Development. The Rezoning Site is mainly zoned "Government, Institution, or Community" ("**G/IC**") and partly zoned "Road" on the Approved Wan Chai North Outline Zoning Plan ("**OZP**") No. S/H25/4 ("**Approved OZP**"). It is proposed to amend the Rezoning Site to "Other Specified Use (6)" annotated "Exhibition Centre with Commercial Development").

The Proposed Development will contribute to the supply of C&E venues and facilities, enhance the synergies and integration with existing HKCEC facilities in the vicinity, and thereby strengthen Wan Chai North as a major C&E hub in Hong Kong. The Proposed Development will also provide complementary Office and Hotel spaces, drawing in workers and visitors, promoting vibrancy and supporting prolonged stay to enhance Hong Kong's growth and competiveness as a World City.

It has been demonstrated in this PS that the Rezoning Proposal is justified on the following grounds:

- The Proposed Development is in line with Government's Policy to redevelop the WCGT Site into a new C&E venue with Hotel and Office Facilities to support the C&E industry and Hong Kong's role as an international centre for commerce and trade;
- The Proposed Development will increase venue capacity in the medium to long term and contribute to meeting the projected shortfall in convention and exhibition space and future growth of the C&E industry;
- The provision of Grade A offices at a prime commercial location will make better use of the WCGT Site and reinforce the existing CBD and aid in addressing demand for office development;
- The provision of Hotel facilities will support tourism and aid in addressing high visitor demand for accommodation while complementing the C&E industry;
- Given the Proposed Development's close proximity to the existing HKCEC Phase I and Phase II, it
 is fully compatible with the surrounding land use context and will complement C&E activities
 currently provided at HKCEC;
- Public Planning Gains, including enhancement to the local road network, pedestrian connectivity, and improvements to the open space network have been proposed in order to enhance the townscape and amenity and provide public benefits to the locality and the Wider Wan Chai District;
- The Proposed Development conform with Harbour Planning Principles and Guidelines and is appropriate in terms of scale, height, massing, sitting and external appearance; and
- The Proposed Development will not induce undesirable visual, traffic, environmental, infrastructural, or air ventilation impacts.

In view of the above justifications as detailed in this Planning Statement, MEMBERS of the TPB are sincerely requested to give favourable consideration to this Rezoning Proposal.



Reference:HKCEC/WCGT/VIN/01Date:12 December 2022

TO THE TOWN PLANNING BOARD:

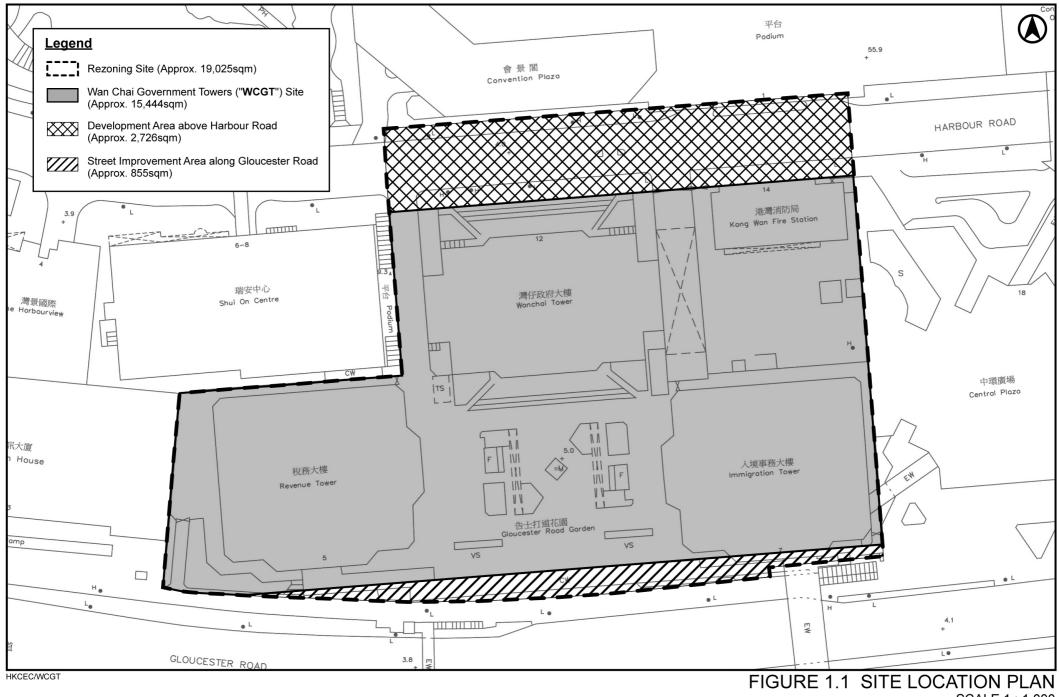
PROPOSED AMENDMENTS TO THE APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/4

WAN CHAI NORTH REDEVELOPMENT

1 INTRODUCTION

1.1 Background and Purpose

- 1.1.1 As indicated in The Chief Executive's 2017, 2018, 2020, 2021, and 2022 Policy Addresses, the Government plans to redevelop the Wan Chai Government Towers ("WCGT") Site consisting of three government buildings (namely Wanchai Tower, Immigration Tower, and Revenue Tower), Gloucester Road Garden and the Kong Wan Fire Station (collectively the "WCGT Site") (*Figures 1.1 and 1.2* refer) next to the Hong Kong Convention and Exhibition Centre ("HKCEC") in Wan Chai North into to a composite development comprising Convention and Exhibition ("C&E") facilities, hotel, and office (collectively the "Proposed Development"). The Government would also take this opportunity to enhance the traffic and pedestrian infrastructure in Wan Chai North.
- 1.1.2 To facilitate the Proposed Development, the WCGT Site and a portion of Harbour Road (the "**Rezoning Site**") are proposed to be rezoned from "Government, Institution, or Community" ("**G/IC**") and area shown as "Road" to "Other Specified Uses" annotated "Exhibition Centre with Commercial Development" ("**OU(Exhibition Centre with Commercial Development)**").
- 1.1.3 This Planning Statement ("**PS**") provides relevant information on the Proposed Amendment to facilitate the consideration of the Town Planning Board ("**BOARD**"). The following Sections will provide a description of the Rezoning Site and its surroundings, the planning context, details of the Rezoning Proposal and justifications in support of the Proposed Amendment.



SCALE 1 : 1,000

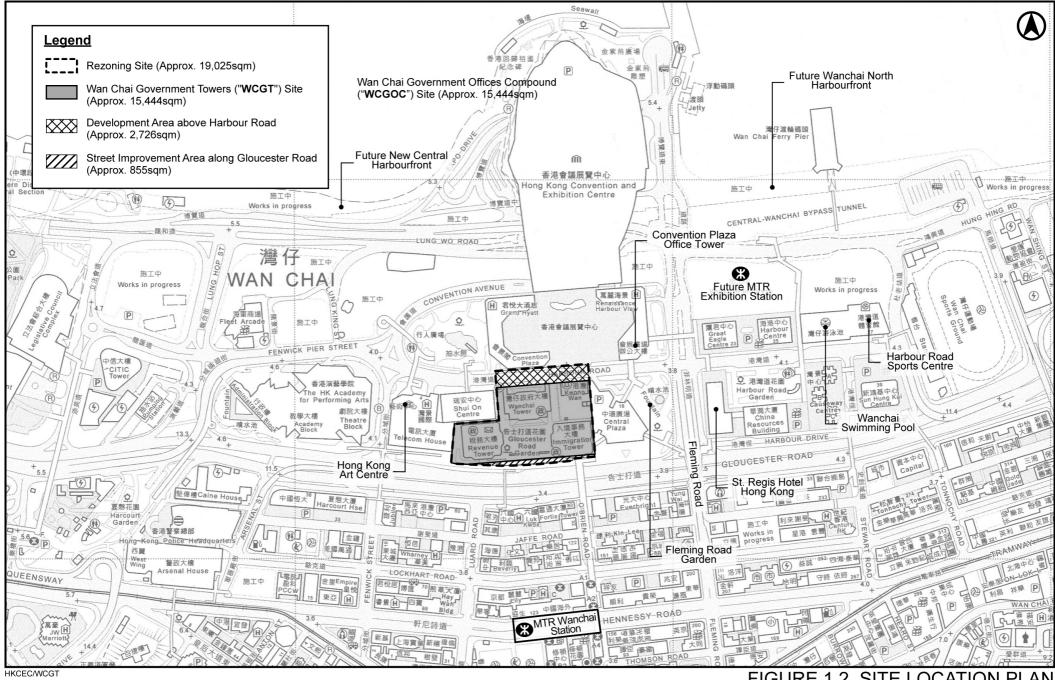


FIGURE 1.2 SITE LOCATION PLAN SCALE 1 : 5,000



2 SITE AND PLANNING CONTEXT

2.1 Site Location

2.1.1 The WCGT Site, approximately 15,444m², is bounded by Harbour Road to the North, Central Plaza to the East, Gloucester Road to the South and Shui On Centre and Telecom House to the West.

2.2 Surrounding Land Uses

- 2.2.1 The land use pattern around the WCGT Site is characterized by a mix of C&E, G/IC, Open Space ("**O**"), and Commercial ("**C**") uses. The existing local context is summarised below (*Figures 1.2 refers*).
 - To the immediate North of the WCGT Site is HKCEC Phase I (which consists of Convention Plaza and the 857-room Renaissance Hong Kong Harbour View Hotel, the 549-room Grand Hyatt Hong Kong, a 39-storey office tower, a 580- unit 46-storey serviced apartment tower, shopping arcade, a garden west of Grand Hyatt Hotel ("**West Garden**") and an underground car park), the HKCEC Atrium Link Extension and HKCEC Extension.
 - To the immediate East of the WCGT Site is Central Plaza, a 78-storey (approx. 378mPD, main roof at approx. 305mPD) office tower; and Fleming Road Garden zoned "O".
 - To the Northeast is a site zoned "Comprehensive Development Area" ("CDA") consisting of MTR Exhibition Centre Station under the Shatin to Central Link Project ("SCL").
 - Further east are a number of commercial developments, including Great Eagle Centre (approx. 150mPD), China Resource Building (approx. 176mPD), Sun Hung Kai Centre (approx. 211mPD), and St. Regis Hong Kong Hotel; and some O and G/IC facilities, including Harbour Road Garden, Wan Chai Swimming Pool ("WCSP"), Harbour Road Sports Centre ("HRSC") and Wan Chai Sports Ground ("WCSG").
 - To the South of the WCGT Site is the Wan Chai Hinterland, mainly consisting of commercial developments. MTR Wan Chai Station is located approx 160m away and can be accessed via existing elevated footbridge connection along O'Brien Road.
 - To the West of the WCGT Site are Shui On Centre, a 35-storey office tower; and G/IC facilities, namely Telecom House, Hong Kong Arts Centre ("**HKAC**"), and Hong Kong Academy for Performing Arts ("**HKAPA**").
 - Further Northeast is the future Arts and Cultural Precinct of the New Central Harbourfront, where a proposed Landscaped Deck/Elevated footbridge will link the Pedestrian Garden at HKCEC Phase I across Lung Wo Road to the Waterfront Promenade.

2.3 Land Status

2.3.1 The Rezoning Site is situated solely on Government Land, comprising a section of public road known as Harbour Road at its northern part, and the WCGT Site (including Wanchai Tower, Revenue Tower, Immigration Tower; Kong Wan Fire Station being allocated to GPA under GLA-HK 451; and Gloucester Road Garden at ground floor of the WCGT Site being allocated to LCSD under GLA-HK 821, one of public pleasure grounds specified in the Fourth Schedule of Public Health and Municipal Services Ordinance) at its southern part.

2.4 Existing Vegetation Analysis

2.4.1 A Tree Survey was carried out on 28 September 2022. A total of 78 nos. existing trees were surveyed within the Rezoning Site. The tree species recorded are mostly common species in Hong Kong. There are 20 species identified, with tree heights ranging from 2m to 15m, crown spread ranging from 1m to 8m, and DBH from 95mm to 690mm (*Appendix 2* refers). No Registered Old and Valuable Trees ("**OVT**") are recorded in this tree survey.



2.5 Accessibility

- 2.5.1 Vehicular access to the existing WCGT Site is currently via Harbour Road leading to a basement car park. The section of Harbour Road, fronting the Rezoning Site, is an east-west district distributor with two traffic lanes in each direction. It connects to Fenwick Pier Street (to the west) and Tonnochy Road (to the east).
- 2.5.2 After completion of the SCL project in May 2022, a public transport interchange ("**PTI**") is provided on the ground floor of MTR Exhibition Centre Station. There are drop-off/parking bays for franchised buses, cross boundary coaches and taxis.
- 2.5.3 The WCGT Site is connected to MTR Wan Chai Station via O'Brien Road Footbridge, and MTR Exhibition Centre Station via the footbridge across Fleming Road.
- 2.5.4 There are also two bus stops near the WCGT Site: at Harbour Road near Central Plaza and at Gloucester Road near the WCGT Site.

2.6 Statutory Planning Context

Approved Wan Chai North Outline Zoning Plan No. S/H25/4

- 2.6.1 The Rezoning Site is mainly zoned "Government, Institution, or Community" ("G/IC") and partly zoned "Road" on the Approved Wan Chai North Outline Zoning Plan ("OZP") No. S/H25/4 ("Approved OZP") (*Figure 2.1* and 2.2 refers). There is currently no Building Height or Plot Ratio Restriction imposed on the Rezoning Site.
- 2.6.2 HKCEC Phase I is zoned "Other Specified Uses annotated "Exhibition Centre with Commercial Development") ("OU(Exhibition Centre with Commercial Development)"). This zone is "intended primarily for the provision of exhibition and convention facilities and commercial and business uses to meet the economic need of Hong Kong." It covers the initial development of the HKCEC bounded by Harbour Road, Convention Avenue and Fleming Road.
- 2.6.3 HKCEC Extension and the Atrium Link Extension is zoned "Other Specified Uses annotated "Exhibition Centre")" ("**OU(Exhibition Centre)**"). This zone is "*intended primarily for the provision* of exhibition and convention facilities to meet the economic need of Hong Kong".

2.7 Non-Statutory Planning Context and Guidelines

Policy Address ("Policy Address")

- 2.7.1 In her 2017 Policy Address, the Chief Executive ("CE") recognised the importance of the C&E industry to Hong Kong as an international centre for commerce and trade (*Para. 41 of The Chief Executive's 2017 Policy Address* refers). The Government also recognises the pressing need to tackle the long standing problem of need for C&E venues so as not to miss opportunities to host internationally important or newly launched conventions and exhibitions.
- 2.7.2 There is priority to build a new C&E venue of international standard in the proximity of the existing Hong Kong C&E Centre ("**HKCEC**") in Wan Chai, and to ensure that the new venue is connected to and integrated with the existing HKCEC to maximise the benefits. In this regard, Government plans to demolish and redevelop the three government buildings next to the HKCEC in Wan Chai North into a new wing that can be connected to and integrated with the existing HKCEC. The project will consist of connected C&E facilities, Hotel facilities to complement the C&E activities, and Grade A office space, which can help alleviate the market shortfall, built on top of the new C&E venue. (*Para. 43 of The Chief Executive's 2017 Policy Address* refers).



- 2.7.3 In redeveloping the vacated WCGT Site, the Government will also take the opportunity to thoroughly examine the traffic arrangements. To make full use of the new MTR Exhibition Centre Station of the Shatin to Central Link in Wan Chai North, it is proposed to upgrade and enhance the footbridge network in Wan Chai North and its proximity to connect the C&E facilities to the MTR Wan Chai Station, Admiralty Station and Exhibition Centre Station of the Shatin to Central Link, improving the pedestrian walkway network in the Area. The Government will also capitalise on the completion of the Central-Wan Chai Bypass to optimise the traffic arrangements in the vicinity and enhance the efficiency of the road network linking Wan Chai North (*Para. 44 of The Chief Executive's 2017 Policy Address* refers).
- 2.7.4 In The Chief Executive's 2018 Policy Address, the Government reaffirmed its position in reinforcing the advantages of the C&E industry of Hong Kong and enhance the synergy between C&E venues and facilities in their vicinity, and as such, will continue to actively increase the supply of C&E venues and facilities, including developing Wan Chai North into a C&E hub in Asia. (*Para. 130 of The Chief Executive's 2018 Policy Address* refers).
- 2.7.5 In order to vacate the WCGT Site for redevelopment, the Government is constructing as planned a number of new government buildings to relocate the Government Departments and law courts currently located at the WCGT Site. Upon completion of individual replacement building projects, the Government will arrange the departments concerned to vacate the WCGT Site by phases. The Site will then be ready for demolition and redevelopment, and the plot ratio will be fully utilised to maximise its potential.
- 2.7.6 Government's continued push for redevelopment of the three government towers in Wan Chai North and the Kong Wan Fire Station into convention and exhibition facilities, hotels and offices is again announced in the 2020 Policy Address (*Para. 67 of The Chief Executive's 2020 Policy Address refers*).
- 2.7.7 This is further reaffirmed in The Chief Executive's 2021 Policy Address, where the Government will continue to expand C&E facilities, including redeveloping the sites of the three government towers in Wan Chai North and the Kong Wan Fire Station into C&E facilities, hotel and Grade A offices in order to consolidate and enhance Hong Kong's status as an international C&E hub in the long run (*Para. 48 of The Chief Executive's 2021 Policy Address* refers).
- 2.7.8 Under The Chief Executive's 2022 Policy Address, the Government reasserted the Wan Chai North Redevelopment Project near the Hong Kong Convention and Exhibition Centre to substantially increase large-scale C&E spaces in order to consolidate Hong Kong's status as a premier venue for large-scale international C&E activities. (*Para. 45 of The Chief Executive's 2022 Policy Address* refers).

Demand Study for New Convention and Exhibition Facilities in Hong Kong

- 2.7.9 The Government adopted the recommendation of the Working Group on Convention and Exhibition Industries and Tourism under the Economic Development Commission, and commissioned a consultancy study in 2014 to assess the demand for convention and exhibition facilities in Hong Kong in the coming 15 years, taking into account the situation in Hong Kong, and the global and regional developments of the convention and exhibition industries.
- 2.7.10 The Demand Study for New Convention and Exhibition Facilities in Hong Kong (the "**Demand Study**") projects that the Hong Kong convention industry and exhibition industry will grow at about 2.2% and 4% respectively per annum (in terms of space sold in m²) until 2028. Provision of additional C&E space and other measures to further develop the convention industry will likely generate additional growth.
- 2.7.11 Taking into account the unmet demand for existing events, new events turned away by existing major venue operators and events that would likely seek to move to Hong Kong if space was made available, the Study concluded that about 132,000m² additional C&E space would be



required to capture all unmet demand at peak periods in Hong Kong by 2028. (*Para. 2.4.2.3 of the Demand Study* refers).

- 2.7.12 In the medium to long term, the study recommended increasing venue capacity, to allow the emerging convention sector to realise its high growth potential and to address strong competition from neighbouring cities. The study also recommends the Government, in the longer run, explore further provision/expansion of convention and exhibition space as long as the necessary surrounding supporting facilities (e.g. accommodation, dining, entertainment and transport) are sufficiently provided.
- 2.7.13 Notwithstanding the challenges brought by the pandemic to the C&E industry and the increasing popularity of online C&E events, physical C&E events, especially those emphasising on personal experience and establishing business connections, are indispensable. According to the study published by the Global Association of the Exhibition Industry in July 2022, 87% of the respondents considered that COVID-19 confirmed the value of face-to-face events and the C&E industry would rebound quickly after the pandemic. Only 6% of the respondents considered that virtual exhibitions had the potential to replace traditional physical exhibitions. Therefore, in the long run, there is still a considerable demand for C&E facilities. We must prepare for the future in order to consolidate and enhance Hong Kong's status as a premier international C&E and sourcing centre.
- 2.7.14 As demonstrated, there is a clear need to maximize the development potential of the Site for the provision of new C&E and supporting facilities on the Rezoning Site. The ability of the Proposed Development on the Site to physically integrate with the existing HKCEC will maximise efficiencies to support and enhance Hong Kong's role as a premier international convention, exhibition and sourcing centre.

Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 ("HK2030+")

- 2.7.15 One of the Government's objectives or "Building Blocks" in 2030+ is embracing new economic challenges and opportunities through adequate land and space for economic growth. A key Strategic Direction under this Objective is "increasing development capacity for sustaining economic growth and broadening the economic base". Key Actions identified under this Key Strategic Direction include increasing land to support the pillar and emerging industries, in particular for premier Grade A offices; and to provide new tourist attractions, more high-grade hotels, more exhibition and convention facilities, and more spaces/venues for diversified travel experiences for visitors, capitalising on the future strategic transport infrastructure (e.g. the Three-Runway System at the Hong Kong International Airport, the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Hong Kong-Zhuhai-Macao Bridge) (*Public Engagement Booklet of HK2030+* refers). In addition to providing C&E facilities, the Proposed Development will provide Grade A Office within a prime location of the CBD, thereby contributing much need office supply to address increasing demand for Grade A office space within the CBD.
- 2.7.16 HK2030+ also recognises the need to better facilitate the development of various sectors and industries and the creation of more quality jobs and jobs requiring a range of skills, through creating new platforms and opportunities by planning for a variety of economic land uses at suitable locations and to support the creation of synergy among relevant industries. This includes maintaining our competitive edge by providing more meetings, incentive travels, and conventions and exhibitions ("MICE") space for events and activities. (*Public Engagement Booklet of HK2030+* refers).
- 2.7.17 Another Building Block in the 2030+ is creating capacity for sustainable growth by creating development capacity. One of the identified measures is relocating land uses not requiring prime locations, such as relocating some GIC facilities, to free up land for residential and economic uses. (*Public Engagement Booklet of HK2030*+ refers).



Report of the Task Force on Land Supply

- 2.7.18 The Task Force on Land Supply (the "**Task Force**") was established by the Chief Executive in 2017 to review and evaluate land supply options, to conduct a public engagement exercise to engage the community on different land supply options. A report was issued by the Task Force in December 2018, representing a set of recommendations on land supply strategy and feasible options following a comprehensive study of the mainstream opinions and consensus in society.
- 2.7.19 The Task Force is "of the view that the estimated land shortfall of 1 200 ha in the long run is grossly conservative and has underestimated the actual needs." (**Para 2.2 of the Report of the Task Force on Land Supply** refers).
- 2.7.20 The Task Force recognises that sufficient economic land is pivotal to driving sustainable development and improving the competitiveness of Hong Kong, be they traditional industries in need of industrial and commercial buildings, offices and retail floor area, or the new economy which emphasises innovation, sharing and exchange of ideas. There is concern about the shortage of land for economic uses needing different scales and types of space such as Grade A offices buildings.
- 2.7.21 The Task Force also recommends that Priority must be accorded to the provision of ancillary transport infrastructure when implementing land supply initiatives and development projects (*Para 5.8.2 of the Report of the Task Force on Land Supply* refers) and to also pursue three-dimensional (3D) planning and "single site, multiple uses" (*Para 5.8.5 of the Report of the Task Force on Land Supply* refers).
- 2.7.22 The recommendations tendered by the Task Force have been fully accepted by the Government. Government will accordingly implement a more robust and visionary land supply strategy to sustain and significantly increase land supply. The recommendations of the Task Force will be embodied into the Proposed Development where C&E activities, complementary Hotel facilities and Grade A office space, are provided in a fully integrated development.

Urban Design Study for the New Central Harbourfront

- 2.7.23 The Urban Design Study for the New Central Harbourfront (the "**UDSNCH**") was commissioned by the Planning Department ("**PlanD**") in 2007 upon the request of the TPB to guide the future development of the New Central Harbourfront. The UDSNCH "*aims to refine the urban design framework and prepare planning/design briefs for key sites in the Central Harbourfront*".
- 2.7.24 While the Rezoning Site is not located within the Study Area of the UDSNCH, the eastern boundary abuts the HKCEC. Under the UDSNCH, an Arts and Cultural Precinct and Waterfront Promenade are proposed abutting the HKCEC. An integrated pedestrian walkway system has been devised to connect the hinterland to the waterfront, including a Landscaped Deck/Elevated footbridge linking the West Garden at HKCEC Phase I across Lung Wo Road to the Waterfront Promenade.
- 2.7.25 Urban Design Objectives should also be taken into reference, including:
 - To create an attractive harbourfront with high quality public and private developments and open space in a luxuriant landscape setting;
 - To create a vibrant harbourfront with a mix of uses and diverse activities for public enjoyment
 - To create a harmonious visual and physical relationship with the ridgeline, harbour setting and the CBD
 - To improve public accessibility to the harbourfront and the new reclamation from its surrounding areas



Urban Design Study for the Wan Chai North and North Point Harbourfront Areas

- 2.7.26 The Urban Design Study for the Wan Chai North and North Point Harbourfront Areas ("**UDSWCN**") was commissioned by the Planning Department ("**PlanD**") in 2015 to work out a sustainable urban design framework ("**UDF**") with Harbourfront Enhancement Proposals ("**HEP**"s) to guide future implementation of the HEPs. The Study Area covers the harbourfront stretching from the area to the immediate west of HKCEC eastward to the Causeway Bay Typhoon Shelter; the planned waterfront open space at the land reclaimed for the Central-Wan Chai Bypass ("**CWB**") eastern tunnel portal in North Point and is also bounded by Gloucester Road/Victoria Park Road to the south. The Rezoning Site is not located within the Study Area, but falls within the Area of Influence. The Rezoning Site falls within the Celebration Precinct under the Refined Urban Design Framework Plan, which proposes to enhance the area's identity, ceremonial significance and enjoyment by the public. The key recommendations, themes/programmes from UDSNCH have been taken into consideration to facilitate a continuous waterfront experience at Victoria Harbour.
- 2.7.27 Urban Design Principles adopted in the UDSWCN to guide the formulation of the UDF and design strategies include:
 - To create more distinct identity, character and stronger sense of place for the harbourfront
 - To enhance vibrancy and attractiveness along the harbourfront through diverse activities, programs and facilities for public enjoyment;
 - To enhance pedestrian connectivity between the hinterland and waterfront, and to ensure that the waterfront/public space is continuous and enjoyable;
 - To ensure design flexibility in the design proposals and promote shared use design;

Hong Kong Planning Standards and Guidelines ("HKPSG")

- 2.7.28 Under the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines ("**HKPSG**") (Ch11), specific guidelines are presented for Waterfront sites. The Harbourfront area is to be protected and preserved as a special public asset and a natural heritage of the people of Hong Kong. Sites along the Waterfront should be reserved for cultural, tourism-related, recreational and retail activities with compatible land uses and visual interests (*Paras. 6.2.17 and 6.2.19 of Ch11 of the HKPSG* refer).
- 2.7.29 Waterfront development should aim to enhance the Waterfront in terms of its form and should respond to the Waterfront setting. Landmarks at suitable locations, such as at the Harbour entrance or to mark a District, should be introduced where appropriate. Special design for waterfront buildings should be highly encouraged. (*Para. 6.2.20 of Ch11 of the HKPSG* refers).
- 2.7.30 The HKPSG seeks to protect the height profile of Hong Kong and to enhance the relationship of the city and its natural landscape context, particularly to its ridgelines / peaks. In order to preserve views to ridgelines / peaks and mountain backdrop with recognised importance around Victoria Harbour, a building free zone below the ridgelines would need to be maintained when viewing from key and popular vantage points. The Metroplan (1991) guidelines which recommended 20% to 30% building free zone below selected sections of ridgelines could be used as a starting point, but allowing flexibility for relaxation on individual merits and for special landmark buildings to give punctuation effects at suitable locations. (Paras. 6.2.5 of Ch11 of the HKPSG refer).
- 2.7.31 The HKPSG also provides guidelines for "Mega Towers" which recognizes that towers with high quality architectural design and at suitable locations can help define images of the cities. The location of mega towers should be based on two main criteria: 1) Physical where the site or the locality should be suitable for a very tall building in terms of legibility and overall city form. Proposal should not conflict with other urban design objectives; and 2) Functional Proposal should relate to an important functional aspect of city-wide significance, such as a transport hub, or should have social or cultural significance (*Paras. 6.2.13 and 6.2.14 of Ch11 of the HKPSG* refer).



Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas

- 2.7.32 The Harbour Planning Guidelines ("**HPG**"), prepared by the former Harbour-front Enhancement Committee ("**HEC**"), set out detailed directions in accordance with the Harbour Planning Principles 'to guide the sustainable planning, preservation, development and management of the Victoria Harbour and its harbour-front areas'. The vision of the HPG is 'to enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life'. A number of urban design goals were developed in the context of these Guidelines:
 - To bring people to the Harbour;
 - To enhance the scenic views of the Harbour and maintain visual access to the Harbourfront;
 - To enhance the Harbour as a unique attraction for Hong Kong people and tourists; and
 - To create a quality Harbourfront through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian linkages.
- 2.7.33 In the context of these guidelines, the Proposed Development has the opportunity to create an iconic landmark to invigorate and beautify Victoria Harbour. The building design layout of the Proposed Development will be compatible and congruous with surrounding developments and setting. The Proposed Development also has strong intention to contribute to the making of a vibrant harbourfront area by enhancing overall accessibility and providing safer, more convenient pedestrian linkages between the Harbourfront and inland areas.

Explanatory Statement ("ES") of the Approved OZP

- 2.7.34 The Planning and Urban Design Framework for Wan Chai North is outlined in the ES of the Approved OZP. The overall planning and urban design objective is to create a waterfront with attraction and distinctive character for the enjoyment of the public, emphasizing its relation with the harbour, the cultural and historical context of the Wan Chai and Causeway Bay hinterland, and the surrounding environment.
- 2.7.35 According to the ES of the Approved OZP No. S/H25/4 currently in force, the Rezoning Site is located within the Arts and Culture Precinct, which covers the HKCEC and the area to its west. The intention is to reinforce existing arts, cultural and convention related uses including HKAPA, HKAC and HKCEC extending arts and cultural uses to the new waterfront and to improve the waterfront open space in the precinct including the Golden Bauhinia Square. A landscaped deck is proposed to link with the hinterland.
- 2.7.36 A stepped building height profile is adopted to promote diversity and avoid a monotonous building height profile, which allows a gradation of building heights descending towards the waterfront. It also gives emphasis to the HKCEC Extension to maintain its prominence as a harbour landmark.
- 2.7.37 The above design principles and guidelines have been thoroughly considered in the formulation of the Proposed Development as discussed in subsequent sections.

2.8 Planning History

Previous Applications

2.8.1 There are no previous Planning Applications pertaining to the Rezoning Site.

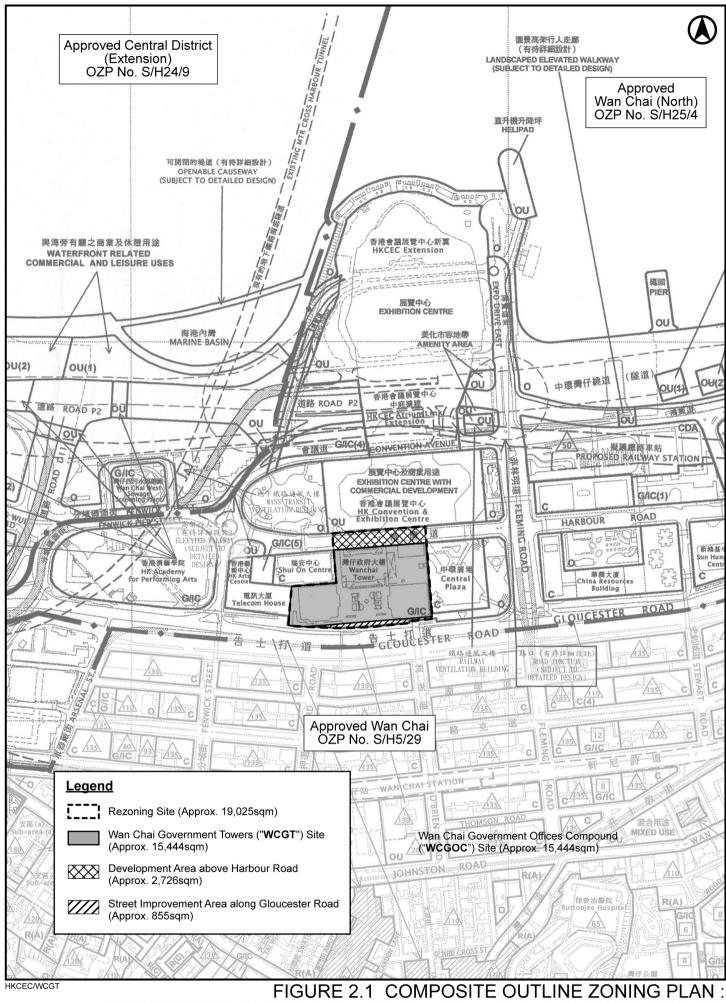


FIGURE 2.1 COMPOSITE OUTLINE ZONING PLAN : APPROVED WAN CHAI (NORTH) OUTLINE ZONING PLAN NO. S/H25/4, APPROVED WAN CHAI OUTLINE ZONING PLAN NO. S/H5/29 AND APPROVED CENTRAL DISTRICT (EXTENSION) OUTLINE ZONING PLAN NO. S/H24/9 SCALE 1 : 5,000

<u>S/H25/4</u>

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Column 1	Column 2 Uses that may be permitted with or
Uses always permitted	without conditions on application
	to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre	Animal Quarantine Centre
(in Government building only)	(not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked	Crematorium
Food Centre only)	Driving School
Educational Institution	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Exhibition or Convention Hall
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Holiday Camp
Hospital	Hotel (for "G/IC(5)" only)
Institutional Use (not elsewhere specified)	Marine Fuelling Station
Library	Mass Transit Railway Vent Shaft and/or
Market	Other Structure above Ground Level
Place of Recreation, Sports or Culture	other than Entrances
Public Clinic	Off-course Betting Centre
Public Convenience	Office
Public Transport Terminus or Station	Petrol Filling Station
Public Utility Installation	Place of Entertainment
Public Vehicle Park	Private Club
(excluding container vehicle)	Radar, Telecommunications Electronic
Recyclable Collection Centre	Microwave Repeater, Television and/or
Religious Institution	Radio Transmitter Installation
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer
School	Station only)
Service Reservoir	Residential Institution (for "G/IC(5)" only)
Social Welfare Facility	Sewage Treatment/Screening Plant
Training Centre	Shop and Services
Wholesale Trade	Utility Installation for Private Project
	Zoo

GOVERNMENT, INSTITUTION OR COMMUNITY

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)

<u>S/H25/4</u>

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height specified below or the height of the existing building (including structure(s)), whichever is the greater:

Sub-area	Restriction
G/IC(1)	A maximum building height of 50 metres above Principal Datum
G/IC(2)	A maximum building height of 20 metres above Principal Datum
G/IC(3)	A maximum building height of 15 metres above Principal Datum
G/IC(4)	A maximum building height of 10 metres above Principal Datum

(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 THE REZONING PROPOSAL

3.1 Key Opportunities and Constraints

- 3.1.1 From the Land Use perspective, the Rezoning Site is the most desirable location for expansion of C&E facilities with Hotel and Grade A Office in terms of site availability, adequate size of site to accommodate C&E venues capable of hosting international scale events, ability to integrate with the existing HKCEC, direct connection to mass transport nodes, prime location in the Central Business District, and prominence from Victoria Harbour, Nonetheless, noting the Chief Executive's Policy intent to fully utilise the plot ratio of the WCGT Site to maximise its potential and to develop Wan Chai North into a C&E hub, the design for future development at the Rezoning Site has been explored to ensure compatibility with the surrounding land use and planning context, while achieving the Development objectives.
- 3.1.2 The key constraints and opportunities that have influenced the design of the WCGT Site are listed and summarised below:

Meeting basic functional requirements for C&E facilities: The Proposed Development is tailored to maximize the architectural response to the surrounding context and in particular to enabling multi level connections around the district, while meeting operational requirements. A key design consideration in Site Disposition is the requirement to provide column-free C&E Facilities, an essential functional and operation requirement for successful C&E events.

Tower Disposition/ Single Tower Design: Another essential functional and operational requirement for successful C&E facilities is the provision of rectangular usable space. Given the L-shape of the WCGT Site, the most-regular portion of the site facing Harbour Road (consisting of approx. 75% of the site area) is solely reserved for the C&E Facilities to enable the largest possible rectangular shape, while providing the most direct connection to the existing HKCEC Phase I Development. To accommodate the larger volume of the C&E facilities in the lower portion of the development, the bulk of the C&E facilities at the lower portion of the development has been utilizted by adopting the setback approach in PNAP APP-132 for site coverage relaxation when compared with 100% site coverage only up to 15m as allowed in the Building (Planning) Regulations (para 3.6.8 below refers). To meet the functional requirements of different exhitbitions, the large exhibition halls have to adopte a column spacing of 27m x 27m, similar to those of the existing exhibiton facilities. To accommodate this long span between columns within the exhibition halls, the Tower Development cannot be disposed directly on top of the C&E Facilities and is restricted to the remaining 25% of the site. Owing to this, a single tower design is adopted to accommodate the residual development potential of the WCGT Site, based on maximum allowable Plot Ratio of 15. Furthermore, the inclusion of Kong Wan Fire Station enables a more regularised site configuration thereby maximizing the frontage along Harbour Road and allowing for better integration with the existing HKCEC through the Proposed Connection above Harbour Road.

Enabling Connectivity with Existing HKCEC Cluster: The northern frontage will be primarily used to connect with the existing HKCEC Cluster. The proposed C&E facilities will be connected through a Link above Harbour Road at Five levels through a seamless barrier free foyer linkage, enabling the new C&E facilities to integrate with the existing C&E facilities as a whole for mega events. The net increase of more than 80,000sqm exhibition centre facilities will increase the critical mass of the exhibition facilities in order to compete with other major exhibition facilities around the world.

Enhancing Pedestrian and Vehicular Connectivity: The design capitalises on the strategic location of the WCGT Site by enhancing connections to surrounding C&E Facilities and major commercial developments. The development is integrated with the existing pedestrian network and arterial roads to enhance pedestrian and vehicular connectivity as a whole. Connection with a major existing elevated pedestrian spine allows for segregation of major pedestrian and vehicular flows. There is careful planning of pedestrian flow separation within the Proposed Development for C&E, Office, and Hotel users, so as to minimise transport conflicts and ensure smooth flow of operations.



3.1.3 **Compatibility with Surrounding Developments:** Given the existing built-up nature of the Wan Chai North Area, the Proposed Development has taken into consideration existing commercial developments, such as Central Plaza, and existing HKCEC Facilities, to ensure compatibility in building layout, disposition, design and height. Furthermore, the proposed C&E and commercial uses are compatible with the existing commercial and office developments within the Wan Chai North Area and Wan Chai Hinterland opposite Gloucester Road, e.g. Convention Plaza Office Tower, Central Plaza, Great Eagle Centre, China Resources Building, Dah Sing Financial Centre, Luk Kwok Centre, amongst others. The existing commercial and office cluster ranging from approx.150mPD to 378mPD already present the area as the CBD extension with high-rise office buildings. The Proposed Development, as a landmark status, is compatible in terms of use and height, and will further enforce the Wan Chai North Area not only as a C&E hub, but as as an important commercial core.

3.2 Development and Design Objectives

- 3.2.1 Having considered the key opportunities and constraints, a number of development and design objectives were developed to guide the design concept.
- 3.2.2 **Creating a New Landmark:** The main development and design objectives for the redeveloped WCGT Site is to provide a new landmark in the Wan Chai North Area, enabling an iconic and notable addition to the Hong Kong Skyline and capitalise on the image and role of Wan Chai North as a C&E hub, while providing public benefits to the locality. The development aims to provide a distinctive, sustainable and vibrant landmark at this prestigious location, while embracing quality cityscape by transforming Wan Chai North into a lively & attractive destination offering delightful experiences for people of all ages and backgrounds. The development shall feature a coherent and overall design that is attractive on its own and yet will relate and integrate well with its surrounding context by enhancing the urban fabric, cityscape and image of Hong Kong in this prime location.
- 3.2.3 The Proposed Development would create a punctuation effect at the landmark C&E cluster at Wan Chai North, reinforcing the prominent location in which the landmark C&E cluster is located. Furthermore, the Proposed Development will further enhance the C&E character while adding new energy and diversity to reinvigorating the Victoria Harbour Skyline and Hong Kong's image.
- 3.2.4 The Proposed Development will also provide connecting to various major destinations of Wanchai district through a network of elevated footbridges, providing a pleasant, weather-proof barrier-free and traffic-free access to promote ease of access. With the synergy with the existing HKCEC, the redevelopment will inevitably become the major destination throughout the year for local residents and tourists.
- 3.2.5 **Optimising Development Potential:** As a prominent site with high visibility at the heart of the urban core, the Proposed Development provides opportunities to integrate and link up adjacent sites to enhance the existing urban vibrancy, while successfully maximizing the potential of the WCGT Site for comprehensive development. The Proposed Development can achieve enhancement of pedestrian connectivity, integration of surrounding open space, while also accommodating world class C&E facilities, Grade A Office and a 500-room Hotel. The Rezoning Site serves as a key pedestrian node in addition to a key part of the C&E cluster. The development potential of the Rezoning Site should optimised connectivity in addition to the requirement for maximising commercial potential. A development approach that balances between maximising development uses and improving the urban environment would be considered optimal for the development potential of the Rezoning Site.
- 3.2.6 **Integrating and Enhancing Connections with the Urban Setting:** The Rezoning Site is located within a C&E cluster, surrounded by a number of major commercial developments. In addition, the Rezoning Site is located along a major existing elevated pedestrian spine connecting HKCEC developments to Wan Chai Hinterland. Redevelopment of the site should strive towards integration with the surroundings, enabling a connected and walkable pedestrian network that caters for the pedestrian flows vis capitalizing on its location to create a distinct and



vibrant destination. Furthermore, as the Rezoning Site abuts major vehicular routes (i.e. Gloucester Road), careful consideration must be given to minimise the adverse impacts on the current traffic arrangement of the area that could be affected due to the provision of additional C&E, Office, and Hotel space.

- 3.2.7 Segregation of Vehicular Entrances and Drop-off between Proposed Uses: In order to accommodate and meet the functional and operational demands of the mixed-use nature of the Proposed Development, consisting of C&E Facilities (governmental accommodations), Hotel, and Office Uses without resulting in traffic impacts, segregated entrances and drop off areas will be provided for the C&E facilities and the commercial portion to cater to separate needs (i.e. visitors during exhibition events, and separate drop-off area for the commercial portion which is essential for a prestige commercial development).
- 3.2.8 **Reinstate Public Space:** While the Proposed Development will result in loss of an existing public space (i.e. Gloucester Road Garden, located in the middle of the Wanchai Tower, Immigration Tower, and Revenue Tower, providing partially shaded sitting area and sculptural display at some areas for amenity), one of the objectives of the Conceptual Landscape Design is to reinstate the loss of public space and create a simple, contemporary and pleasant environment for the users. The Conceptual Landscape Design also takes into consideration the existing public spaces at Central Plaza and Telecom House in order to create a unified walking experience and harmonious atmosphere. The Proposed Development will enable greening opportunities to meet the site coverage greenery of the Sustainable Building Design Guidelines in PNAP APP-152, to improve the visual experience of the surrounding neighborhood and to mitigate green island effect.
- 3.2.9 The following objectives have been set as a guideline in developing the proposed landscape design.
 - Integrate the Proposed Development from a landscape and visual perspective with the neighbouring sites,
 - Provide a coherent landscape framework and softening building edges by maximizing opportunities for landscaping so as to achieve better visual integration with the buildings and open spaces,
 - Provide a comfortable outdoor area and shaded leisure area for the future tower users and general public,
 - Provide a quality and sustainable working environment for future tower users and visitors,
 - Maximise the opportunities for covered area to provide shaded and weather protected sitting areas or outdoor leisure facilities and to promote harmonious atmosphere at the site and the neighboring area; and
 - Maximise opportunities for the planting of new trees and shrubs to reduce the heat island effect and improve the micro-climate within the urban area.
- 3.2.10 **Weaving of Existing Scattered and Underutilised Open Spaces:** Throughout the urbanized areas Wan Chai district, diversified types and scales of public open space are found in the urban fabric. Some of these open spaces are scattered in different locations, and often underutilised due to lack of convenience. The vitality of these open spaces can be improved by integrating the existing open space with the elevated pedestrian network to improve user access. The WCGT Site is strategically located at the heart of the urban area and provides a prime opportunity to interlink the scattered open spaces in Wan Chai North area with the elevated pedestrian network.

3.3 Proposed Development

3.3.1 In response to the Development and Design Objectives, a Composite Development comprising of C&E facilities, hotel, and office is envisioned for the WCGT Site with multi-storey linkage above a portion of Harbour Road ("**Proposed Development**"). The Conceptual Drawings of the Proposed Development are provided in *Appendix 1*. The architectural design maximizes the footprint of exhibition halls in the New Exhibition Centre to cater for the high demand for new convention and exhibition facilities in Hong Kong while taking care to enhance the pedestrian



connectivity from MTR Wan Chai Station to the existing HKCEC Phase I, Wan Chai Ferry Pier and MTR Exhibition Centre Station.

C&E Facilities

3.3.2 Approx. 85,950.00m² of C&E facilities will be provided within a 10-storey podium (83.8mPD) on the WCGT Site, consisting of approx. 23,000.00m² of Exhibition Hall (3 Exhibition Halls and a Multipurpose Hall (for exhibition, fairs, concerts, etc); approx. 7,150.00m² of Convention & Meeting Facilities; and approx. 55,800.00m² of Ancillary Supporting Areas [including Foyer and Lobby Space (including Ticket Office/Registration; F&B; Business Centre; Administration Office; Service and Support Area; and Connection above Harbour Road (Foyer) (of which approx 8,850m² is located above Harbour Road)), but excludes E&M Facilities].

Connection to HKCEC Phase I

3.3.3 To facilitate synergies with the existing HKCEC facilities, the Proposed Development will be connected to HKCEC Phase I via elevated connection above Harbour Road. 7-levels of the podium structure will be connected to HKCEC Phase 1 (at 54.5mPD), providing foyer connection at five different levels between Existing HKCEC Phase 1 and the proposed Exhibition Halls. Connection to West Garden at HKCEC Phase 1 (at 7.9mPD) via new footbridge will also be provided.

Office and Hotel Tower Development

3.3.4 27 Storeys of Grade A Office, approx. 90,310.00m², will be provided in the lower portion of the Tower Development above the Podium. A 500-room Hotel of approx. 53,350.00m² will be provided within 15 storeys of the upper portion of the Tower Development above the Podium.

3.4 Technical and Accommodation Schedule

3.4.1 The Technical and Accommodation Schedule at **Table 3.1** summarizes the major development parameters of the Proposed Development:

Table 3.1 - Technical Schedule

TECHNICAL SCHEDULE					
Total Rezoning Site Area	Approx. 19,025.00 m ²				
Development Area (excluding Harbour Road)	Approx. 15,444.00 m ²				
Development Area (above Harbour Road)*	Approx. 2,726.00 m ²				
Street Improvement Area (along Gloucester Road) * ***	Approx. 855.00 m ²				
Proposed Plot Ratio	15				
Proposed Total GFA	Approx. 231,660.00 m ²				
Proposed Convention and Exhibition GFA**	Approx. 85,950.00 m ²				
Proposed Hotel GFA	Approx. 53,350.00 m ²				
Proposed Office GFA	Approx. 90,310.00 m ²				
Proposed Public Passage ****	Approx. 2,050.00 m ²				
Proposed Site Coverage (Podium below 24m)	Not more than 92%				
Proposed Site Coverage (Podium and Tower over 61m)	Not more than 65%				
No. of Blocks	1				
No. of Storeys	42 Storeys above 10 Storeys Podium				
Building Height (Main Roof Level)	Approx. 278mPD				
	Approx. 60mPD (Foyer Connection above Harbour Road)				



- * Not used in the overall calculation of total GFA
- ** Proposed Convention and Exhibition GFA includes Exhibition Halls; Convention & Meeting Space; and Ancillary Supporting GFA [including Foyer and Lobby Space (including Ticket Office/Registration; F&B; Business Centre; Administration Office; Service and Support Area; and Connection above Harbour Road (Foyer) (of which approx. 8,850m² is located above Harbour Road)), but excludes E&M Facilities]
- *** Approx 855m² of the Rezoning Site along Gloucester Road is proposed as street improvement/enhancement of the pedestrian zone and not anticipated for above grade development excluding footbridge connections.
- **** GFA for public passage is indicative only and is subject to detailed design and alignment.

3.5 Associated Facilities to the Proposed Development

Road Tunnel

- The Proposed Development has only 2 frontages, i.e. Harbour Road and Gloucester Road. 3.5.1 which are the key carriageways with high traffic volume. All at-grade vehicular accesses to the Proposed Development are located on the aforesaid carriageways. Due to the limited site area of the Proposed Development, only 1 car ramp to the basement car park and L/UL area could be provided within the Rezoning Site after providing the required drop-off area. Anticipating a certain vehicular demand as a result of the C&E facilities (i.e. especially goods vehicles demand during the move-in/out period of C&E events), an access tunnel provided a direct connection to the basement car park and L/UL area of the Proposed Development is proposed near Fenwick Street to minimize at grade traffic demand and to avoid additional goods vehicles generated by the Proposed Development from adversely affecting traffic conditions at Harbour Road and Gloucester Road. Part of the traffic generated by the Proposed Development would be diverted down to the basement without travelling via Harbour Road or Gloucester Road to minimise the traffic impact to the mentioned road sections. The proposed location of the tunnel entrance portal avoids significant impacts to the surrounding area, avoids long construction period and enables minimal length of tunnel.
- 3.5.2 The Proposed Tunnel is sufficient for maneuvering of vehicles up to 12m long. The proposed entrance would be located at the eastbound traffic lane of Fenwick Pier Street near Convention Avenue, while the proposed exit would be located at the westbound traffic lane of Harbour Road near Fenwick Street.
- 3.5.3 The tunnel entrance portal is located in an "Open Space" ("**O**") zone on the Central District (Extension) OZP No. S/H24/9, while the tunnel alignment falls under an area shown as "Road" on the Wan Chai North and Central District (Extension) OZPs. As the tunnel access is a public works project co-ordinated / implemented by Government, it is a development always permitted under the Notes of the OZP. A landscape deck for public use at reasonable hours will be implemented over the tunnel entrance portal to minimise the impacts on "O".
- 3.5.4 As demonstrated in *Figure 1.2*, most of the surrounding space near the Rezoning Site is currently occupied by the existing buildings or public roads. Therefore, the available space for the proposed tunnel is very limited. The aforesaid "O" zone is the most suitable location for the entrance of the proposed tunnel which could avoid affecting the major pedestrian connections and existing buildings in the area. By modifying the planned junction layout, the exit of tunnel can also be achieved near the entrance, i.e. the excavation of the tunnel could be minimized and reduce the impact to the surrounding.

Associated Improvement works to Pedestrian Facilities

3.5.5 Footbridges and crossings in the Wan Chai North Area will be newly added to improve pedestrian connection. At the elevated level, the connection with MTR Admiralty Station will be enhanced by providing new footbridges at Fenwick Street and in front of Telecom House. The connection with MTR Wan Chai Station will be improved by new footbridges at O'brien Road and near Luk Kwok Hotel. To improve the pedestrian connection at ground level, it is proposed to provide a pedestrian crossing at Fenwick Street. Further discussion is provided in *Para. 3.6.35* below.



3.6 Design Considerations & Merits to enable Public Planning Gains to the Locality and the Wider Wan Chai District

Design Considerations and Intentions

3.6.1 The Proposed Development, apart from maximizing the development potential of the Rezoning Site, creates a distinctive landmark within the HKCEC cluster providing a mix of C&E facilities, Office, and Hotel uses while respecting the existing urban fabric of Wan Chai. Elements to improve the overall district are discussed below:

Site & Building Development Parameters

3.6.2 The deposition, massing and height of the building are thoughtfully considered with respect to optimization of development potential, relief to the congested environment and sustainable green building design.

Building Layout and Disposition

- 3.6.3 In order to fully maximise the use of the Site, the tower portion including the office and hotel uses are proposed to be located at the corner of the site (approx. 25% of the Site), while the largest portion of rectangular area (approx. 75% of the Site) will accommodate the C&E halls with long span structure system to enable column-free spaces to provide maximum flexibility required for C&E facilities (*Figure 3.1* refers).
- 3.6.4 This also enables the proposed C&E facilities to be aligned with the existing HKCEC Phase I Development. Apart from fulfilling the functional requirements of maximizing C&E facilities, the disposition also ensures that maximum separation from the adjacent Central Plaza is provided for visual and ventilation corridor in between these two landmark buildings.

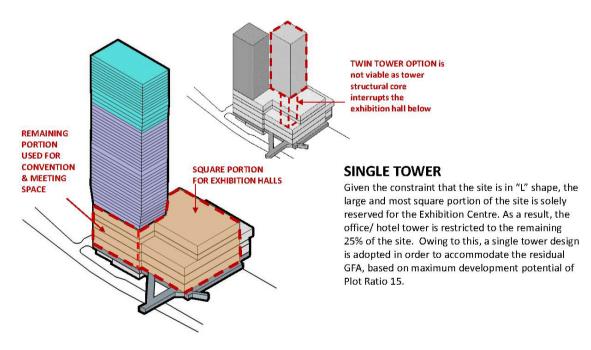


Figure 3.1 – Rationale on Building Layout and Disposition

3.6.5 The provision of column-free spaces required for C&E facilities would otherwise be rendered not feasible should alternative designs where a tower development is located above the C&E facilities, i.e. where the structure of the tower development (i.e. core, columns, etc) would be required to extend to the ground and disrupt the C&E facilities. For this reason a single tower option is pursued.



3.6.6 Recognising the C&E facilities located within the podium structure, to mitigate the presence of the podium building, special façade treatment will be applied to minimize bulky and monotonous appearance while providing opportunities for additional greenery to be incorporated into the building's frontage.

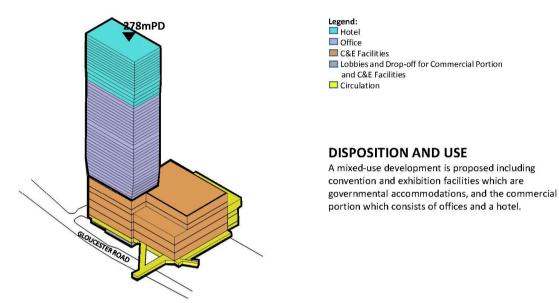


Figure 3.2 – Rationale on Building Disposition and Use

3.6.7 The key commercial uses including Office & Hotel are grouped in one tower to optimize the building footprint (*Figure 3.2* refers). A similar consideration was also made to allow for higher floor plate efficiency for Office and Hotel uses as far as practical. The built form of the high-rise central tower is designed to maximise the efficiency of the floor plate for grade-A office and hotel uses while taking into account the maximum permissible site coverage. The size of the floor plate of the central main block is designed to balance building efficiency, building height, and the provision of visual corridors and air paths. The optimum design for commercial developments should have as few columns as possible within the lease span area to enable higher flexibility in the office layout.

Building Set back

3.6.8 To allow for greater flexibility in the design of buildings, the Proposed Development will adopt the Set Back Approach prescribed in PNAP APP-132 for Site Coverage and Open Space Provision to maximize development potential of the WCGT Site to enable C&E Facilities while achieving the Proposed Building Height. In this regard, the Proposed Development will be setback from Gloucester Road by 8% (approx. 1,303m²) of the Site Area (16,299m² is adopted) enabling a wider and open pedestrian environment along existing bus stops at Gloucester Road (*Figure 3.3* refers). The setback area will be properly landscaped and/or paved and open, uncovered and without any permanent building structures other than the landscaped features and perforated boundary walls. The set back will be opened for the public in order to improve the street environment. Furthermore, opportunity to provide more spaces for greening opportunities to enhance visual experience and air quality for pedestrians will be allowed.



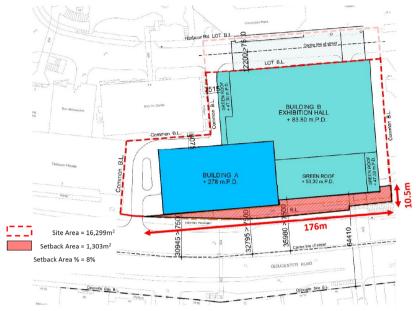


Figure 3.3 – Proposed Set Back Approach

3.6.9 With the adoption of the Set Back Approach, the site coverage of the low and mid zone are relaxed from 65% above 15m in order to accommodate the C&E Facilities. While this results in a large building bulk at the low zone, this would be mitigated by special façade treatment and vertical greenery at the low and middle zone, which otherwise would not be possible due to limited façade area. The Tower Development adopts a Site Coverage of not more than 25% (lower than the allowed 65%) to enable greater visual and air permeability through the Rezoning Site. The adoption of the Set Back Approach is scheme specific and provided as reference and is subject to future design application and to BD's approval.

Innovative Building Design

- 3.6.10 The Proposed Development will secure the status of Wan Chai North as the paramount exhibition hub of Hong Kong if not the whole of Asia. The Rezoning Site is in a prime urban location suitable for mega tower development in terms of legibility and overall city form. In addition, the Rezoning Site is located within an existing C&E cluster, which as an important functional aspect of city-wide significance. The Proposed Development also acts as a visual attraction that links/draws pedestrians towards the Wan Chai North Area and the Waterfront.
- 3.6.11 The architectural design of the development shall correspond to the identity and quality of the urban fabric of Wan Chai North district and the Harbourfront. The Proposed Development will incorporate green building concepts and will also be responsive to the surrounding environment and developments. Energy Regeneration facilities and energy saving features will be incorporated in the Proposed Development to help combat greenhouse effect and reduce carbon footprint. The architectural design of the development shall respond to the identify and quality of the urban fabric of Wan Chai district which is predominantly commercial in nature with curtain wall design widely adopted for the towers in the District. A Curtain wall design is expected to be used in the Tower Development. High performance Insulated Glass Units will be used in order to reduce solar energy absorption as much as possible. Furthermore, external reflectance of the glass will be below 20% to prevent light pollution and nuisance to the neighborhood, while enabling the Proposed Development facade to blend in with the sky. The Proposed Development will strengthen the identity to the district while still being compatible with the surrounding developments in the vicinity. Due consideration in the design to control the effect of glare and reflection on the existing surrounding developments will be made during detailed design.
- 3.6.12 While it is inevitable that a podium design is adopted to house C&E Facilities, in order to mitigate the presence of the podium structure along Gloucester Road, the podium is arranged in a

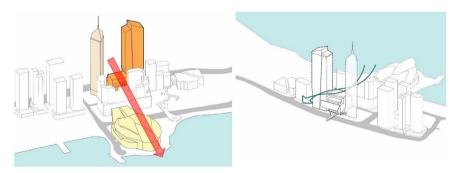


staggered configuration, with the podium being further set backed above level 53.30mPD so as to create visual breakage of the podium façade. The stepped profile of the podium along Gloucester Road also creates an opportunity for green terracing, providing landscaped areas for C&E facilities users whilst reducing the heat island effect. Apart from the creation of the green terracing, the stepped profile enhances visual relief towards the Proposed Development while preserving the maximum development potential within the Rezoning Site.

3.6.13 Green terracing also helps enhance the vibrancy of Gloucester Road by bringing activities to the podium edge, especially in the context where exhibition halls within the podium are introvert in nature when compared with other commercial developments. Also, Instead of adopting pixilated approach in usual retail podiums (which is not applicable for exhibition halls), vertical greening will be adopted on the podium façade to enhance visual interest and also improve the green environment in the district.

Interface with Surrounding Context

- 3.6.14 Apart from the functional arrangement of the Proposed Development, the building mass is allocated to address and respect the adjacent context (eg. Shui On Centre, Central Plaza & Hong Kong Convention and Exhibition Centre (Phase I) etc.) in terms of interfaces with existing exhaust louvres, discharge of building exits or prescribed windows of the surrounding buildings. Different design approaches like local setbacks along Harbour Road and Gloucester Road, adjustment of façade openings and alteration works to existing HKCEC Phase I will be proposed to address the interfaces between the proposed building and the existing buildings and thus to minimize the adverse impact to the surrounding buildings.
- 3.6.15 Furthermore, the Proposed Development will act as a landmark gateway towards the C&E Cluster of HKCEC Phase I & II, enabling a logical entrance for visitors arriving from MTR Wan Chai Station vis O'Brien Footbridge towards the Wan Chai North Area. The disposition of the Proposed Development has maintain the visual and breeze corridor of HKCEC Phase 1 and it tower disposition ensures maximum distance from Central Plaza (Approx. 96m) (*Figure 3.4* Refers).



Disposition of the Development the visual and breeze corridor of HKCEC Phase 1 is maintained.





New Development and Central Plaza form a gateway when viewed from Victoria Harbour

Disposition ensures maximum distance from Central Plaza

Figure 3.4 – Relationship with surrounding context



Building Height

- 3.6.16 The Proposed Development, at a BH of 278mPD, will re-enforce the landmark C&E cluster at Wan Chai North, that slightly exceed the 20% building free zone when viewed from some angles and creating an eye catching built form from the Kowloon, which flexibility is allowed under HKPSG on individual merits and for special landmark buildings to give punctuation effects at suitable locations. The landmark status of the C&E Cluster reinforces the sense of centrality and significance of the development. The building height is crucial to a make a presence of the building otherwise the development will be veiled by the existing developments along the waterfront.
- 3.6.17 In a wider Wan Chai District context, the Proposed Development provides a logical increase in building height from HKCEC Phase II by the waterfront towards the Wan Chai Hinterland. The transition from the iconic low-rise HKCEC Phase II along the Waterfront towards the taller buildings clustered around the HKCEC Phase I (including the existing developments at the Rezoning Site) is maintained, to avoid dominating the harbour and to increase permeability to the waterfront. The varying building height profile of the Wan Chai North Area is also maintained.





A stepping building height profile is formed with HKCEC Phase 1 & 2 and Central Plaza when viewed from the Waterfront

Figure 3.5 – Building Height Profile



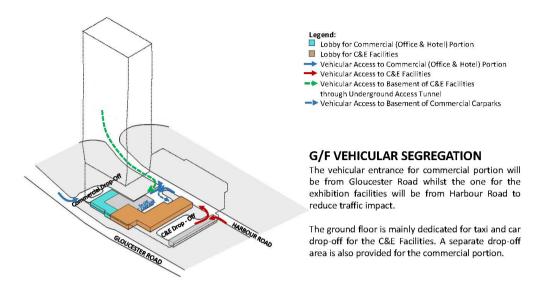
- 3.6.18 The existing commercial character would remain the same upon completion of the Proposed Development. Furthermore, the BH of the Proposed Development is compatible with Central Plaza, which protrudes the ridgeline, and other surrounding developments, creating interesting and appropriate skyline profile. The proposed tower will be juxtaposed with the Central Plaza and create a twinning effect vis its building scale, building height and the commercial building appearance. The building group adds visual interest to the urban skyline by giving emphasis or a punctuation effect and reinvigorates the Hong Kong Skyline. Furthermore, separation from Central Plaza as far as practical will help reduce wall effect and potential perception of large bulk from Kowloon side (*Figure 3.5* refers).
- 3.6.19 With reference to the Visual Impact Assessment provided in *Appendix 4*, the Proposed Development is considered compatible with its surrounding context. The Proposed Development will be visually compatible with the surrounding high-rise building design languages with greenery provision throughout the Proposed Development.
- 3.6.20 From a wider perspective, the Proposed Development would maintain a certain degree of visual balance and compatibility to the local urban surrounding context, also benefiting the regional context. Although the height of the Proposed Development will slightly exceed the background ridgeline when viewed from the Cultural Centre, the proposed height is deemed appropriate given the international importance of the Wan Chai North C&E hub, a height that is comparable to that of the adjacent Central Plaza, and the creation of a significant/iconic cluster and landmark warrenting punctuation effect to Wan Chai district, the skyline, and a strong backdrop to the existing HKCEC cluster when overlooked from Kowloon Peninsula. The Proposed Development is anticipated to be visually compatible with the surrounding buildings and in an appropriate contrast to the overall visual context where looking over from the Kowloon side.
- 3.6.21 The building footprint and floor-to-floor height of different uses are optimized to accommodate the proposed uses while meeting the statutory and technical requirements of each usage. The C&E halls of the Proposed Development are proposed to integrate with the current HKCEC Phase I, and as such, the floor height and levels are proposed to match the existing level for seamless connection in between the existing and proposed exhibition halls. For this prominent and iconic site, the tower is targeted to provide offices of the highest grade in Hong Kong. Based on the current market trend and standard, a minimum floor-to-floor of 4.3m is adopted. A more rectangular typical floor plate is also adopted to allow the greatest flexibility for use in future to meet market trend for luxurious hotels in the context of new foundation code and possible new seismic requirements which may be in place at the time of the construction.

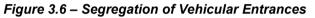
Vehicular Arrangements

Multi Vehicular Access Points to address Different Uses

3.6.22 The Proposed Development has 2 frontages available for opening of at-grade vehicular access – one at Harbour Road and the other one at Gloucester Road. To facilitate the transport demand between different uses and ancillary operations of the Proposed Development, multi vehicular accesses points are proposed to maximize traffic efficiency within the Proposed Development. Three (3) at-grade access points are proposed – two located at Harbour Road westbound carriageway and one located at Gloucester Road eastbound carriageway (ingress only). The eastbound carriageway of Gloucester Road is proposed to be widened by an additional lane by setting back the existing kerbline from the junction of Fenwick Street/Gloucester Road to the bus stop to facilitate the new ingress point at Gloucester Road and to allow operational flexibility and improve the road capacity (*Figures 3.6 and 3.7* and *Appendix 3* refers).







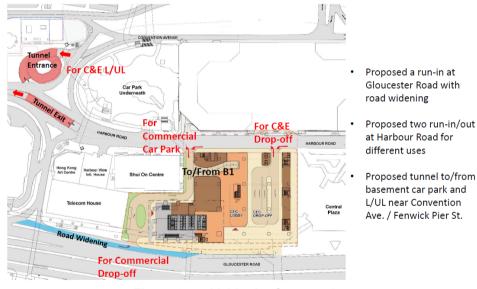


Figure 3.7 – Vehicular Segregation

3.6.23 As indicated in *Para 3.5.1* above, to address the operational needs of C&E facilities with high traffic demands during events and exhibitions, a car park tunnel which provide a direct connection to the proposed basement car park and L/UL area is proposed near Fenwick Street to mitigate the traffic impact to Harbour Road and Gloucester Road.

Internal Transport Arrangements

3.6.24 A total of 884 nos. of private car parking spaces (including 6 disabled parking), 49 nos. of motorcycle parking spaces, 89 nos. of Loading and Unloading Bays (23 LGV and 66 HGV), and 33 Pick-up/Drop-off (30 Private Car and 3 Coach) will be provided for the Proposed Development. The proposed internal transport provision for Office and Hotel uses are based on the upper-end of the HKPSG recommendation. As HKPSG does not have a recommended transport provision for exhibition facilities, the existing transport provision rate of HKCEC is adopted to estimate the required transport provision for the proposed exhibition facilities (*Appendix 3* refers).



Improvement to Parking Provision in the District

- 3.6.25 Besides providing the high-end of internal transport provision recommended under the HKPSG for the Proposed Development (i.e. 754), an additional nos. of 130 parking spaces would be provided for the use of public. The additional parking spaces could help alleviate the car parking demand in the district (*Appendix 3* refers).
- 3.6.26 To maximize the usage of the proposed loading bays as well as to provide public benefit, it is proposed that the L/UL bays for office/hotel use would be opened to the public for night-time parking when there are no planned events in order to relieve the night-time parking demand of goods vehicles in the district.

Enhancement to the Local Road Network

- 3.6.27 The Proposed Development will provide a number of improvement measures to improve the overall traffic conditions of the Wan Chai North area:
 - (a) To facilitate the new ingress point of the Proposed Development and improve road capacity on Gloucester Road, the eastbound carriageway of Gloucester Road is proposed to be widened to provide one additional traffic lane and an access road to the Proposed Development, by setting back the existing kerbline from the junction of Fenwick Street/Gloucester Road to the existing bus lay-by. Further upstream, the junction of Gloucester Road/Fenwick Street is also proposed to be modified. The proposed modifications could facilitate a segregated "service lane" separated from the main line traffic of Gloucester Road. By providing the ingress at Gloucester Road, vehicles from Gloucester Road Eastbound could directly access the proposed office/hotel instead of travelling via Harbour Road and the critical junction of Harbour Road/Fleming Road. Therefore, unnecessary traffic detour could be minimized and hence relieving the traffic pressure at Harbour Road. The proposed modification of Gloucester Road/Fenwick Street junction would also improve the safety of vehicles merging into Gloucester Road from Fenwick Street, as the existing vehicular sightline is very restrictive due to the presence of footbridge column. Moreover, the proposed modification could facilitate a better utilization of the additional kerb side lane all the way upstream of Fenwick Street.
 - (b) As indicated in *Para 3.5.1* above, a tunnel under Harbour Road is proposed to serve the C&E facilities. With the proposed tunnel, traffic to the basement of the Proposed Development could access the loading/unloading area or car park directly at the junction of Harbour Road/Fenwick Street, without affecting the traffic conditions at Harbour Road and Gloucester Road. The underground tunnel also provides more than 200m long queuing spaces for potential queuing during mega events if necessary, and mitigates the impact to atgrade traffic. To facilitate the tunnel connection, the planned roundabout at Harbour Road/Fenwick Street under WDII would require to be modified. The following modifications would be required to maintain all the traffic movements with the original planning:
 - The eastbound carriageway of Gloucester Road is proposed to be widened to provide one additional traffic lane and an access road to the development;
 - Modify the junction of Gloucester Road/Fenwick Street to provide a segregate "service lane";
 - Junction of Convention Avenue/Harbour Road would become a priority junction;
 - Fenwick Pier Street eastbound will be extended to connect with Harbour Road eastbound;
 - A traffic lane of Convention Avenue will be connected to Lung King Street to serve the westward traffic;
 - Slip road of CWB will be realigned to join Lung King Street;
 - Lung King Street will reverse its direction to be westward and southward;
 - Lung King Street westward carriageway will be widened from 5.6m to 7.5m to have 2 traffic lanes;



- Lung King Street southbound will be realigned and widened, and have a signalized junction with Fenwick Pier Street;
- A small section of the southern footpath of Harbour Road near its junction with Fenwick Street would be setback to facilitate the proposed tunnel exit;
- Performing Arts Avenue near Fenwick Pier Street would be modified to allow N-E movement.

The tunnel design and associated modifications could divert development traffic ingress and egress conveniently via trunk/primary roads. The tunnel entrance is located close to CWB westbound which is a direct route for traffic from Eastern District. A right-turn pocket is proposed at Convention Avenue in front of the tunnel to provide direct access for traffic from Lung Wo Road. The tunnel exit is close to Fenwick Street Flyover and Lung Hop Street, which could divert traffic to Gloucester Road and Lung Wo Road directly.

- (c) In order to maintain the operation of the Proposed Development and avoid affecting the connected public carriageway due to any unexpected issues/blockage, a traffic arrangement plan for such situations has been devised and would be implemented to make sure the vehicles could entry/leave the Proposed Development.
- 3.6.28 Details of the above improvement measures are provided in the Traffic Impact Assessment provided in *Appendix 3*.

Pedestrian Connectivity

- 3.6.29 The Rezoning Site is an integral node within the Wan Chai North District Core that serves as a key pedestrian point/route for those transversing between Wan Chai Harbourfront, HKCEC facilities and surrounding office developments to the Wan Chai Hinterland. Recognising that integration, connectivity, and walkability are key objectives in the design of the Proposed Development, reference is made to the existing pedestrian and traffic pattern of Wan Chai to create interesting and accessible pedestrian linkages with good visual and physical connectivity.
- 3.6.30 Link bridges are extensively adopted in existing Wan Chai to interlink the buildings podium and facilitate pedestrian movement from MTR Wan Chai Station to the Rezoning Site and surrounding commercial district. The Proposed Development targets to maximize integration with the existing pedestrian footbridge network, while enabling improved and enhanced routes through an integrated pedestrian circulation network separated from vehicular traffic at ground level where practical. Enhanced pedestrian mobility will help improve the quality of the urban environment and contributing to a healthy lifestyle while also relieving some of the traffic congestion in the area.
- 3.6.31 Visual Illustrations demonstrating the pedestrian connectivity and environment enabled by the Proposed Development are provided in *Appendix 1.*

Widening of Pedestrian Walkway & Preservation of Ventilation Corridor

- 3.6.32 To enhance the quality of the pedestrian environment, the Proposed Development aims to retain and create building setback to improve the environmental quality at pedestrian level and mitigate any street canyon effect. Building separation, building setback, and intervening spaces are allowed along the site boundary to act as ventilation corridors for better permeability and air movement. Building is set back way beyond the minimum 7.5m requirement from the centre of the street in order to avoid street canyon effect.
- 3.6.33 The existing footpaths at Gloucester Road are proposed to be widened by setting back the podium from the street, while setback from Central Plaza will create a visual and ventilation corridor that is fully landscaped for public enjoyment. Together with the pedestrian footpath, this provides scope for streetscape enhancement such as roadside planting and would create a more spacious area near the bus stop areas along Gloucester Road.



Enhancing Seamless Pedestrian Connection

3.6.34 The Proposed Development optimizes and rationalize existing pedestrian traffic pattern through an integrated elevated pedestrian footbridge system (*Figure 3.8* refers). Pedestrian connection will be well integrated with the existing and planned footbridge system of Wan Chai, while a multi-level pedestrian access will be available to improve connectivity and maximize permeability through the Site.

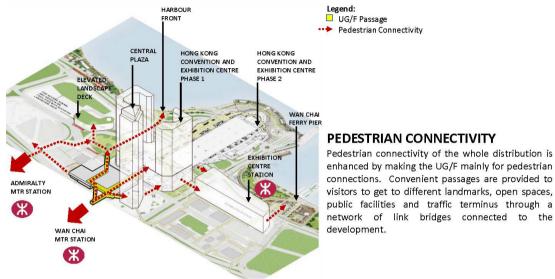


Figure 3.8 – Enhanced Pedestrian Connectivity

- 3.6.35 The provision of undisrupted, barrier free and inter-connecting pedestrian network will greatly enhance the internal and external connectivity of the Rezoning Site, and that travel time of pedestrians could be vastly reduced with less conflict between pedestrians and vehicles. Recognising that the Proposed Development is strategically located at the heart of Wan Chai North, a comprehensive and user-friendly multi-level pedestrian network, connecting not only the facilities within the Proposed Development, as well as existing and proposed link bridges/footbridges connecting the Site to surrounding MTR stations, i.e. Wan Chai Station, Admiralty Station and Exhibition Centre Station, and adjacent areas and facilities will be provided to improve the pedestrian connectivity throughout the Wan Chai North Area and to the wider Wan Chai Area. It will provide direct, unobstructed and convenient linkages for the pedestrians. Improvements include:
 - (a) The C&E facilities will be connected to HKCEC Phase 1 from UG to 5/F for seamless integration so that they can work together as a whole for extremely large events.
 - (b) An elevated pedestrian connection over the existing Harbour Road is proposed to connect the Proposed Development and the existing HKCEC. The level of the proposed pedestrian connection will be aligned with the existing O'Brien Road footbridge as to provide a convenience and smooth connection for pedestrians. With the proposed elevated pedestrian connection in place, pedestrians could travel directly between the Proposed Development and the existing HKCEC/ MTR Exhibition Centre Station and relieve the pressure of the existing footbridge connecting HKCEC and Central Plaza.
 - (c) The existing O'Brien Road footbridge is proposed to be widened by providing a barrier-free branch of the footbridge at the north end over Gloucester Road eastbound to relieve the existing pressure on the O'Brien Road footbridge and to cater for the increase in volume of visitors during large exhibitions being carrying out by the exhibition centres. Diversions are made possible so that people going to exhibition centres can be separated from people going to the rest of the Wan Chai North Area, such as the ferry terminal and MTR Exhibition Centre Station, through the footbridge connection to Central Plaza.



- (d) A new footbridge across Fleming Road is proposed to provide direct pedestrian connection between MTR Exhibition Centre Station and HKCEC Phase II, and relieve the pedestrian pressure to the existing footbridge between Great Eagle Centre and HKCEC due to the opening of MTR Exhibition Centre Station.
- (e) Through the C&E Facilities, a new link bridge is proposed for the connection to the existing West Garden which is at present underutilized due to poor connectivity. It is anticipated that because of this new, convenient and barrier-free connection, this existing large open space in the District can be more easily accessed and used by the Public. Connecting to the future landscape deck above the tunnel entrance and the New Central Harbourfront through the elevated pedestrian network, it will form the a major leisure space for the whole Wan Chai district.
- (f) A new footbridge across Gloucester Road to the Proposed Development to replace the existing footbridge near Luk Kwok Hotel is also proposed to strengthen the north-south connection between Wan Chai South and the Proposed Development.
- (g) The existing footbridge adjacent to the Telecom House would be extended and modified to provide a more convenient east-west connection between Admiralty Station and the Proposed Development. A cautionary crossing would be added across Fenwick Street for atgrade pedestrian use. The pedestrian connection between Admiralty station and the Proposed Development / HKCEC could be improved.
- (h) Reprovision of the existing footbridge across Convention Avenue affected by the proposed tunnel entrance.
- (i) A wide at-grade pedestrian connection is proposed to provide an open space for public as well as north-south pedestrian connection between Gloucester Road and Harbour Road. The connection could also serve as a queuing area during the mega public event of exhibition as necessary.
- 3.6.36 Details of the above improvement measures are provided in the Traffic Impact Assessment provided in *Appendix 3*.

Barrier Free Facilities

3.6.37 To enhance the pedestrian experience, provision / improvement of uninterrupted access including lifts, elderly friendly and barrier-free access will be provided within the Proposed Development and connecting pedestrian network where possible. Barrier Free Access will be provided to cater for the disabled to all landscape areas in accordance with the requirements of Design Manual – Barrier Free Access from Buildings Department.

3.7 Conceptual Landscape Design Framework

3.7.1 The arrangement of landscape spaces incorporates careful planning to ensure ease of access, sustainability in terms of material use, intended programme of space and adaptability to maximize visual and functional effectiveness. The landscape framework is formed by a number of key components and providing an interconnected open space network, amenity areas and landscape elements of trees and shrub planting, which responds to the needs of the future users and the general public. The framework creates a pedestrian friendly walking environment through a sustainable design approach. As one of the design considerations of the Proposed Development is to allow seamless integration with the existing HKCEC development, the landscape design strives to adopt features of HKCEC, such as incorporating the unique curvy building profile of the HKCEC, the flower image of nearby Golden Bauhinia Square and the characters of *Bauhinia x blakeana* itself, to express the dynamic of on-going, and extension character, and also to create a sense of union with the existing HKCEC and Golden Bauhinia Square (*Appendix 2* refers).



Proposed Open Spaces

- 3.7.2 The Proposed Development is a mixed-use tower, targeting the regular office users, occasional exhibitors, hotel guests and the general public. An Open Space area at-grade for public use at reasonable hours functions as an Entrance Plaza to the C&E facilities with landscaping and shading and a visual relief/ respite in the intensely built local environment. The hotel entrance at the western side of the Proposed Development will provide an arrival hall for visitors integrated with natural elements, where a central oval planter is proposed to mimick a mini natural forest; a free-standing green wall will be erected at the edge of the Site (adjacent to Telecom House) as a welcoming backdrop of the central planting area. The set backed building line along Gloucester Road frames a valuable planting opportunity for street trees and as a pleasant greening and shady environment to the nearby bus stop users.
- 3.7.3 The Entrance Area will have a balanced share of hardscape and softscape with planting delineating the public footpaths along the abutting streets but also allowing pedestrians to transverse between the Rezoning Site and the abutting sidewalk seamlessly and visual permeability. The integration of the structural supports for Proposed Development into the landscape design of the Entrance Area would be considered which may include integrated seating, vertical greening and lighting design.
- 3.7.4 A continuous public sitting out area for public use at reasonable hours connecting to Fleming Road Garden (adjacent Central Plaza) is also proposed at the main access in the eastern side of the Rezoning Site, improving the walking experiences with meandering landscaped passage and plantings. Integrative sitting is proposed at sitting out area encouraging the users to intimate with the urban nature. The sitting out area is well integrated with the surrounding landscapes. Planters are provided at ground level by the lobby entrance to extend the landscapes from inside to outside. The streetscape and the footpath shall be of quality design and properly treated with amenity plantings on different levels (at grade, vertical greening, etc) in order to enhance the connectivity, both visually and physically, between the Entrance Area of the Proposed Development and the surroundings.
- 3.7.5 Special paving will be adopted to add visual interesting to the spatial configuration, while providing visual continuity between all Open Space Area and Entrance Area with the abutting sidewalk to form an integrated landscape design.
- 3.7.6 The provision of roof-top greening above the C&E facilities and connection above Harbour Road for workers of the proposed users will act as a green visual linkage while providing opportunities for incorporating ornamental landscape planting, seating, and landscape feature lighting.
- 3.7.7 Although located outside the Rezoning Site, a landscape deck will be implemented over the tunnel entrance portal at Fenwick Pier Street. The landscape deck consists of greening areas and sitting out areas for the general public. The landscape deck will provide approx. 3,000 sqm. of public open space for the District. By connecting West Garden, the proposed landscape deck, promenade open spaces, an integrated new network for leisure and pedestrian connection is formed.
- 3.7.8 Visual illustrations demonstrating the Conceptual Landscape Design are provided in *Appendix 1 and 2*.

Proposed Building Edge Treatment

3.7.9 In order to soften the building profile and enhance the working environment, landscape terraces are proposed at various levels, providing planting areas and sitting areas for workers of the Proposed Development (*Appendix 2* refers). Vertical greening at the low and middle zone will also be considered.



Proposed Streetscape Enhancement

- 3.7.10 The building line has been set back along Gloucester Road to maximize the width of pedestrian path, not only creating more seamless planting areas with different layers of shrubs and trees, but visually and physically increasing the pedestrian path. Furthermore, tree planting is also proposed along Gloucester Road (outside site boundary) where appropriate to match with the landscape character of Fleming Road Garden (adjacent Central Plaza), collectively forming a tree-lined boulevard for the streetscape.
- 3.7.11 In order to direct the public into the sitting out area, the paving pattern design within the Rezoning Site boundary will be integrated with the pavement at Gloucester Road and Harbour Road to minimize the visual discrepancy between landscape area within the Site and the public pedestrian path. The proposed Streetscape Enhancement Scheme is enclosed in (*Appendix 2* refers).

Improvements to the Wider Open Space Network

- 3.7.12 The Proposed Open Space within the Proposed Development is comprehensively designed to enable a multi-functional public realm by interweaving the open space with pedestrian routes (particularly the commonly used elevated walkways) and access to transport facilities in order to enhance pedestrian friendliness and vibrancy of the urban environment. The physical planning of Wan Chai North area over the year has resulted in fragmented parcelling of land, separated by major roads such as Lockhart Road, Hennessy Road and Gloucester Road. In order to facilitate pedestrian connection transversing the Wan Chai North Area, a series of elevated pedestrian networks was developed. The footbridge across Hennessy Road to Gloucester Road acts as the pedestrian artery of Wan Chai district, directing pedestrian flow from MTR Wan Chai Station to the waterfront area.
- 3.7.13 Enabling an Open Space Network As demonstrated in Para 3.6.35, the Proposed Development integrates with the existing elevated walkway network to foster a comprehensive footbridge network that enables better pedestrian connections with the Wan Chai North Area and the hinterland through connection with the main footbridge artery across Hennessy Road to Gloucester Road towards the surrounding areas. This comprehensive pedestrian network, both elevated and at-grade, also acts as connection to a series of diversified types and scales of public spaces found in Wan Chai and Wan Chai North areas, allowing for easier access for public leisure and enjoyment, including towards the West, to West Garden, Proposed Landscaped Deck at Fenwick Pier Street, Future Landscape Deck over Lung Wo Road towards the New Central Harbourfront; and towards to East, to Fleming Road Garden (east of Central Plaza), Harbour Road Garden, future public spaces at MTR Exhibition Centre Station towards the Wan Chai North Harbourfront Areas (Figure 3.9 refers). This network would enable more convenient and direct access to the currently underutilized open spaces (i.e. West Garden). This connectively forms a greening open space network, that not only the office workers in the areas, but also residents in the greater Wan Chai District could enjoy. Each of these public spaces offer a unique experience and sceneries to the users, creating a journey for users to discover their neighbourhood.
- 3.7.14 **Enhancing the Pedestrian Experience** The new footbridge network enhances the pedestrian experience by seamlessly connecting to surrounding communal spaces such as Proposed Landscaped Deck at Fenwick Pier Street, Future Landscape Deck over Lung Wo Road towards the New Central Harbourfront. Also, barrier-free measures are adopted to facilitate the needs of different types of users. Landscaping along different bridges such as paver designs, the usage of plants and the designs of bridges itself also upgrade the walking experiences, facilitate wayfinding and orientation to pedestrians.
- 3.7.15 **Enhancing View Opportunities** The Proposed landscaped Deck at Fenwick Pier Street generally in +11.00 height, provides a high point to overlook the magnificent view of Victoria Harbour and the harbourfront area. Provision of view deck at the proposed landscape deck would enhance view opportunities. Furthermore, the proposed footbridge network interweaving



between buildings, Harbour Road, Gloucester Road brings multi perspectives of the cityscape to pedestrians.

Sustainable Planning and Green Building Design

3.7.16 The Development will also follow the Sustainable Building Design Guidelines ("**SBDG**") under PNAP APP-152, while green building design elements such as sustainable energy and water use, and good indoor environmental quality for the development will also be encouraged & adopted in detailed design stage where appropriate.

Compliance of Statutory Requirements and Ancillary Regulations

3.7.17 To foster a quality and sustainable built environment and living space, the overall bulk of the Development is designed in compliance with the statutory requirements including Building (Planning) Regulations ("B(P)R") on provisions of Plot Ratio, Site Coverage and prescribed windows etc and SBDG on design parameters of building separation,-building setback and site coverage of greenery etc.

3.8 Tentative Implementation Programme

Due to the massive scale for the relocation of existing facilities, which involves 28 government departments and the Judiciary with over 10 000 staff, as well as the time required to construct various new government buildings for relocation, it is anticipated that Wanchai Tower, Immigration Tower, and Revenue Tower will be vacated after the replacement building projects are completed, the last one of which is targeted to be completed by end 2026. As for the Kong Wan Fire Station, the reprovisioning project will be completed by 2027. The Proposed Development is expected to be completed by 2034. Recognising associated works, including pedestrian connection improvements and landscape deck over tunnel entrance, form key parts of the Wan Chai North Redevelopment Project, it is anticipated associated works be completed in line with the completion of the Proposed Development by 2034.

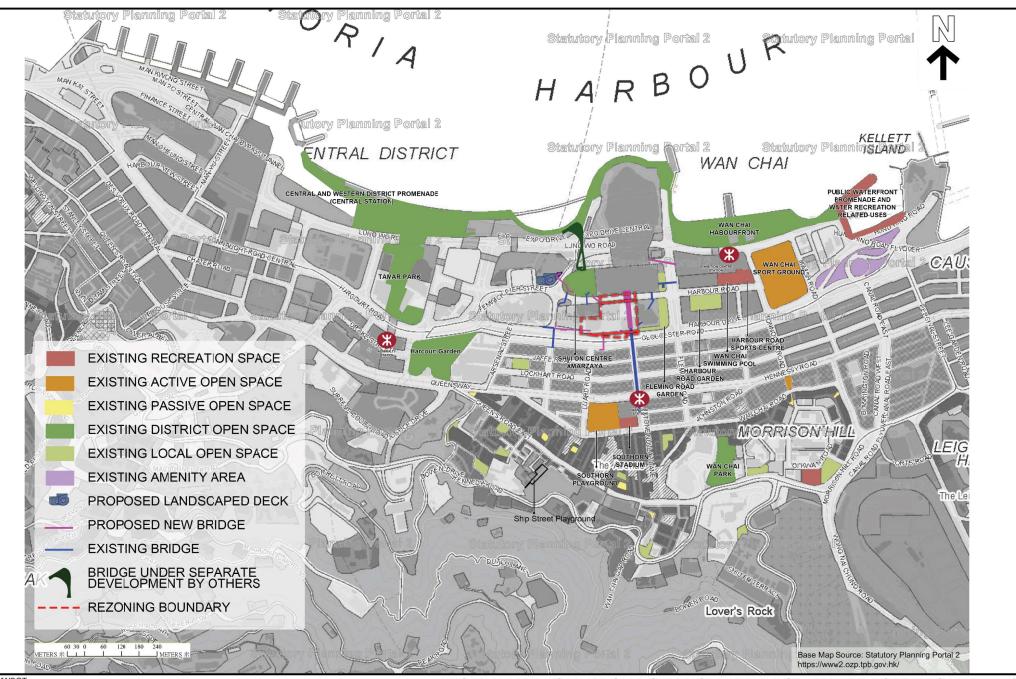


FIGURE 3.9 OPEN SPACE DISTRIBUTION IN THE SURROUNDING

HKCEC/WCGT



4 PROPOSED AMENDMENTS TO THE OZP

4.1 Proposed Amendments to Matters Shown on the OZP

4.1.1 It is proposed to amend the Rezoning Site to "Other Specified Use (6)" annotated "Exhibition Centre with Commercial Development" ("OU6" annotated "Exhibition Centre with Commercial Development"). The Planning Intention of the "OU (Exhibition Centre with Commercial Development)" zone is "intended primarily for the provision of exhibition and convention facilities and commercial and business uses to meet the economic need of Hong Kong." With a view to maximising development potential and to enable seamless with existing HKCEC Phase 1 as demonstrated via the Proposed Development, a maximum GFA restriction of 231,660m², and maximum BHs of 278mPD and 60mPD for the sub-areas (a) and (b) respectively is proposed to be imposed on the Rezoning Site (*Figure 4.1 and 4.2* refers).

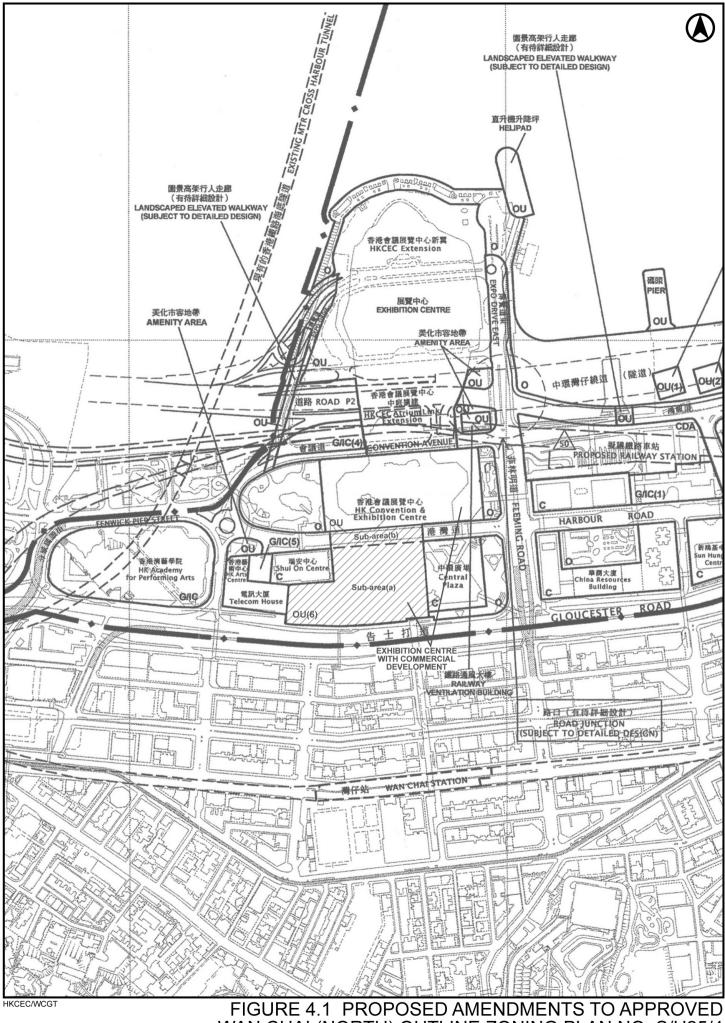


FIGURE 4.1 PROPOSED AMENDMENTS TO APPROVED WAN CHAI (NORTH) OUTLINE ZONING PLAN NO. S/H25/4 SCALE 1 : 5,000

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 "Exhibition Centre with Commercial Development" Only

Eating Place Exhibition or Convention Hall Flat *(except on land designated "OU(6)")* Hotel Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Clinic Public Vehicle Park (excluding container vehicle) Public Utility Installation Shop and Services Social Welfare Facility Utility Installation for Private Project Educational Institution Government Use School

Planning Intention

This zone is intended primarily for the provision of exhibition and convention facilities and commercial and business uses to meet the economic need of Hong Kong.

<u>Remarks</u>

(1) On land designated "OU(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 a maximum gross floor area of 231,660m², or the gross floor area of the existing building, whichever is the greater. In addition, for sub-areas (a) and (b), 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 building height of 278 metres above Principal Datum and 60 metres above Principal Datum respectively, or the height of the existing building, whichever is the greater.

(Please see next page)

<u>S/H25/4</u>A

(2) In determining the maximum gross floor area 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 and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

- 10 -

(3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the gross floor area and the building height 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)



5 JUSTIFICATIONS IN SUPPORT OF THE PROPOSED PLAN AMENDMENT

5.1 In line with Government Policy

- 5.1.1 With reference to The Chief Executive's 2017 Policy Address, the proposed Plan Amendment will enable the redevelopment of the WCGT Site into a new C&E venue with Hotel and Office Facilities to support the C&E industry and Hong Kong's role as an international centre for commerce and trade. The Proposed Development also capitalises on the opportunity to improve the traffic and pedestrian arrangements in the Wan Chai North Area, including strengthening of the pedestrian network and improved connectivity to open space in the area. The integration of the Proposed Development with the existing HKCEC will ensure synergy in C&E activities and also allow seamless access for workers, visitors, and the public alike traversing from the Wan Chai Hinterland to the New Central and Wan Chai North Harbourfronts.
- 5.1.2 In line with The Chief Executive's 2018 Policy Address and HK 2030+, the redevelopment of the WCGT Site will enable the freeing up of prime commercial land previously occupied by Government Offices, which do not require a prime location, for the Proposed Development that would enhance the synergy between C&E venues and facilities in the vicinity. The Proposed Development has fully capitalised on the development potential to ensure limited land supply is maximised. In view of 'Single Site, Multiple Use' approach, the Proposed Development has also incorporated a number of complementary uses to maximise land use efficiency.

5.2 Meeting the Demand for Convention and Exhibition Facilities

- 5.2.1 The *Demand Study for Convention and Exhibition Facilities in Hong Kong* concluded that under the base case scenario, about 132,000.00m² additional C&E space would be required to capture all unmet demand at peak periods in Hong Kong by 2028. The Proposed Development will increase venue capacity in the medium to long term and contribute to meeting the projected shortfall in convention and exhibition space and future growth of the C&E industry.
- 5.2.2 The WCGT Site is the ideal location being adjacent to existing HKCEC facilities to capitalise on critical mass and maximise land use synergies. HKCEC Phase I and Phase II (including the Atrium Link Extension) provide approx. 91 500.00m² of rentable C&E space. Given HKCEC's extremely high utilisation rate and the numerous activities being held there, it is deemed not feasible to expand C&E space on the site without seriously affecting operations. Developing the WCGT Site for C&E facilities can allow for additional venue space without compromising existing and highly demanded space.

5.3 Supporting Demand for Office Development within the Central Business District ("CBD")

- 5.3.1 Hong Kong faces a land shortage problem including lack of sufficient economic land in order to drive sustainable Development and improve the competitiveness of Hong Kong. Wan Chai, being a "Core District" of Hong Kong, forms part of the Central Business District ("**CBD**"). Hong Kong needs a steady supply of CBD Grade A offices to strengthen its role as an international financial and business centre as well as to maintain as a choice location for corporate headquarters/regional headquarters. The Proposed Development will be able to provide Grade A office within a prime location of the CBD, thereby contributing much need office supply to address increasing demand for Grade A office space within the CBD.
- 5.3.2 The Proposed Development will also reinforce the existing CBD by making use of the vacated Site (currently occupied by government offices which does not require prime commercial location) to facilitate the provision of Grade A offices.

5.4 Supporting Tourism and Visitor Demand for Accommodation

5.4.1 The Government, in recent Policy Addresses, has maintained tourism as one of Hong Kong's pillar industries. The Government has adopted the Development Blueprint for Hong Kong's Tourism Industry, in which one of the objectives is to develop a diversified portfolio of visitor



source markets for Hong Kong, with a focus on attracting high value-added overnight visitors and also to consolidate and enhance Hong Kong's status as a travel destination for MICE tourism, regional cruise hub, and Events Capital of Asia.

5.4.2 Furthermore, with the exception of atypical activities in the past two years amid the pandemic, Hong Kong has consistently seen high occupancy rates for Hotels. As illustrated in **Table 5.2**, the Hotel room occupancy rate was 86% and 89% for all Hotels in 2017 and 2018, while **Table 5.3** illustrates Hotel room occupancy rate in Wan Chai was 90% and 92% in 2017 and 2018. It is anticipated that the high demand for High Tariff A Hotel accommodations in Wan Chai District will be maintained in the long run. The proposed provision of High Tariff A Hotel accommodations can help meet such demand.

Table 5.2 Average Hotel Room Occupancy Rate for All Hotels and Guestrooms by Month in the Years 2017 and 2018

	Month	甲級高價酒店 High Tariff A Hotels		乙級高價酒店 High Tariff B Hotels		中價酒店 Medium Tariff Hotels		所有酒店 All Hotels		賓館 Guesthouses	
		2017 %	2018 %	2017 %	2018 %	2017 %	2018 %	2017 %	2018 %	2017 %	2018 %
1月	Jan	84	89	88	92	89	93	87	92	80	84
2月	Feb	83	86	88	91	88	91	87	90	77	83
3月	Mar	88	92	92	92	90	93	90	93	79	85
4月	Apr	86	90	90	91	90	93	89	92	80	88
5月	May	81	85	85	88	85	90	84	88	74	79
6月	Jun	83	88	88	90	89	91	87	90	74	80
7月	Jul	84	88	91	92	94	94	90	91	83	83
8月	Aug	87	91	92	95	94	96	91	94	84	88
9月	Sep	85	82	86	86	89	89	87	86	77	79
10月	Oct	91	90 ĵ	92	92	94	93	92	92	87	88
11月	Nov	93	94 ^	94	95 [°]	96	97 ^	95	95 ^	88	90 ^
12 月	Dec	90	92 ^	92	94 ົ	94	96 ົ	92	94 ົ	85	87
1至12月	Jan-Dec	86	89 ^	90	91 ^	91	93 ^	89	91 ^	80	84 [^]
1至3月	Jan-Mar	85	89	89	92	89	92	88	91	79	84
4至6月	Apr-Jun	83	88	88	90	88	91	87	90	76	82
7至9月	Jul-Sep	86	87	90	91	92	93	89	91	82	83
10 至 12月	Oct-Dec	91	92 ^	93	93 ^	95	95 [^]	93	94 [^]	87	88 ^

A 初步數據,數字在日後得到更多資料時會作出修訂。 Provisional figures, subject to revision later on as more data becomes available.

Table 5.3 Average Hotel Room Occupancy Rate by District in the Years 2017 and 2018

		中西區 Central / Western		灣仔 ⁽¹⁾ Wan Chai		香港東及南區 ⁽¹⁾ Eastern & Southern Hong Kong		尖沙咀 Tsim Sha Tsui	
月份	Month	2017 %	2018 %	2017 %	2018 %	2017 %	2018 %	2017 %	2018 %
1月	Jan	83	89	86	91	82	91	89	94
2月	Feb	84	86	87	88	83	87	89	93
3月	Mar	90	92	91	94	89	91	92	96
4月	Apr	86	90	89	91	88	89	90	93
5 月	May	83	88	85	88	82	83	87	91
6月	Jun	87	89	89	90	88	85	88	92
7月	Jul	87	88	91	91	91	87	91	94
8月	Aug	88	91	92	94	92	91	92	96
9月	Sep	86	86	87	86	88	79	89	87
10 月	Oct	92	92 ^	92	94 [^]	92	88 [^]	93	93 ^
11 月	Nov	94	94 [^]	96	96 [^]	94	95 ^	96	96 ^
12 月	Dec	90	92 ^	93	94 ^	91	91 ^	94	94 ^
1 至 12月	Jan-Dec	88	90 [^]	90	92 ^	88	88 ^	91	93 [^]
1至3月	Jan-Mar	86	89	88	91	85	90	90	94
4至6月	Apr-Jun	85	89	88	90	86	85	88	92
7至9月	Jul-Sep	87	88	90	91	90	86	91	92
10 至12月	Oct-Dec	92	93 ^	94	95 Î	92	91 ^	94	95 ^



5.5 Land Use Compatibility & Suitability of Location

5.5.1 Situated adjacent to the existing HKCEC Phase I and Phase II, the Proposed Development is fully compatible with the surrounding land use context and will complement C&E activities currently provided at HKCEC. The Proposed Development will contribute to the supply of C& E venues and facilities, enhancing the synergies and integration with existing and planned HKCEC facilities in the vicinity and thereby strengthening Wan Chai North as a major C&E hub in Hong Kong. The Proposed Development is not only compatible with the existing built-up commercial nature of the Wan Chan North Area, which mainly comprises of C&E, office, and hotel developments, but also the wider core Wan Chai hinterland, encompassing commercial uses forming the CBD extension. The Proposed Development will also provide complementary Office and Hotel uses, both which will draw in workers and visitors, promote vibrancy and support prolonged stays. The Proposed Development, with its landmark status, is compatible in terms of use and height, and will further enforce the Wan Chai North Area not only as a C&E hub, but as as an important commercial core. In addition, the Proposed Development has proposed a number of improvements to the pedestrian network, enhancing connectivity in the locality and the area, between surrounding developments and Wan Chai Hinterland with Wan Chai North and the Harbourfront. Improvements to the traffic arrangements in the area have also been proposed.

5.6 Conformity with Harbour Planning Principles and Guidelines

- 5.6.1 The Proposed Development has adopted the following design objectives in the planning and design of the Proposed Development:
 - (a) The Proposed Development forms part of an innovative, unique and iconic cluster that will add visual interest to the Harbourfront, and in conjunction with HKCEC Phase I and Phase II developments, contribute to making the Harbour an attractive, vibrant, green, sustainable and accessible World-class asset;
 - (b) The Proposed Development has adopted a range of uses that cater for the economic, social and environment needs of society and is compatible to the surrounding environment.
 - (c) The Proposed Development will provide workers, visitors, and the Public with a range of uses/activities that will create vibrancy and vitality, introducing a sense of enjoyment for the public;
 - (d) The Proposed Development is fully compatible with the locality and the surrounding context given its appropriate development scale and BH. The massing and form will be reduced by façade treatment and landscaping that create visual interest and a multi layered façade motif;
 - (e) The Proposed Development will provide accessible (barrier-free), attractive and high quality open spaces at various levels contributing to the overall surrounding Open Space network;
 - (f) The Proposed Development will provide connections to nearby open spaces thereby increasing visual and physical permeability and help create a sustainable network of lined open spaces in the district.
 - (g) The Proposed Development is a landmark building in line with the building height profile of the area that will create an eye catching building from Kowloon, through its visually interesting building form, contributing to the Victoria Harbour Skyline and enhancing views of the Site from all the Public Viewpoints identified; and
 - (h) The Proposed Development will create a sustainable design that contributes to the economic vitality of Hong Kong, is commensurate with traffic, environmental and infrastructural capacities.
- 5.6.2 The Proposed Development is appropriate in terms of scale, height, massing, sitting and external appearance. It will enhance the Site and make a positive contribution to the locality.

5.7 No Undesirable Precedent

5.7.1 Given the unique nature of the Plan Amendment and its negligible impacts, approval is not likely to set a precedent.



6 TECHNICAL CONSIDERATIONS

6.1 Visual Considerations

- 6.1.1 The Proposed Development is considered compatible with its surrounding context as evidenced in the eleven (11) Viewing Points ("**VPs**") assessesd as part of the Visual Impact Assessment ("**VIA**") (provided in *Appendix 4*). It is anticipated that the Proposed Development will be visually compatible with the surrounding high-rise building design languages with greenery provision throughout the Proposed Development and a range of mitigation measures.
- 6.1.2 While the Proposed Development will result in some visual changes at certain viewpoints, the resultant visual impact can be reduced by implementing the proposed visual mitigation measures, such as provision of compensatory tree planting, landscape terraces at various levels to soften the building edges; a green wall at the edge of Telecom House and the western portion of the proposed site boundary; and a planter area by the green wall for trees and shrubs planting, in order to beautify the intersection of Telecom House and the Proposed Development.
- 6.1.3 It may be regarded that the overall Proposed Development would maintain a certain degree of visual balance and compatibility to the local urban surrounding context, also benefit to the regional context. Although the height of the Proposed Development will encroach onto the '20% building free zone' and slightly exceed the background ridgeline from some strategic viewpoints, the proposed height is deemed appropriate given iconic architectural design of the Proposed Development, international importance of the Wan Chai North C&E hub, and as the height is comparable to that of the adjacent Central Plaza. It is also noted that the existing development already encroaches onto the '20% building free zone'. Furthermore, ridgelines to be preserved under HKPSG are maintained. The Proposed Development and the Central Plaza will form a significant building group and landmark to give punctuation effects at Wan Chai district, and a strong backdrop to HKCEC when overlooked from Kowloon Peninsula.

6.2 Landscape Considerations

- 6.2.1 As demonstrated in Section 3.7, the Proposed Development adopts a landscape framework that provides an interconnected open space network, amenity areas and landscape elements of trees and shrub planting, which responds to the needs of the future users and the general public. While 78 nos. surveyed trees will be affected by the demolition works of the existing developments, the excavation works, provision of underground car parks and utilities as well as the proposed construction of the deck over structure in the Rezoning Site, 60 nos. of trees are assessed not suitable to be transplanted and will be proposed to be felled under this redevelopment, while 18 nos. trees, in fair form, health and structural condition, are proposed to be transplanted. They are proposed to be transplanted permanently to the proposed landscape deck at Fenwick Pier Street outside the Rezoning Site boundary.
- 6.2.2 Due to site constraints with limited planting space, 65 nos. of new trees with 75mm DBH (in total 4,875mm DBH) will be planted at the ground floor planters within the Site. Also, shrubs and groundcover plantings will be provided at each planting area to beautify the Site and integrate with the proposed new trees. The new tree planting ratio 1: 1.18 in terms of quantity and 1:0.43 in terms of quality are achieved to compensate the tree loss. (*Appendix 2* refers).
- 6.2.3 The landscape design has ensured a new and pleasant environment for the users that is well integrated to its surroundings to create a unified walking experience and harmonious atmosphere for future users and the public.

6.3 No Adverse Traffic Impacts

6.3.1 A Traffic Impact Assessment ("TIA") was conducted in support of the Proposed Development (provided in *Appendix 3*). The TIA concludes that, with the proposed traffic improvement measures, the Proposed Development will not cause any insurmountable traffic impact on the neighbourhood roads. The Proposed Development with the associated improvement measures



as outlined in paras. 3.6.22 to 3.6.36 above would have benefits to the traffic and pedestrian situations of the district. Pedestrian connection in Wan Chai North Area will be enhanced with the Proposed Development and have acceptable performance. The proposed traffic improvement measures would also provide additional road capacity for the road network in Wanchai North area. It is anticipated that the Proposed Development could bring opportunities to improve the existing HKCEC operations and Wanchai North vehicular and pedestrian traffic conditions with the proposed improvement schemes in place.

6.4 No Adverse Environmental Impact

6.4.1 An Environmental Assessment ("**EA**") has been undertaken and is provided in *Appendix 5*. Potential environmental impacts including air quality, road traffic noise, water quality and solid waste management have been assessed.

Air Quality

- 6.4.2 Major dust emitting construction activities will be the demolition of existing structures, excavation for basement construction, foundation works and construction activities. With the implementation of dust suppression measures stipulated under the Air Pollution Control (Construction Dust) Regulation and the adoption of good site practice, adverse air quality impact associated with the construction works is not anticipated.
- 6.4.3 The Proposed Development itself is not considered as an air pollution source during its operation. No industrial chimney was identified within 1km from the site boundary. Qualitative assessment and site survey indicated that all background pollutants, vehicular emissions, portal emission and ventilation building are not expected to be a constraint on the Proposed Development when the location of fresh air intakes have been carefully designed.

Noise

- 6.4.4 Considering the scale of construction work and the nature of nearby noise sensitive receivers, the construction noise level is expected to comply with the noise criteria, thus no adverse noise impact is anticipated from the construction phase of the Proposed Development. The construction noise impact will be further minimized if the recommended mitigation measures are implemented.
- 6.4.5 The Proposed Development will be centrally ventilated. All the noise sensitive areas/rooms would not rely on opened window for ventilation so that both traffic noise and fixed noise criteria are not applicable.
- 6.4.6 Limitation of Sound Power Level for building service equipment will be incorporated into the tender document to ensure the fixed noise sources at the Proposed Development will be designed with appropriate mitigation, comply with the relevant criterion and no adverse noise impact on nearby NSRs.

Water Quality

6.4.7 There is natural water body such as Victoria Harbour in the vicinity of the WCGT Site, both construction site runoff and water drainage system near the WCGT Site could carry pollutants to receiving waters. Potential water quality impact associated with the Proposed Development would be construction site runoff, sewage generated from construction staff and accidental leakage of chemicals. However, with proper implementation of mitigation measures, the impact on water quality is anticipated to be insignificant.



Waste Management

6.4.8 A variety of wastes including inert C&D material, C&D waste, chemical waste and general refuse would be generated during the construction phase and commercial waste would be generated during occupation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.

6.5 No Adverse Infrastructural Impact

Sewerage

6.5.1 A Sewerage Impact Assessment ("SIA") has been undertaken and is provided in *Appendix 6*. To accommodate the sewage generation from Proposed Development, a new sewage connection arrangement is proposed. The capacity checking shows that there is no adverse impact envisaged to the downstream sewerage network from the Proposed Development.

Drainage

6.5.2 A Drainage Impact Assessment ("**DIA**") has been undertaken and is provided in *Appendix* **7**. It is expected that the Proposed Development will not result in any adverse impact to the existing drainage network comparing to the existing condition.

Water Supply

6.5.3 A Water Supplies Impact Assessment ("WSIA") has been undertaken and is provided in *Appendix 8* to assess impact to the existing facilities in Wan Chai district. For the assessment, numerical analysis with the aid of hydraulic modelling to ascertain the hydraulic performance of the watermain networks system in the base case (i.e. existing 2016 condition) and 2036 scenario (i.e. post development cast). Based on the assessment, it indicates that the overall population in Wan Chai district will be decreasing from 2016 to 2036. Though there will have an increase in water demands arising from the Proposed Redevelopment site, it is envisaged that the Proposed Development will have no adverse impact on the freshwater and saltwater supply infrastructure is expected arising from the Proposed Development. The current storage capacity for the service reservoirs / pumping station has been reviewed. It is assessed that the existing reservoirs have adequate storage capacity to cope with the water demands of the Wan Chai district even upon completion of the redevelopment of the WCGT site and the related infrastructures.

6.6 No Adverse Air Ventilation Impacts

6.6.1 An Air Ventilation Assessment ("AVA") has been undertaken in accordance with the guidelines stipulated in the Technical Guide for AVA for developments in Hong Kong with regard to Computational Fluid Dynamics ("CFD") modelling (provided in *Appendix 9*). The Proposed Development has incorporated permeable elements including (a) two substantial openings with 5.1m clear headroom (one at the western boundary and one across the eastern boundary of the Site from Harbour Road and Gloucester Road) at ground floor level (4.5mPD); and (b) 7.5 –30m building setback from the western Site boundary and 7m building setback from the eastern Site boundary at upper ground level (10.76mPD) and above (*Appendix 9* refers). The simulation results show that under both annual and summer conditions, the overall performances of the pedestrian wind environment in the surrounding areas under both Baseline Scheme and Proposed Development Scheme are comparable, while enhancement at the immediate vicinity of the site would be found under the Proposed Development Scheme.



7 CONCLUSION

- 7.1 The proposed amendments will enable redevelopment of the WCGT Site and adjacent portion of Harbour Road into a composite development comprising C&E facilities, hotel, and office. The Proposed Development will contribute to the supply of C&E venues and facilities, enhance the synergies and integration with existing and planned HKCEC facilities in the vicinity, and thereby strengthen Wan Chai North as a major C&E hub in Hong Kong. The Proposed Development will also provide complementary Office and Hotel uses, both which will draw in workers and visitors, promote vibrancy and support prolonged stay to enhance Hong Kong's growth and competiveness as a World City.
- 7.2 It has been demonstrated in this PS that the Rezoning Proposal is justified on the following grounds:
 - The Proposed Development is in line with Government's Policy to redevelop the WCGT Site into a new C&E venue with Hotel and Office Facilities to support the C&E industry and Hong Kong's role as an international centre for commerce and trade;
 - The Proposed Development will increase venue capacity in the medium to long term and contribute to meeting the projected shortfall in convention and exhibition space and future growth of the C&E industry;
 - The provision of Grade A offices at a prime commercial location will make better use of the WCGT Site, reinforce the existing CBD, and aid in addressing demand for office development;
 - The provision of Hotel facilities will support tourism and aid in addressing high visitor demand for accommodation while complementing the C&E industry;
 - Given the Proposed Development's close proximity to the existing HKCEC Phase I and Phase II, it is fully compatible with the surrounding land use context and will complement C&E activities currently provided at HKCEC;
 - Public Planning Gains, including enhancement to the local road network, pedestrian connectivity, and improvements to the open space network have been proposed in order to enhance the townscape and amenity and provide public benefits to the locality and the Wider Wan Chai District;
 - The Proposed Development conform with Harbour Planning Principles and Guidelines, and is appropriate in terms of scale, height, massing, sitting and external appearance; and
 - The Proposed Development will not induce undesirable visual, traffic, environmental, infrastructural, or air ventilation impacts.
- 7.3 In light of the justifications and planning merits put forth in this PS, we sincerely request the BOARD to give favourable consideration to the Proposed Amendments.

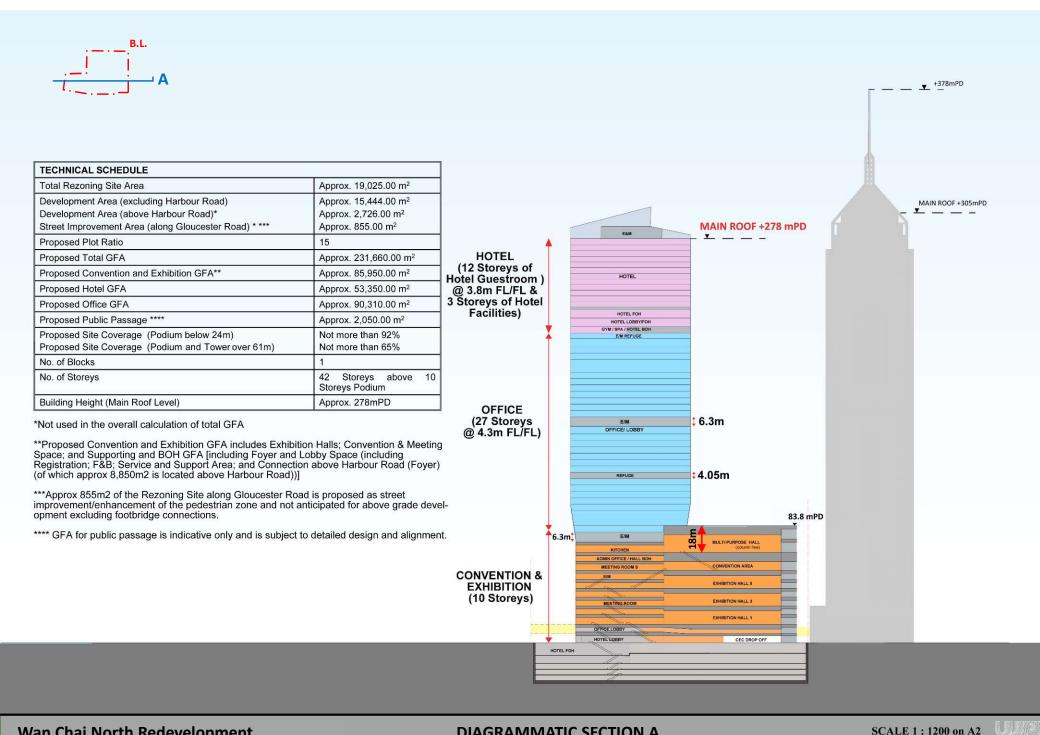
Edited &

Approved by: Cindy Tsang Prepared by: Vincent Lau

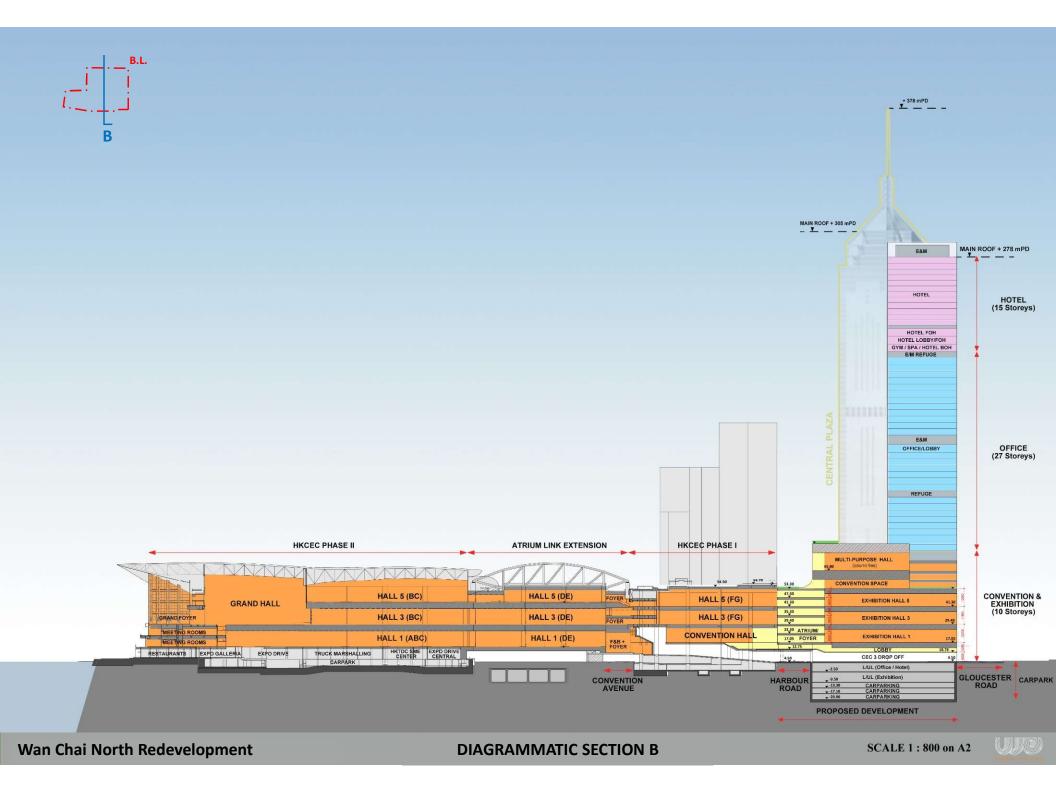
Date: 12 December 2022 File Ref: HKCEC/WCGT



ARCHITECTURAL DRAWINGS

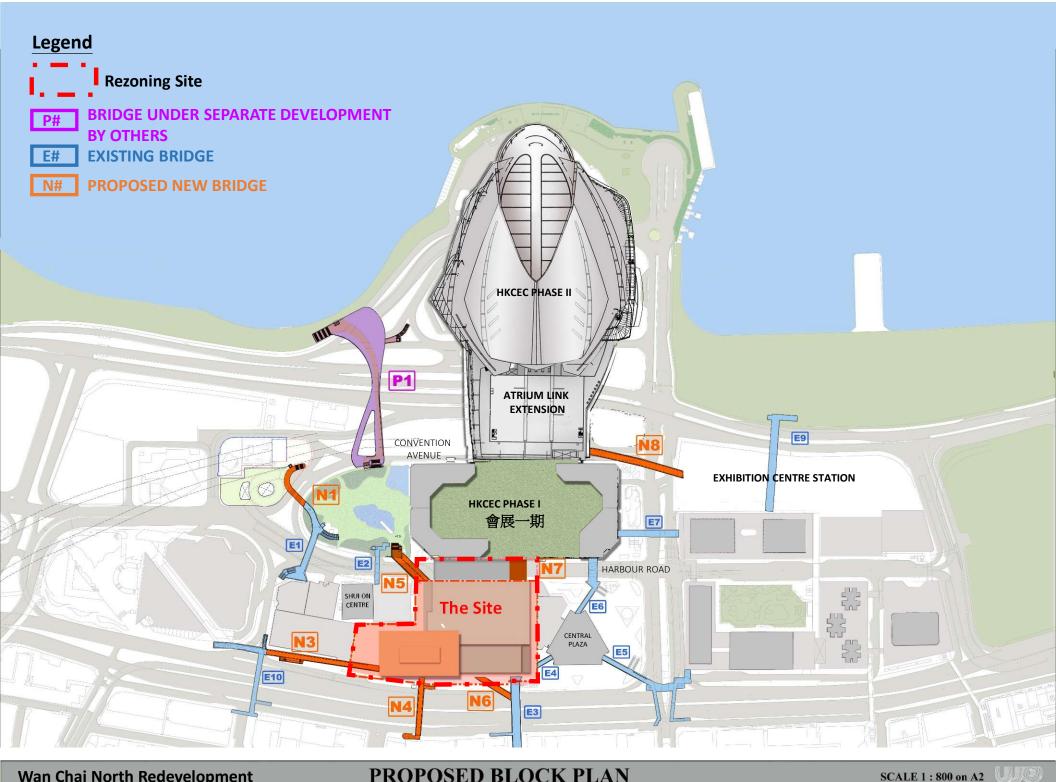


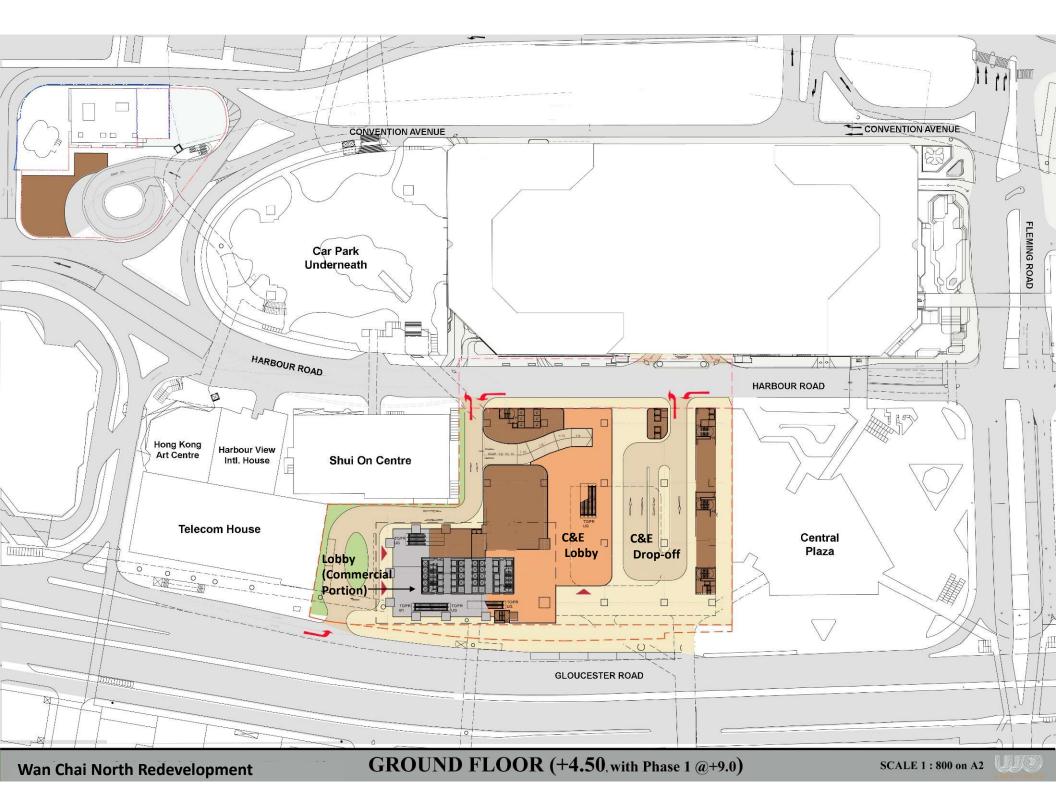
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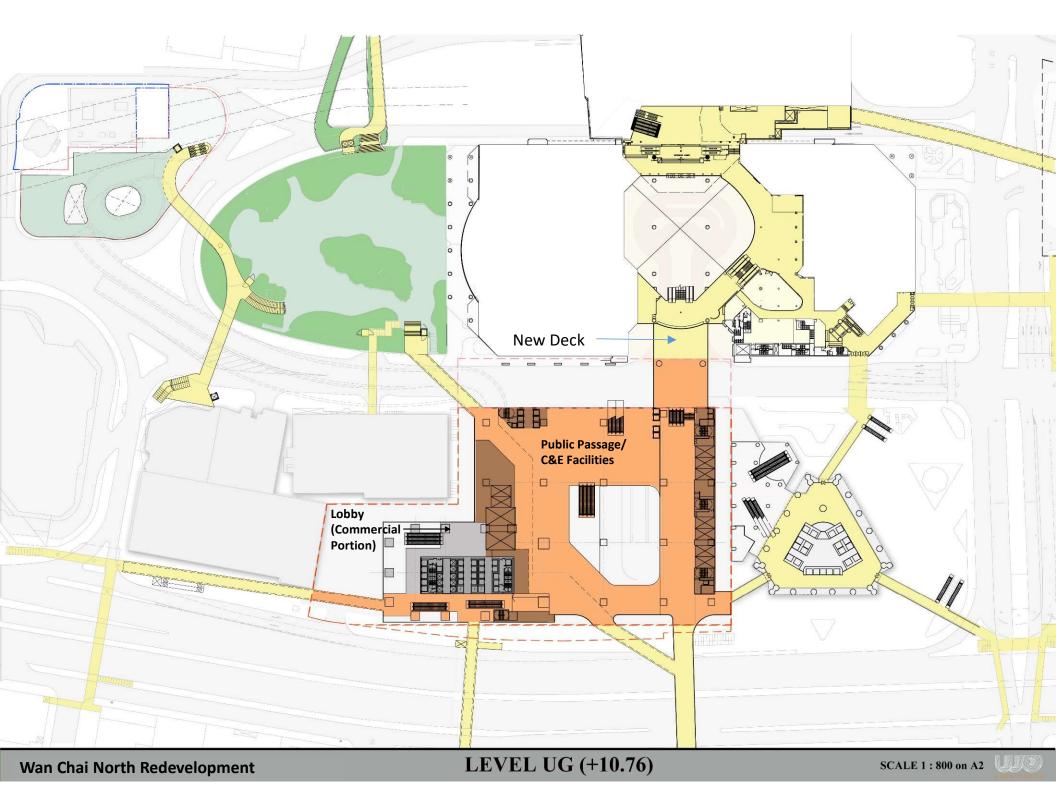


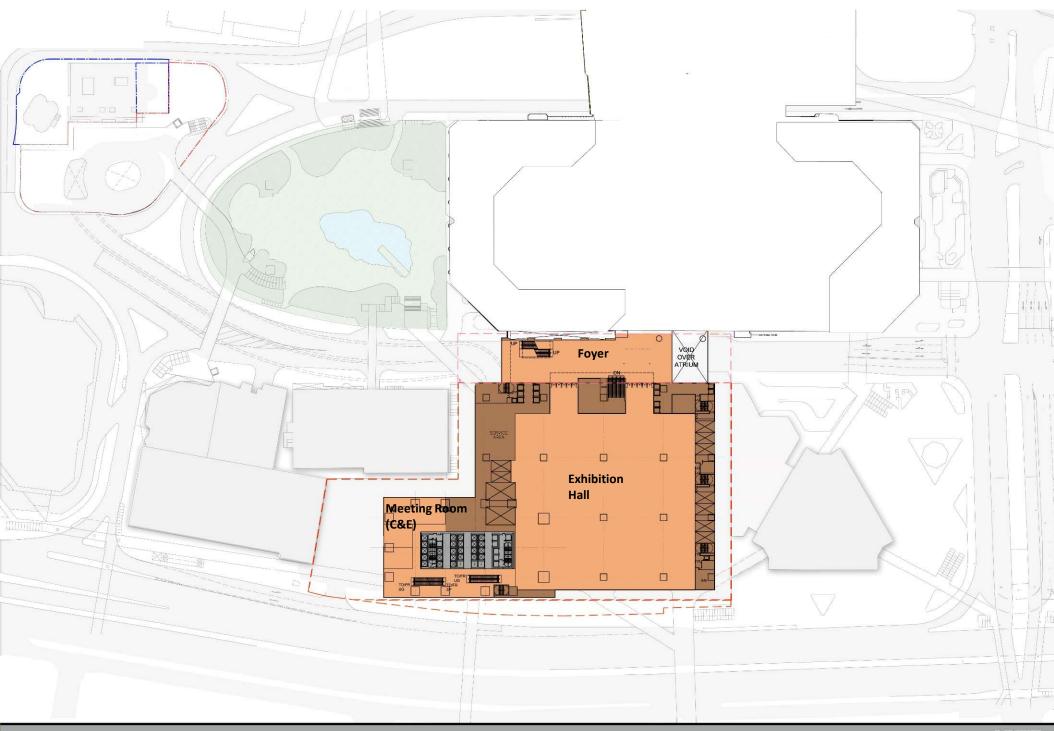


Existing Developments



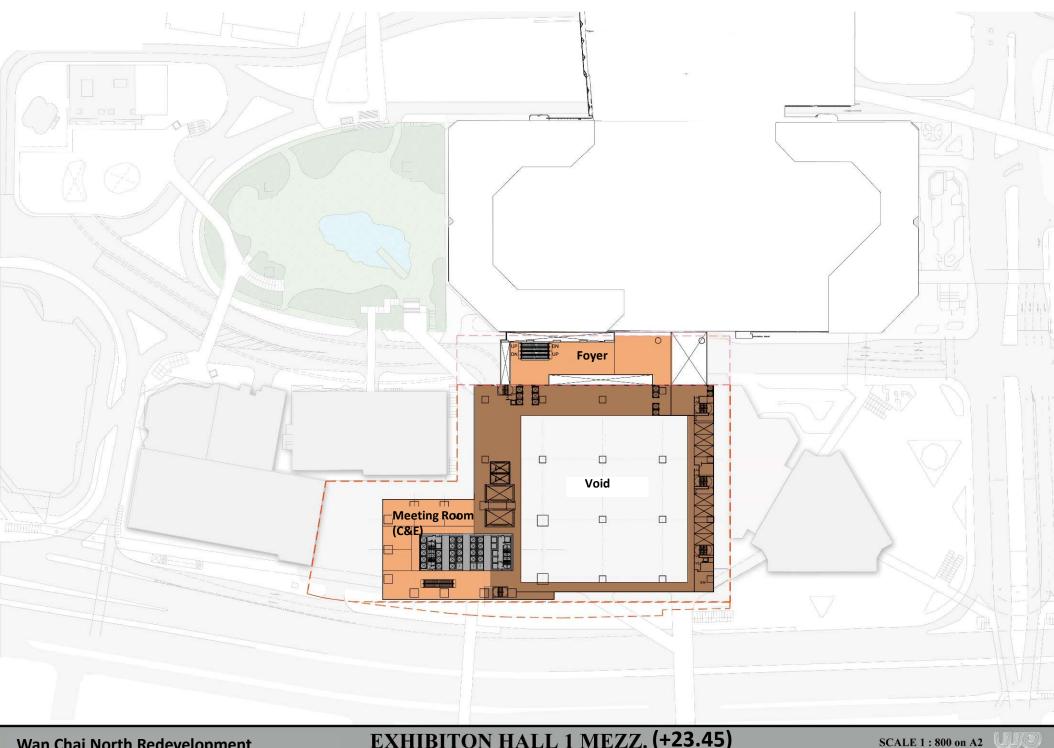




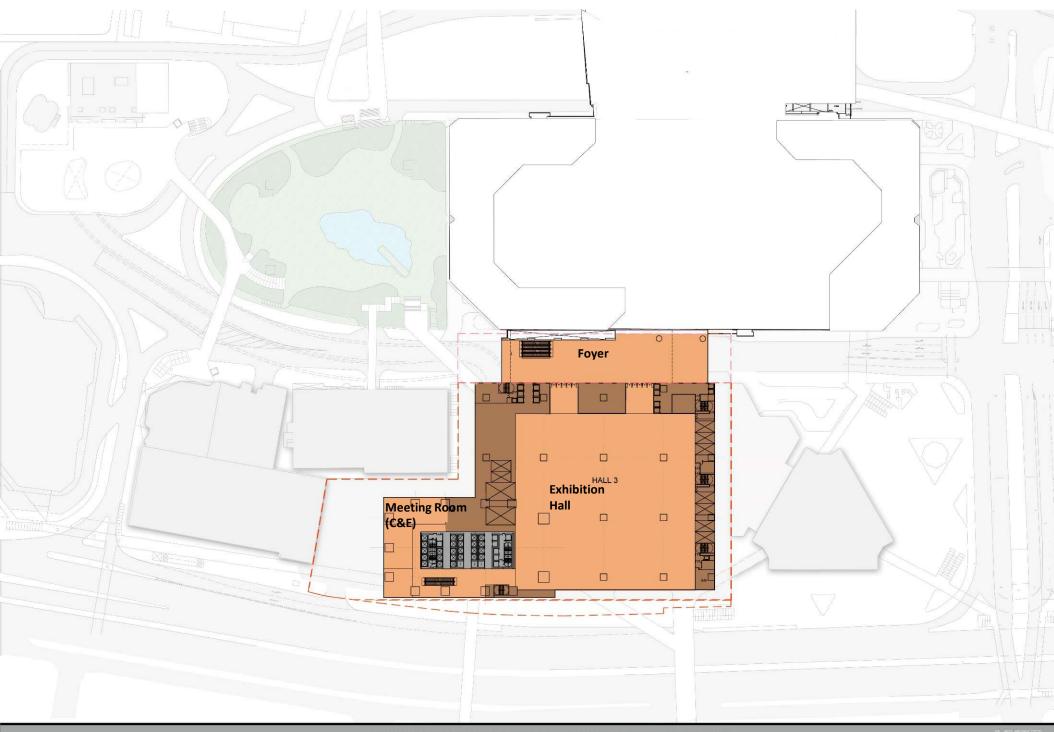


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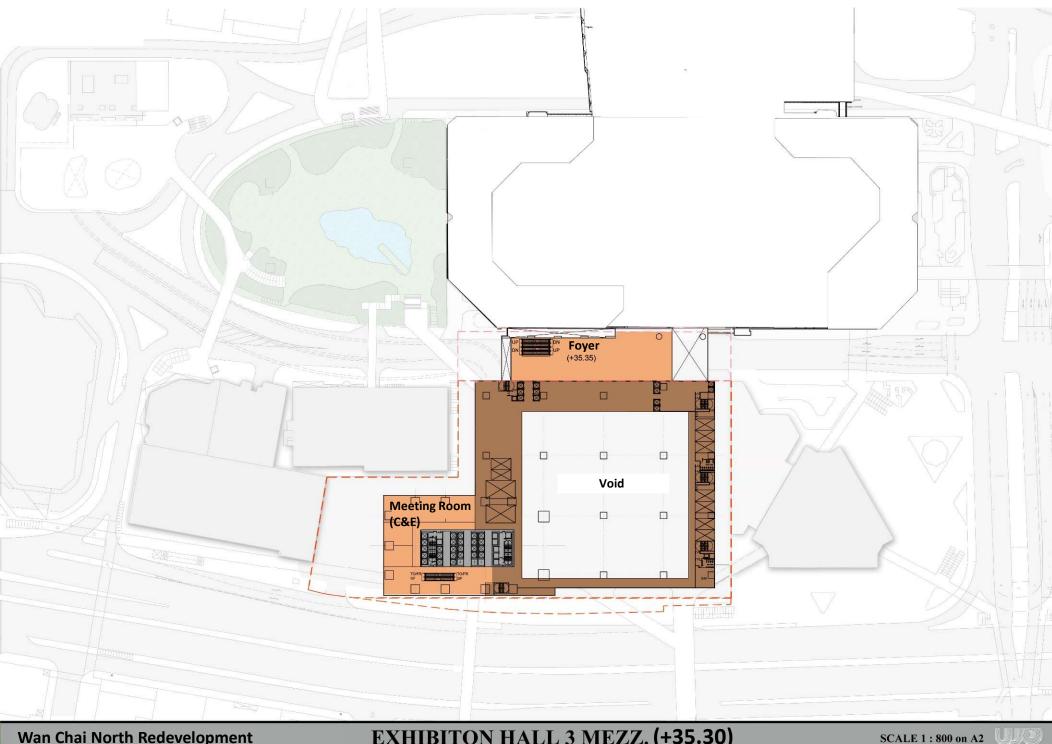


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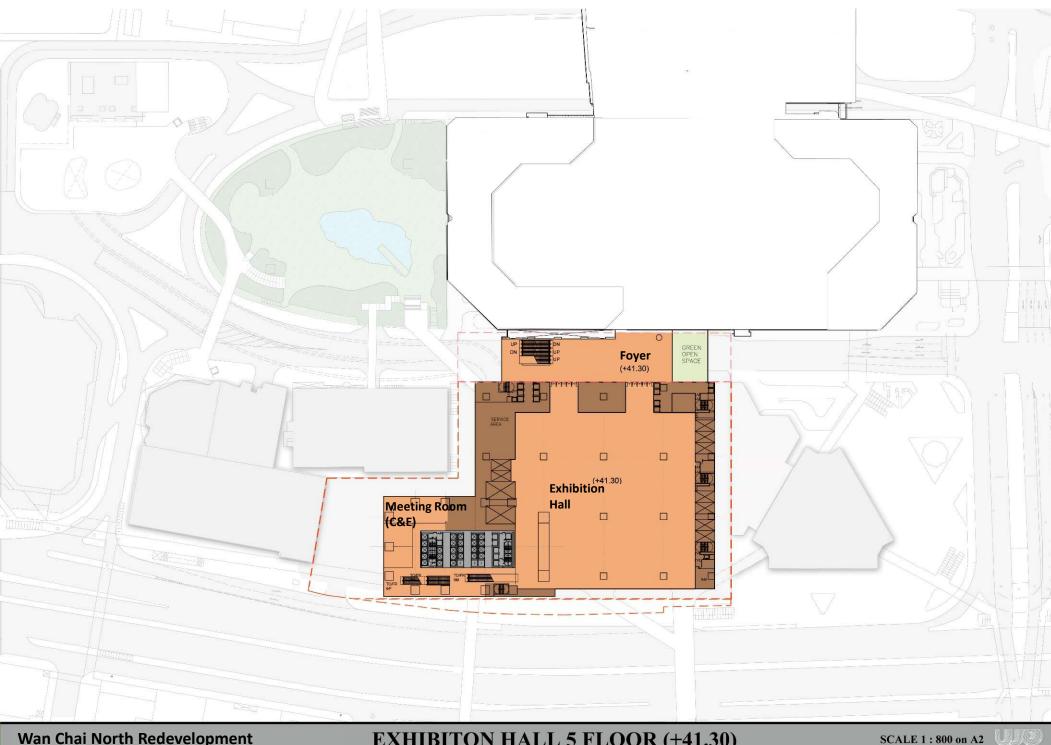


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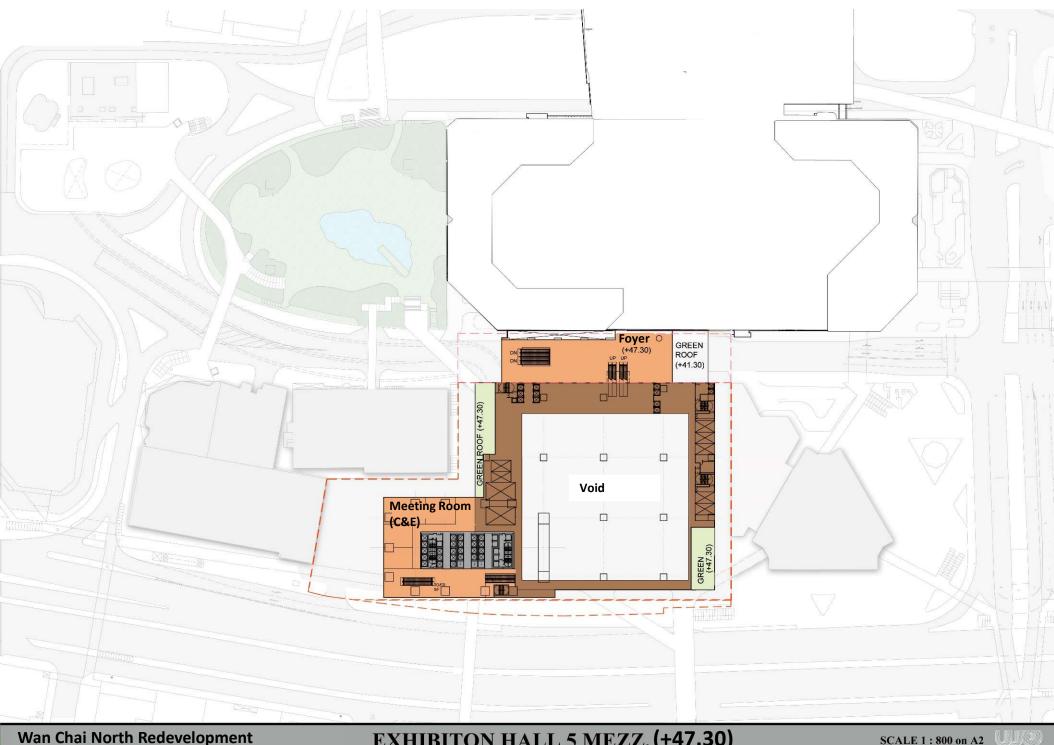




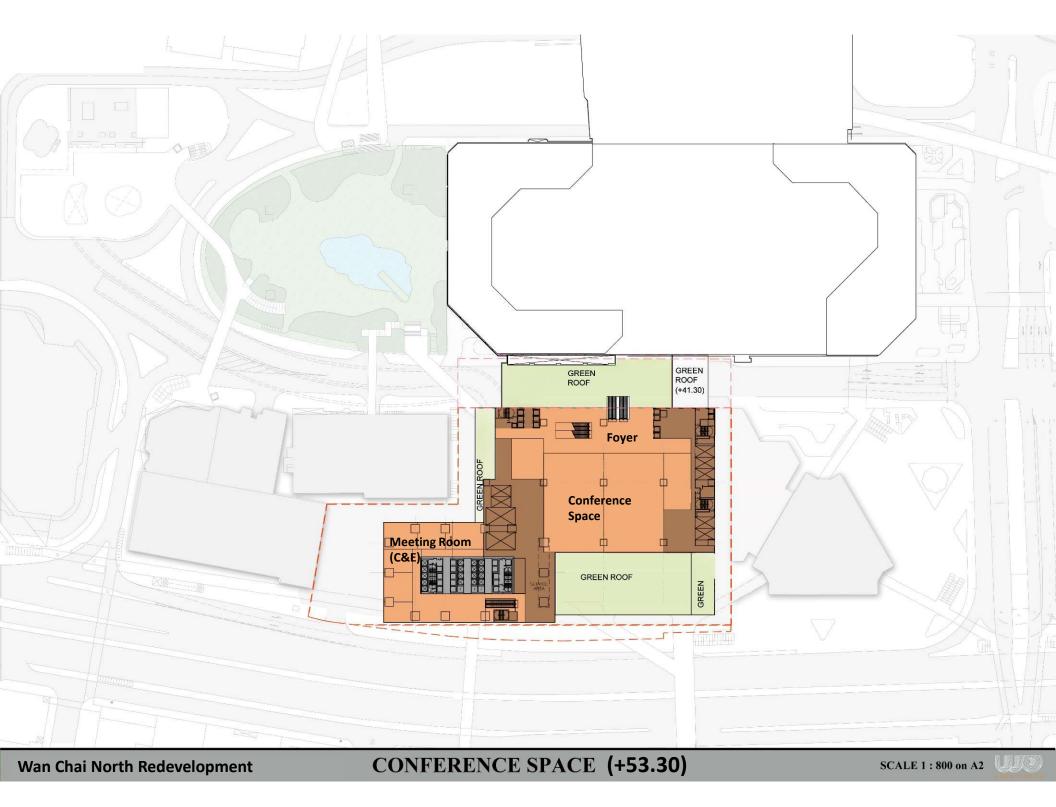
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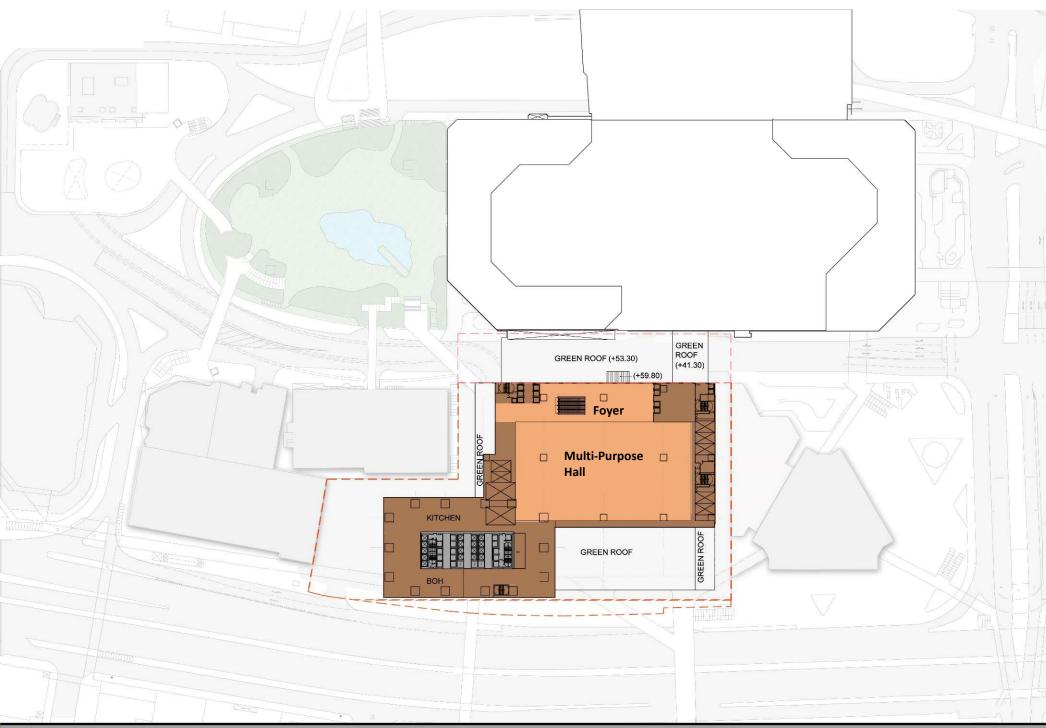
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MULTI-PURPOSE HALL (+65.80)

SCALE 1 : 800 on A2

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OFFICE TYPICAL FLOOR PLAN



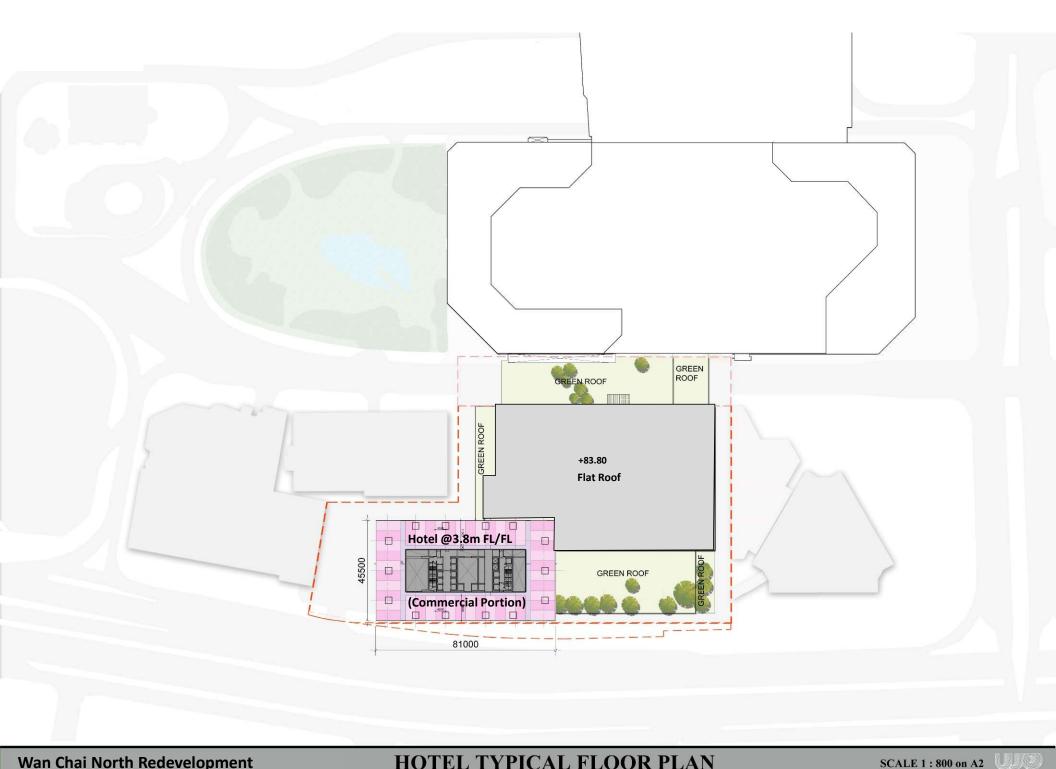
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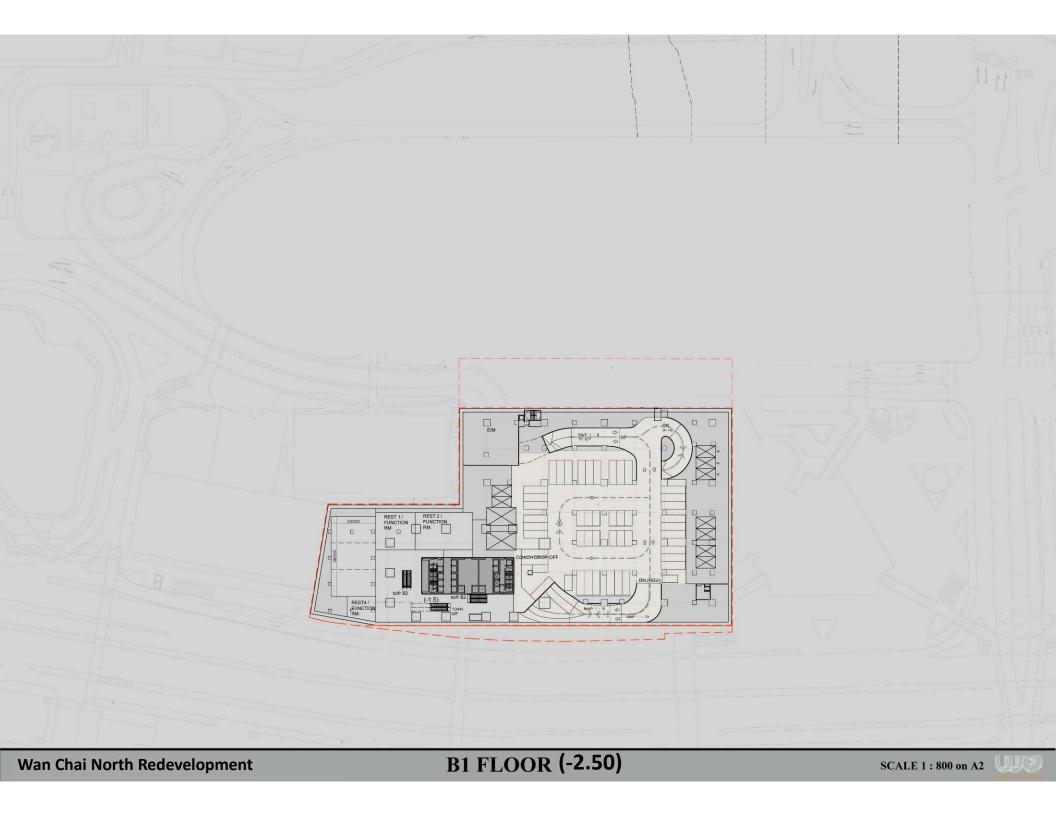


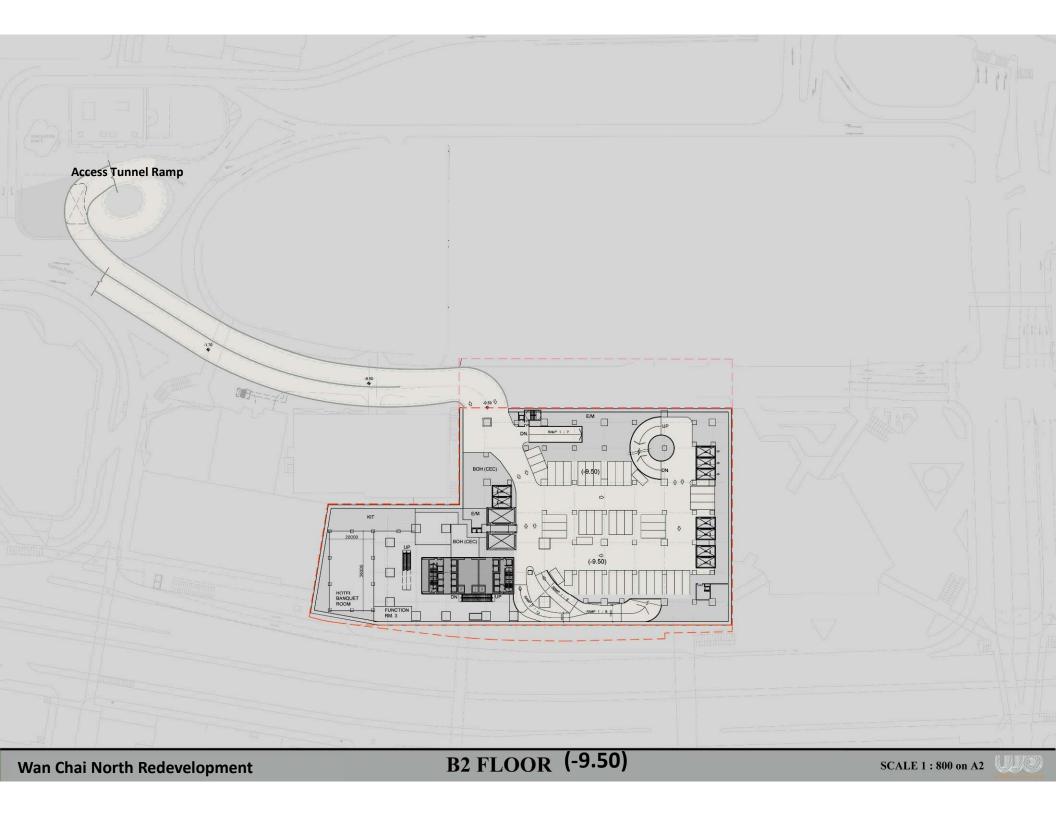
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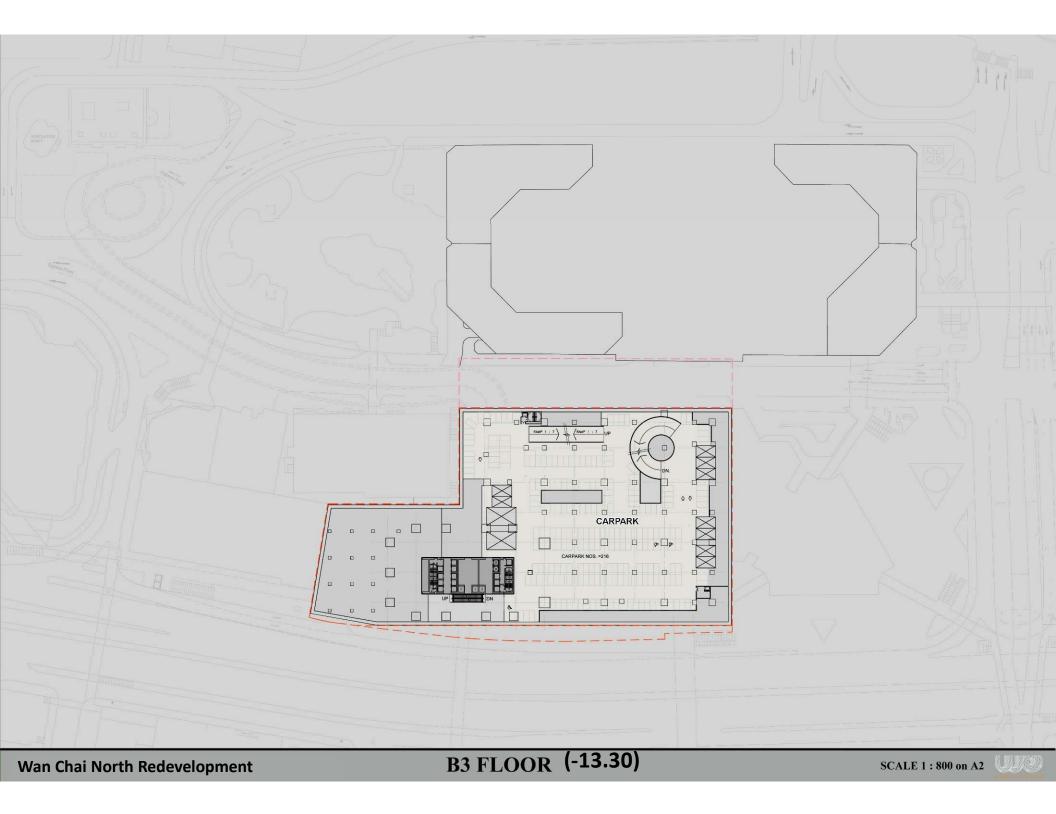


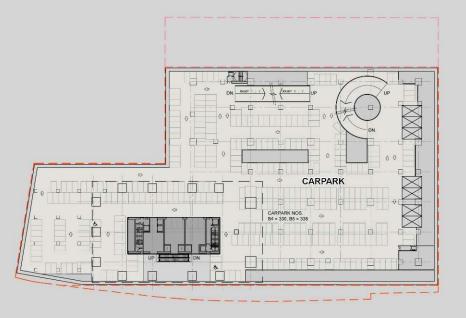


HOTEL TYPICAL FLOOR PLAN















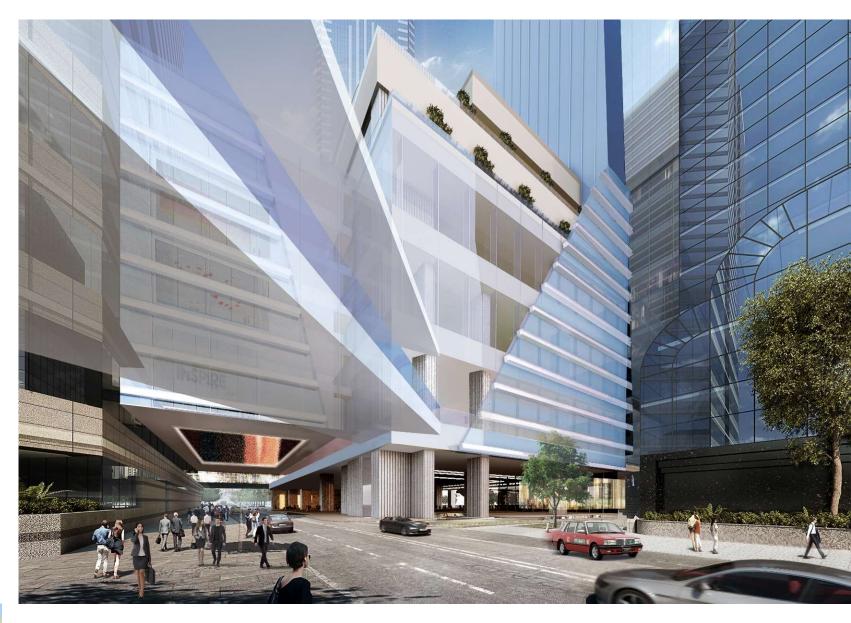




























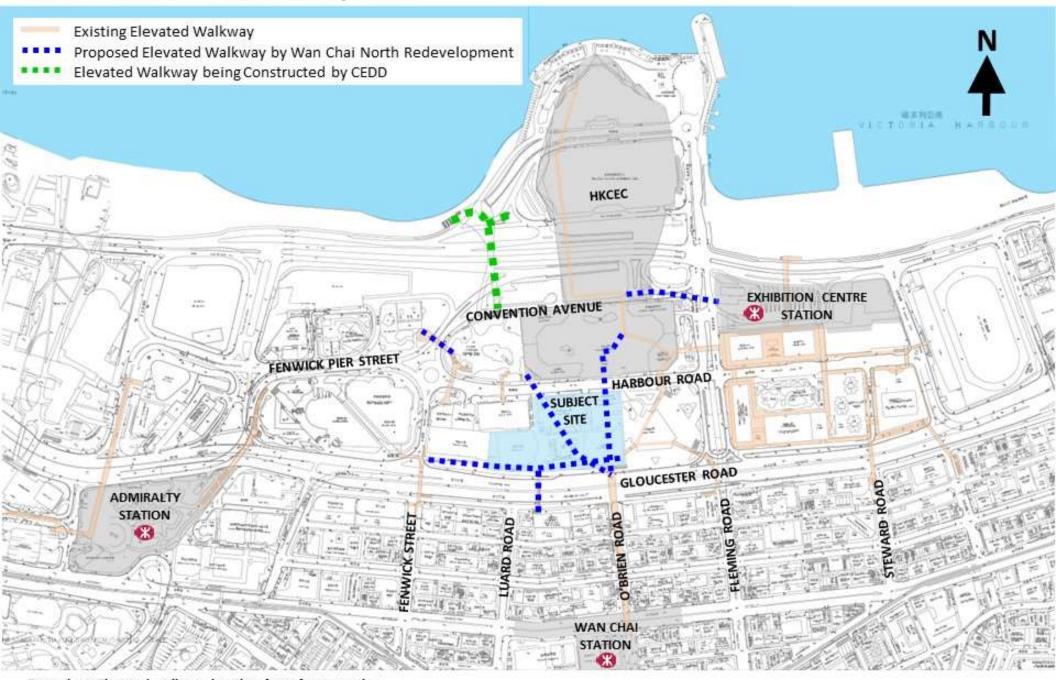








Construction and Enhancement of Pedestrian Facilities under Wan Chai North Redevelopment



Remarks 1: Elevated walkway location for reference only Remarks 2: Base man showing the traffic arrangement before commencement of Wan Chai North Redevelopment



LANDSCAPE MASTER PLAN – EXECUTIVE SUMMARY

WAN CHAI NORTH REDEVELOPMENT HONG KONG

LANDSCAPE MASTER PLAN (1ST Submission for Executive Summary)

NOV 2022

CLIENT: HKTDC

PREPARED BY: EARTHASIA LTD. 11/F, COFCO Tower, 262 Gloucester Road, Causeway Bay, Hong Kong

Wan Chai North Redevelopment Landscape Master Plan (1st Submission for Executive Summary)

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Wan Chai North Redevelopment Landscape Master Plan (1st Submission for Executive Summary)

1.0 INTRODUCTION

- 1.1 Background
 - 1.1.1 The project is a proposed mixed-use redevelopment consists of exhibition halls, offices and hotel including a deckover structure connecting the proposed redevelopment and the existing Hong Kong Convention and Exhibition Centre (HKCEC), located at the composite site of the existing Immigration Tower, District Court, Revenue Tower, Kwong Wan Fire Station and Gloucester Road Garden in between Gloucester Road and Harbour Road, Hong Kong.
 - 1.1.2 This Landscape Master Plan (LMP) Submission is prepared for Planning Department's consideration and approval in fulfilling the requirements of application for amendment of plan under Town Planning Ordinance Section **5**.
 - 1.1.3 This LMP submission is prepared based on the Joint Practice Note 3 (JPN3), Planning Department's Practice Note for Professional Persons No. 1/2019 and the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers issued by Buildings Department (APP-152 Sustainable Building Design Guidelines).

2.0 EXISTING SITE CONDITIONS AND PROPOSED REDEVELOPMENT

2.1 Site Description

The project is located at the Wan Chai Government Towers Site ("WCGT Site") with a Development Area of approx. **15,444** sqm. (excluding the Development Area above Harbour Road of approx. 2,726 sqm. and Street Improvement Area along Gloucester Road of approx. 855sqm), consisting of three government buildings (namely Wanchai Tower, Immigration Tower, and Revenue Tower), Gloucester Road Garden and the Kong Wan Fire Station next to the existing Hong Kong Exhibition and Convention Centre ("HKCEC") in Wan Chai North. Site location plan and existing site photos refer to **Appendix A**.

2.2 Proposed Redevelopment

The Proposed Development will have a total non-domestic GFA of approx. 231,660sqm. (P.R. 15), comprising Convention and Exhibition facilities (GFA of approx. 85,950sqm.), Hotel (GFA of approx. 53,350sqm.); Office (GFA of approx. 90,310sqm.); Public Passage (GFA of approx. 2,050sqm.); underground car parking and loading/unloading facilities; and open spaces. To facilitate synergies with the existing HKCEC facilities, the Proposed Development would be connected to the existing HKCEC Phase 1 via a podium structure above Harbour Road, providing foyer connections to the existing HKCEC Phase 1's convention and exhibition halls and facilities. The Proposed Redevelopment would also include a Vehicular Tunnel underneath Harbour Road with the Tunnel Entrance and Landscape Deck located near Fenwick Street to the West of the WCGT Site.

3.0 POTENTIAL IMPACT ON EXISTING TREES

78 nos. of existing trees (with trunk diameter measured 95mm or more at a height of 1.3m above the ground land) with **15,002**mm aggregated DBH are found within the site and the rezoning site boundary. Given that the existing building groups will all be demolished and the ground will be reformed for the carpark and underground utilities construction, all the existing trees within the site and under the proposed deck over structure at the rezoning site will be unavoidably affected.

The affected trees are proposed to be transplanted or felled under this submission. A comprehensive Tree Preservation and Tree Removal Proposal (TPRP) including details of existing trees, proposed tree treatment, compensation of the loss of greenery and etc. is attached in **Appendix E - Tree Preservation and Tree Removal Proposal**.

Furthermore, to support this redevelopment, there are ancillary works which comprise with a series of road realignment/ improvement works outside the site boundary. A TPRP for trees affected by the road realignment works shall be submitted to relevant government departments under separate submission.

4.0 LANDSCAPE DESIGN PARTICULARS

4.1 Landscape Concept

As the new redevelopment will be designed to allow seamless integration with the existing HKCEC, the landscape design strives to adopt the feature of HKCEC, incorporating the unique curvy architectural profile of the HKCEC building, the flower image of the nearby Golden Bauhinia Square and the characters of *Bauhinia x blakeana* itself, to express the dynamic of on-going and extension character, and also to create a sense of union with the existing HKCEC and Golden Bauhinia Square.

4.2 Design Objectives

Given that the proposed redevelopment will take over an existing public space – the Gloucester Road Garden where in the middle of the existing Immigration Tower, Wan Chai Government Tower and Revenue Tower, providing partially shaded sitting area and sculptural display at some areas for amenity.

The design objectives are to reinstate the loss of this public space and recreate a new, simple, contemporary and pleasant environment for the users. The existing public open space at Fleming Road Garden (adjacent Central Plaza) and Telecom House is to be taken into consideration to create a unified walking experience and harmonious atmosphere for the future tower users and the public.

The arrangement of landscape spaces incorporates careful planning to ensure ease of access, sustainability in terms of material use, intended programme of space and adaptability to maximize visual and functional effectiveness.

The following objectives have been set as a guideline in developing the proposed landscape design.

- Integrate the proposed redevelopment from a landscape and visual perspective with the neighbor sites,
- Provide a coherent landscape framework and softening building edges by maximizing opportunities for landscaping so as to achieve better visual integration with the buildings and open spaces,
- Provide a comfortable outdoor area and shaded leisure area for the future tower users and general public,
- Provide a quality and sustainable working environment for future tower users and visitors,
- Maximise the opportunities for covered area to provide shaded and weather protected sitting areas or outdoor leisure facilities and to promote harmonious atmosphere at the site and the neighboring area; and
- Maximise opportunities for the planting of new trees and shrubs to reduce the heat island effect and improve the micro-climate within the urban area.
- 4.3 Landscape Design

4.3.1 Proposed Space

Wan Chai North Redevelopment Landscape Master Plan (1st Submission for Executive Summary)

The Proposed Development is a mixed-use tower, targeting the regular office users, occasional exhibitors, hotel users and general public. The hotel entrance at the western side of the site shall provide an arrival hall to the visitors integrated with natural elements, where a central oval planter is proposed to mimicking a mini natural forest; an enormous free-standing green wall shall be erected at the edge of the site (next to Telecom House), as a welcoming backdrop of the central planting area. Green wall planting schedule refers to table 4.3.1

	Botanical	Chinese	Height	Spread	Minimum
Code			-		Spacing
	name	name	(mm)	(mm)	(mm)
SAR	Schefflera arboricola	黃金鴨腳木	300	200	20
ЗАК	'golden'	英亚 物加尔	500	200	20
RSP	Rhoeo spathaceo cv	小蚌蘭	300	200	20
RSP	"Compacta"	小叶阑	500	200	20
FHY	Freesia hybrida Klatt	剪刀蘭	300	200	20
ANI	Asplenium nidus	鳥巢蕨	300	200	20
FEL	Ficus elastic Roxb. Ex	黑金剛	300	200	20
FEL	Melany	<u> </u>	500	200	20

Table 4.3.1 : Green Wall Planting Schedule

A continuous sitting out area at the ground floor connecting the public open space at Fleming Road Garden (adjacent Central Plaza) is also proposed at the main access in the eastern side of the site to reinstate the Gloucester Road Garden public space. Integrative sitting is proposed at sitting out area encouraging the users to intimate with the urban nature. Planters are provided at ground level next to the Convention and Exhibition Centre (CEC) lobby to extend the landscapes from inside to outside, bringing people in and out.

4.3.2 Proposed Building Edge Treatment

In order to soften the rigid building profile, enhance the working environment and to provide sufficient generally greenery ratio, landscape terraces are proposed at various levels, providing planting areas for plants and sitting areas.

Please refer to **Appendix B** shows the Landscape Master Plan with colour for easy visualization.

4.3.3 Proposed Streetscape Enhancement & Associated Works

The building line has been set back along Gloucester Road to create more planting areas, to maximize the width of pedestrian path and to create more space to beautify the pedestrian path. Furthermore, tree planting is also proposed along Gloucester Road (outside site boundary) where appropriate to match with the landscape character of the public open space of Fleming Road Garden (adjacent Central Plaza), collectively forming a tree-lined boulevard for the streetscape.

In order to drive more public into the site to enjoy the sitting out area, the paving pattern design within the site boundary and outside the site boundary at Gloucester Road and Harbour Road is integrated to minimize the visual discrepancy between landscape area within the site and the public pedestrian path. The proposed Streetscape Enhancement Scheme is enclosed in **Appendix D**.

Given that the proposed site is located next to Gloucester Road which is a major highway with heavy traffic in the district, to enhance the walking network of the proposed site and surrounding area, new footbridges connecting the existing footbridges are also included in the redevelopment.

Please refer toAppendix Dfor the LandscapePlan showing the open spacesnetworkinrelationtothisredevelopment.

4.3.4 Proposed Hard Landscape

The proposed hard landscape elements, functions and materials are summarized below:

Hard Landscape Element	Material	Functions
Main Access Road	Artificial Granite Tiles in various finishes	Pavers
Pedestrian Path (outside site boundary)	Artificial Granite Tiles in various finishes	Pavers
Sitting Out Area at G/F	Artificial Granite Tiles in various finishes	Pavers
Arrival Hall (Office & Hotel) at G/F	Artificial Granite Tiles in various finishes	Pavers
Arrival Hall (CEC drop-off) at G/F	Artificial Granite Tiles in various finishes	Pavers
Green Open Space at Level +41.30	Natural Stone in various finishes/ artificial wood deck	Pavers/ claddings/ decking
Green Roof at Level +47.30	Natural Stone in various finishes/ artificial wood deck	Pavers/ claddings/ decking
Green Roof at Level +53.30	Natural Stone in various finishes/ artificial wood deck	Pavers/ claddings/ decking

Table 4.3.4 Preliminary Hard Landscape Schedule

4.3.5 Proposed Softscape

All plants listed in the schedules are selected for their suitability to the local climatic zone. Their different environmental and spatial requirements are also taken into account during the development of the planting design. Reference is

Wan Chai North Redevelopment Landscape Master Plan (1st Submission for Executive Summary)

also made to Street Tree Selection Guide, Greening, Landscape and Tree Management Section, Development Bureau for the selection of the street trees.

At planting areas under cover, shade tolerant plant species are carefully selected.

The list of plant materials shown below is subject to further design refinement and availability of materials upon detailed design stage.

Table 4.3.5 Proposed New Tree Planting Species

Code	Botanical name	Chinese name	Height (mm)	Spread (mm)	DBH (mm)	Live Crown Ratio (Min.)	Minimum Spacing (mm)	Origin	Quantity
EHA.	Elaeocarpus hainanensis	水石榕	3000	2000	75	60	4000	Exotic	26
GSU.	Garcinia subelliptica	菲島福木	3000	2000	75	60	4000	Exotic	17
PAX.	Polyspora axillaris	大頭茶	3000	2000	75	60	4000	Native	14
RHY.	Rhus hypoleuca	白背鹽膚木	3000	2000	75	60	4000	Native	8
								Total	65

Table 4.3.6 Proposed Shrubs/ Groundcovers Planting Species

Botanical name	Chinese name	Height (mm)	Spread (mm)	Spacing (mm)
Codiaeum variegatum	變葉木	400	450	400
Camellia japonica	山茶花	1200	600	500
Cordyline fruticosa	朱蕉	500	450	400
Duranta	花葉假連翹	250	250	250
repensm'variegata'				
Duranta repens Golden	金連翹	300	250	250
Leaves				
Fagraea ceilanica	灰莉	800	800	800
Ixora stricta	細葉龍船花	300	300	300
Phyllanthus myrtifolius	錫蘭葉下珠	200	300	300
Hypericum monogynum	金絲桃	700	800	750
Hydrangea macrophylla	繡球	500	500	450

4.4 Open Space Provision

The estimated open space areas for this redevelopment are summarized below:

According to Chapter 4 on Recreation, Open Space and Greening of Hong Kong Planning Standards and Guidelines, paragraph 1.8.5 "In industrial, industrial-office, business and commercial areas, the standard of provision is a minimum of 5 ha per 100,000 workers i.e. $0.5m^2$ per worker, and should mainly be used for Local Open Space for the enjoyment of workers". The estimated population for this redevelopment is approx. 16,900 people. Therefore, a minimum open space provision of (16,900 x 0.5) approx. 8,450 m² is required. As shown in table 4.4.1 below.

The demarcation of Open Space and the level of provision are shown in Appendix C.

Location	Open Space Area (m ²)
	Uncovered
G/F	1,553.605
LEVEL +41.3	347.322
LEVEL +47.3	643.336
LEVEL +53.3	3,249.467
Main Roof	2694.82
Total	8,452.962

Table 4.4.1 Open Space Provision Calculation

Note: Open Space at GF will be for public use at reasonable hours.

The provision of open space throughout the Proposed Redevelopment (8,452.962 sq.m.) meets the minimum requirement (8,450 sq.m.) of open space provision. Further, a precise estimation on the amount of user shall be subject to the later design development of the building scheme, so as to provide sufficient open space.

On the other hand, a new landscape deck with approx. **2,673** sq.m.of open space for public use at reasonable hours, is proposed at Fenwick Pier Street associated with the loss of open space due to the redevelopment. Preliminary design for the proposed landscape deck is enclosed in **Appendix D**.

<u>APPENDIX A</u> SITE PLAN AND EXISTING SITE PHOTOS















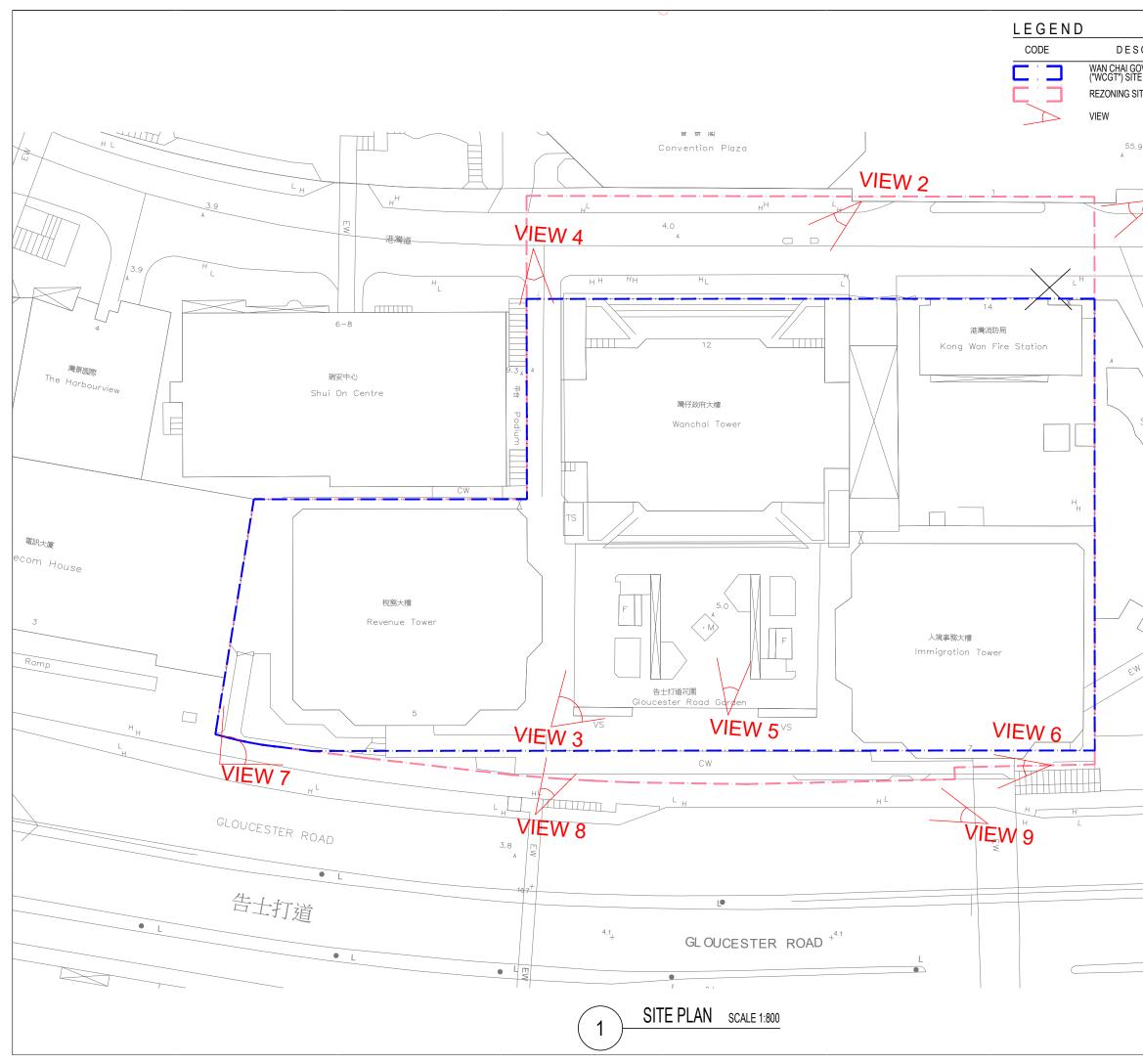




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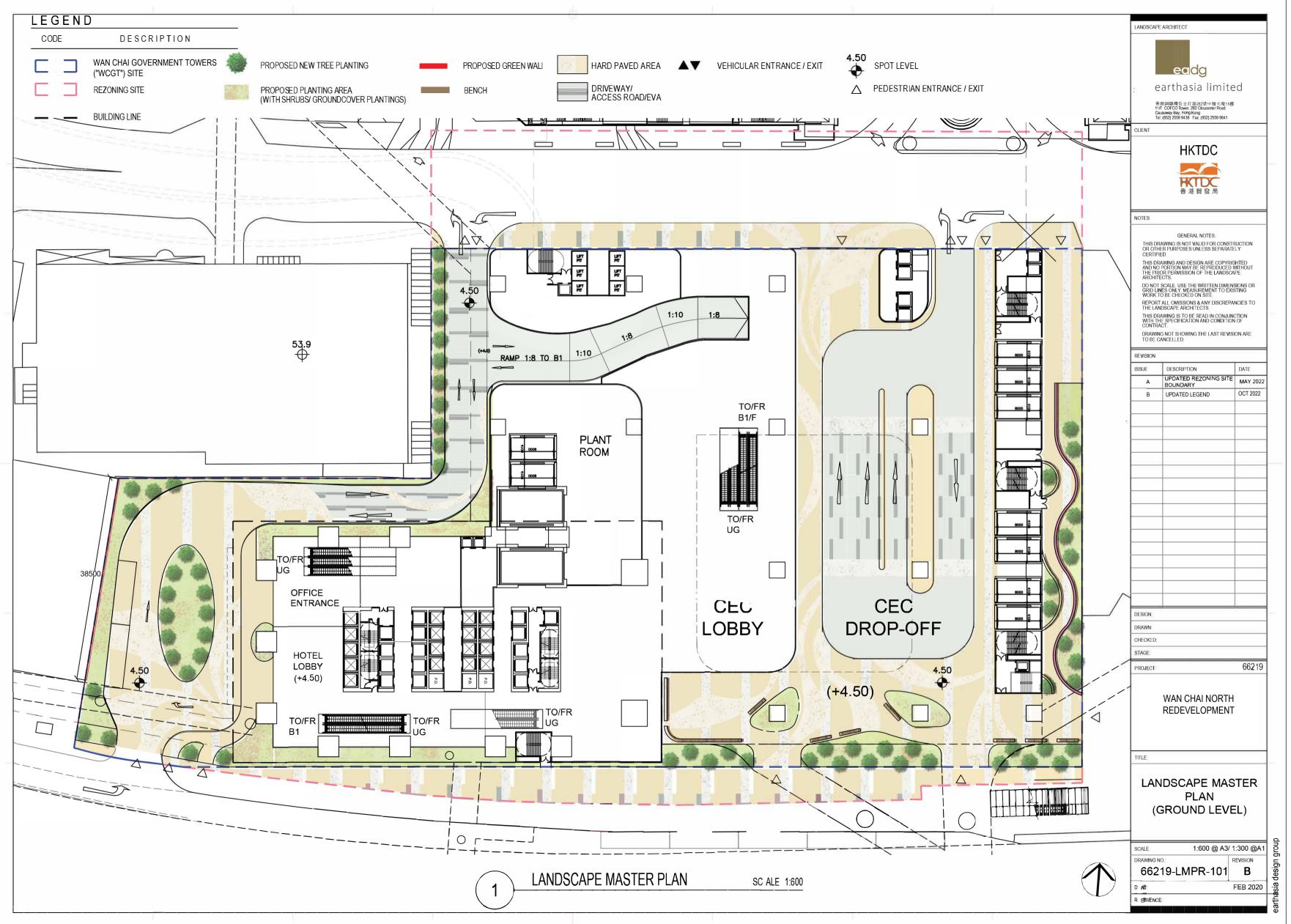


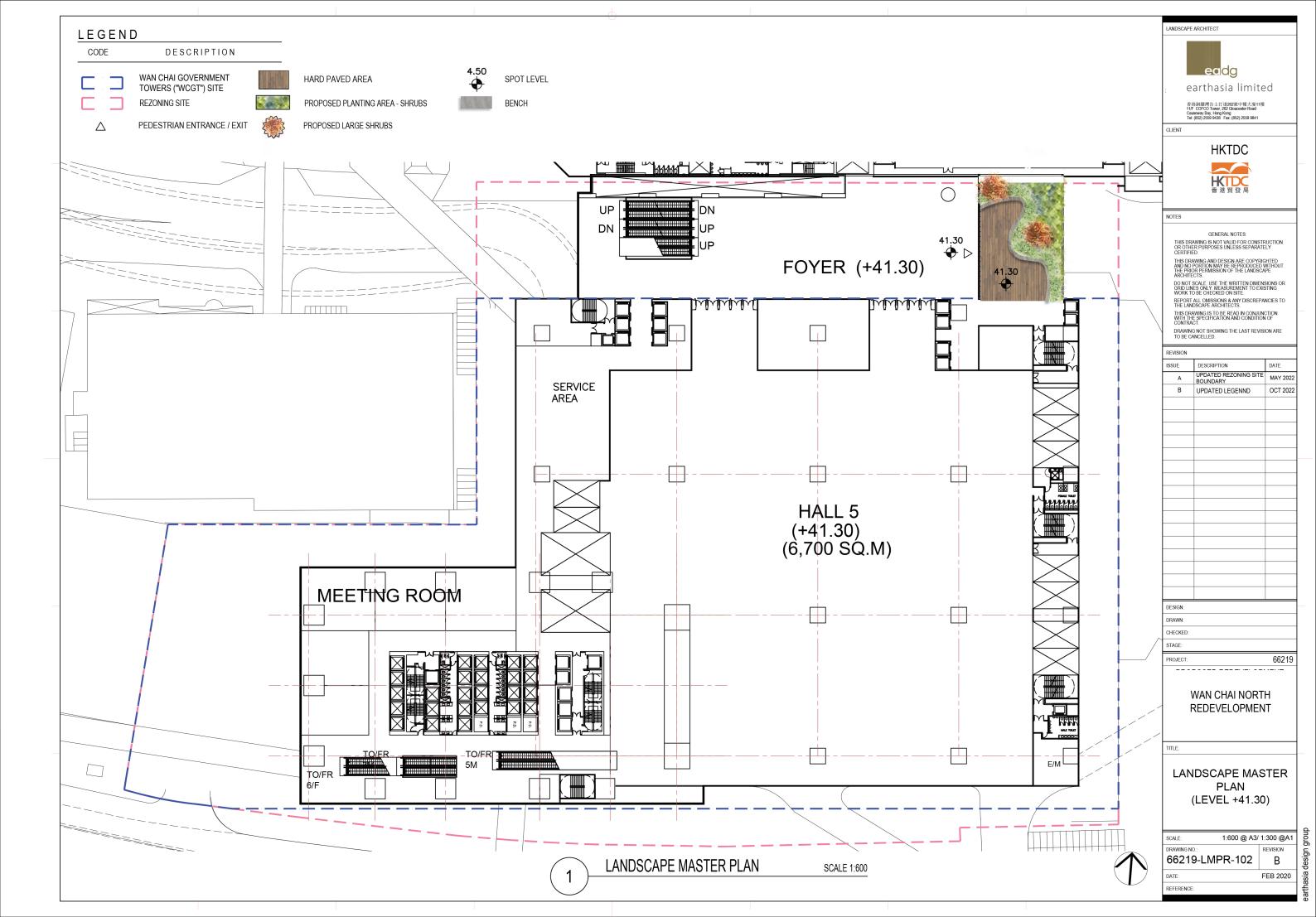


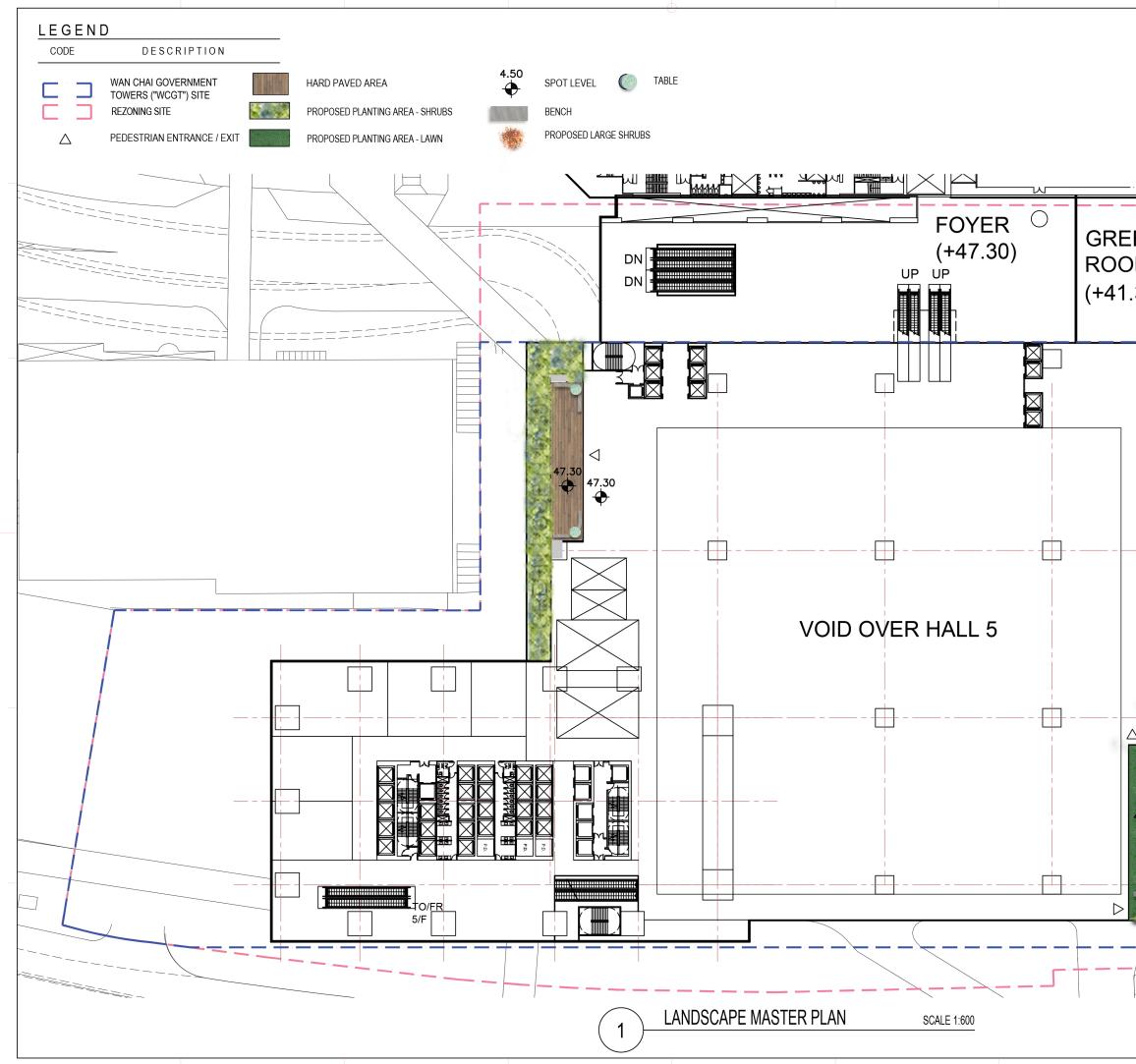


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APPENDIX B LANDSCAPE MASTER PLAN

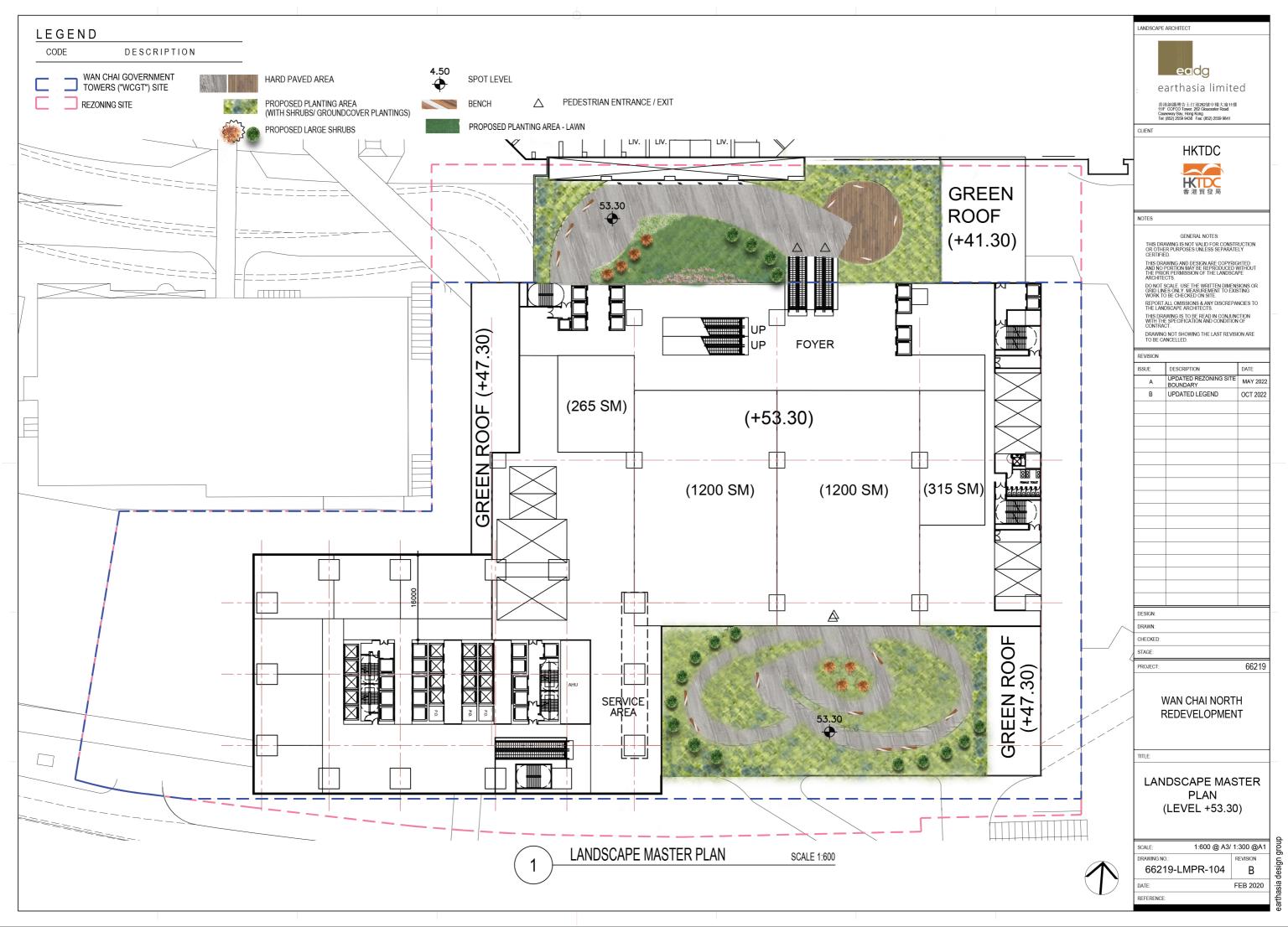


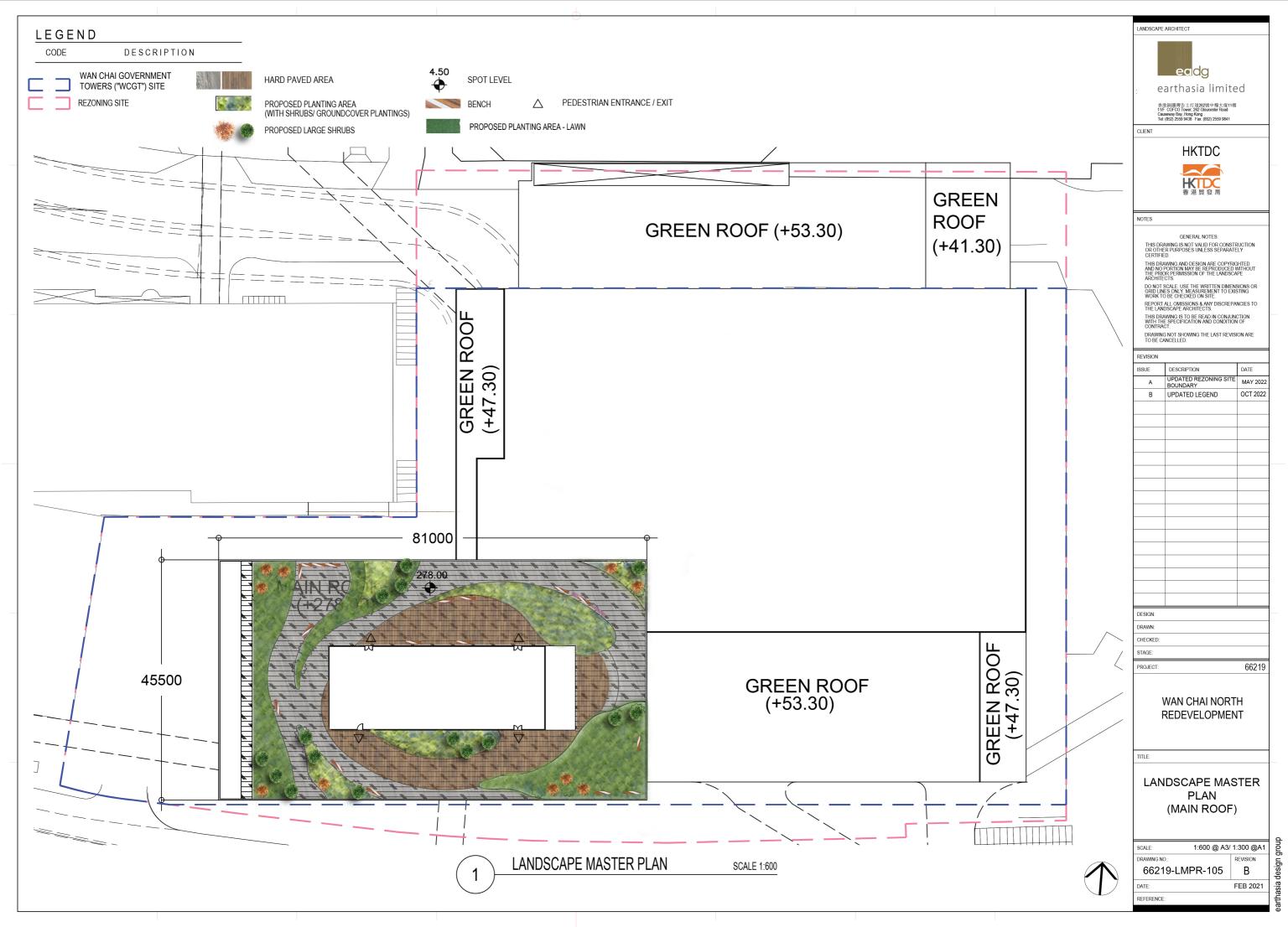




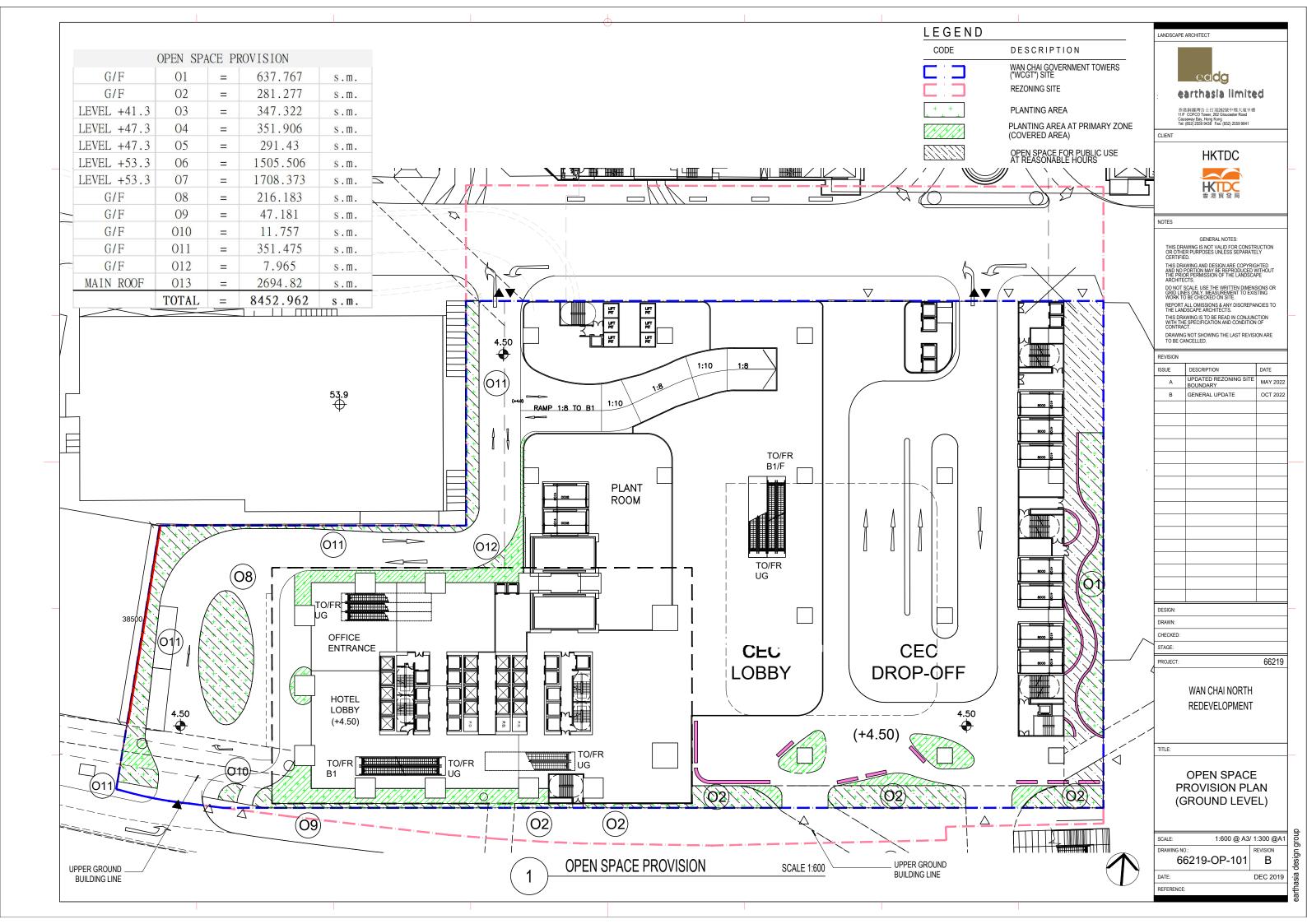
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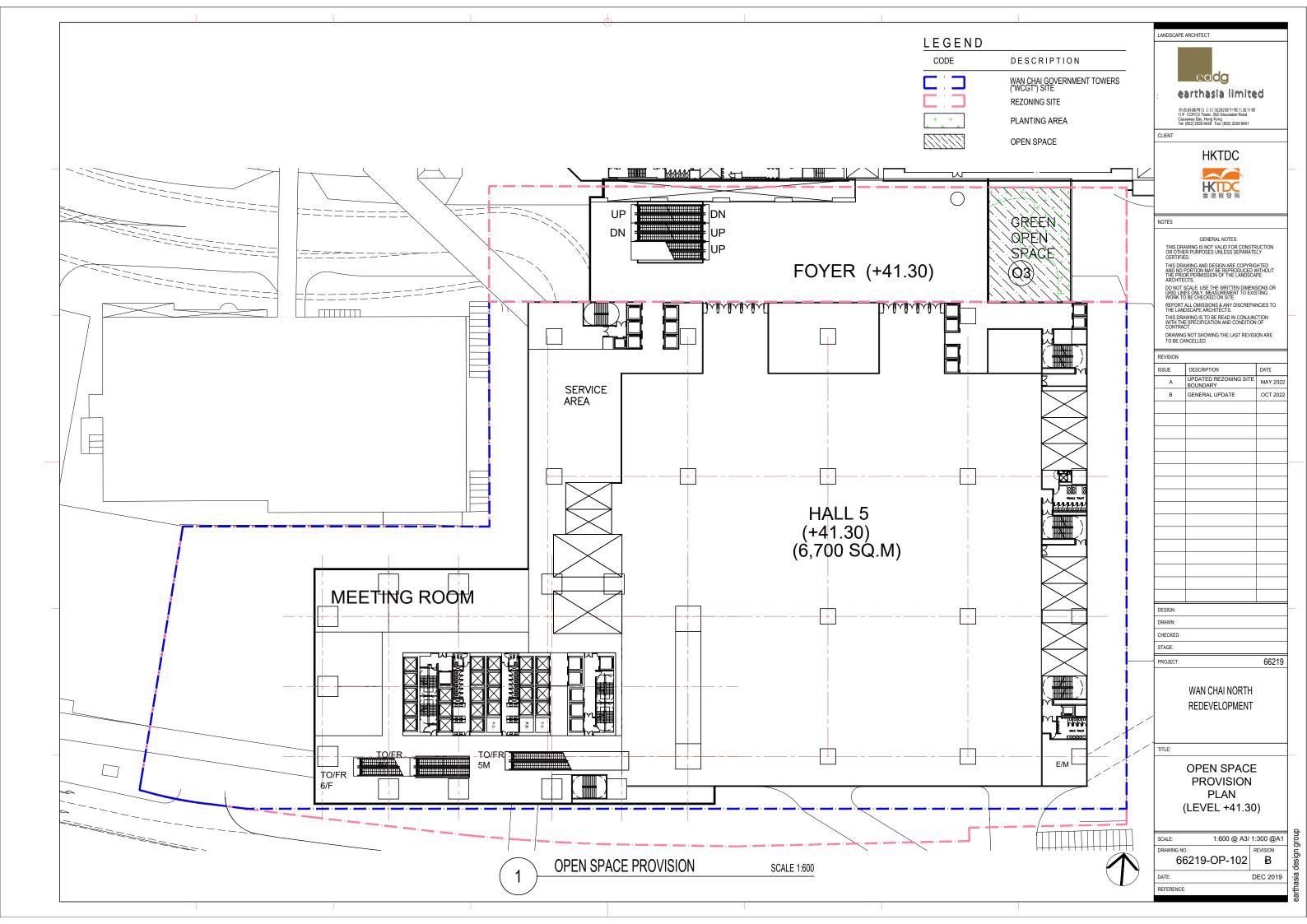
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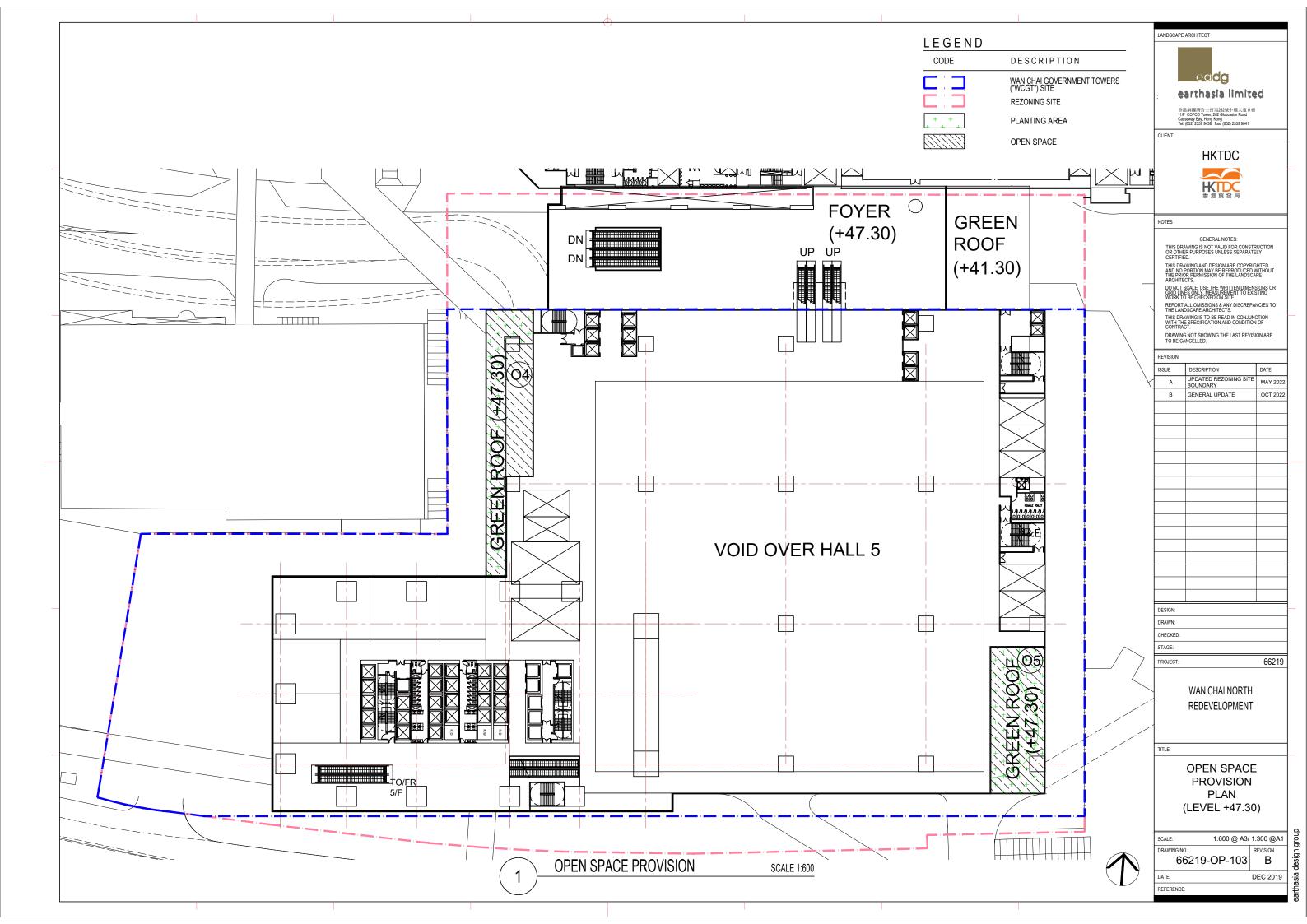


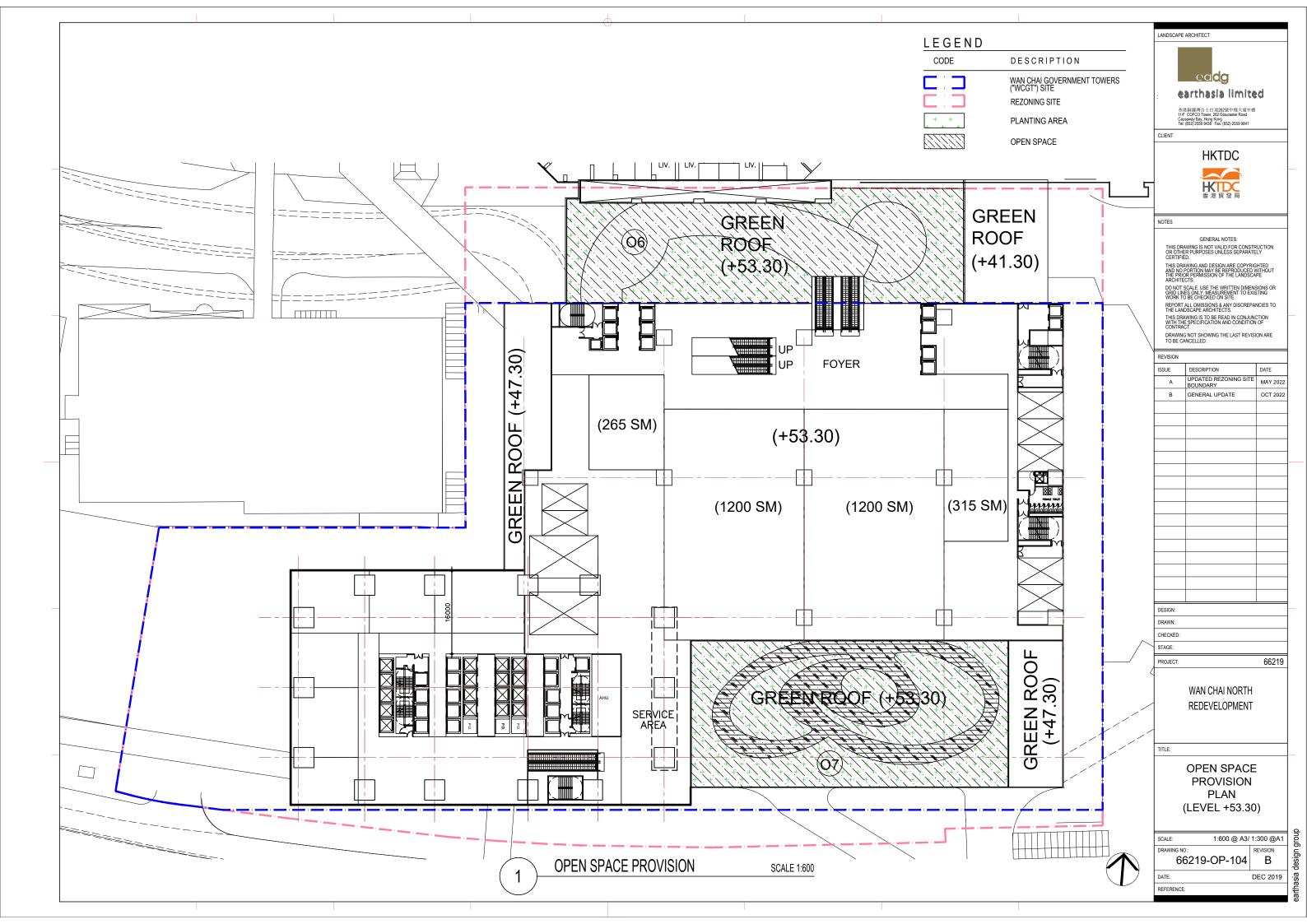


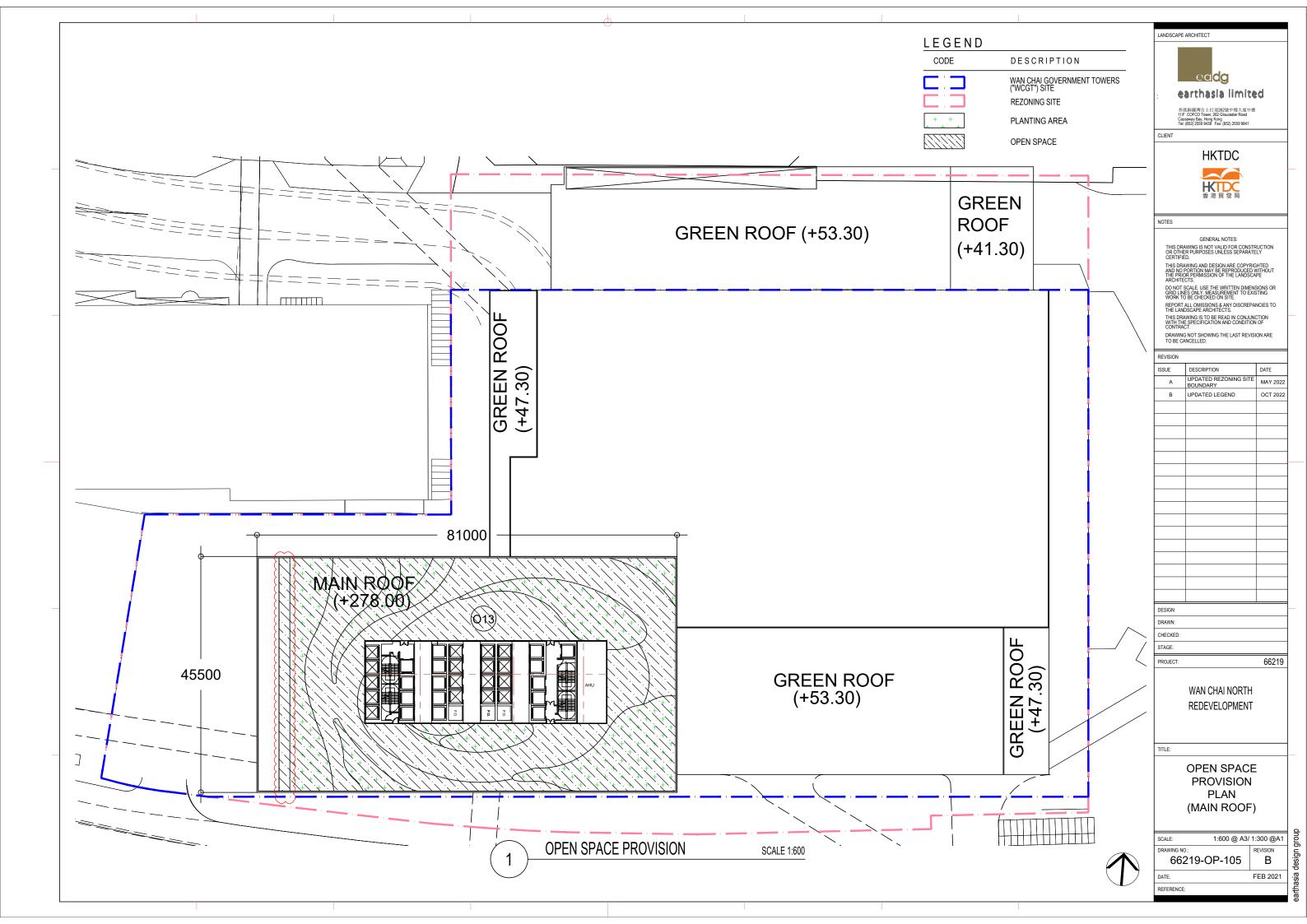
$\frac{APPENDIX \ C}{\text{PROVISION PLAN}}$













DESCRIPTION

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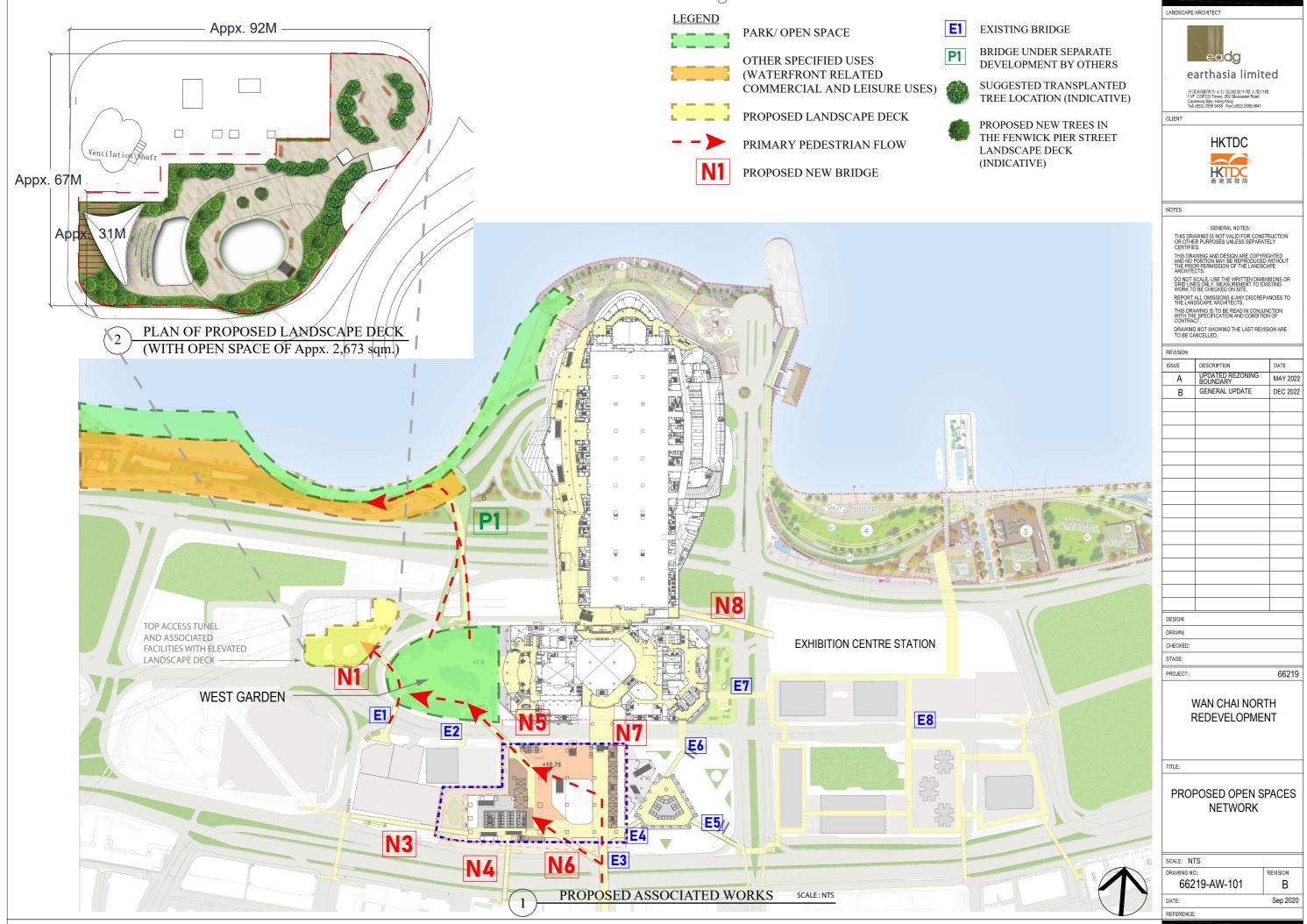
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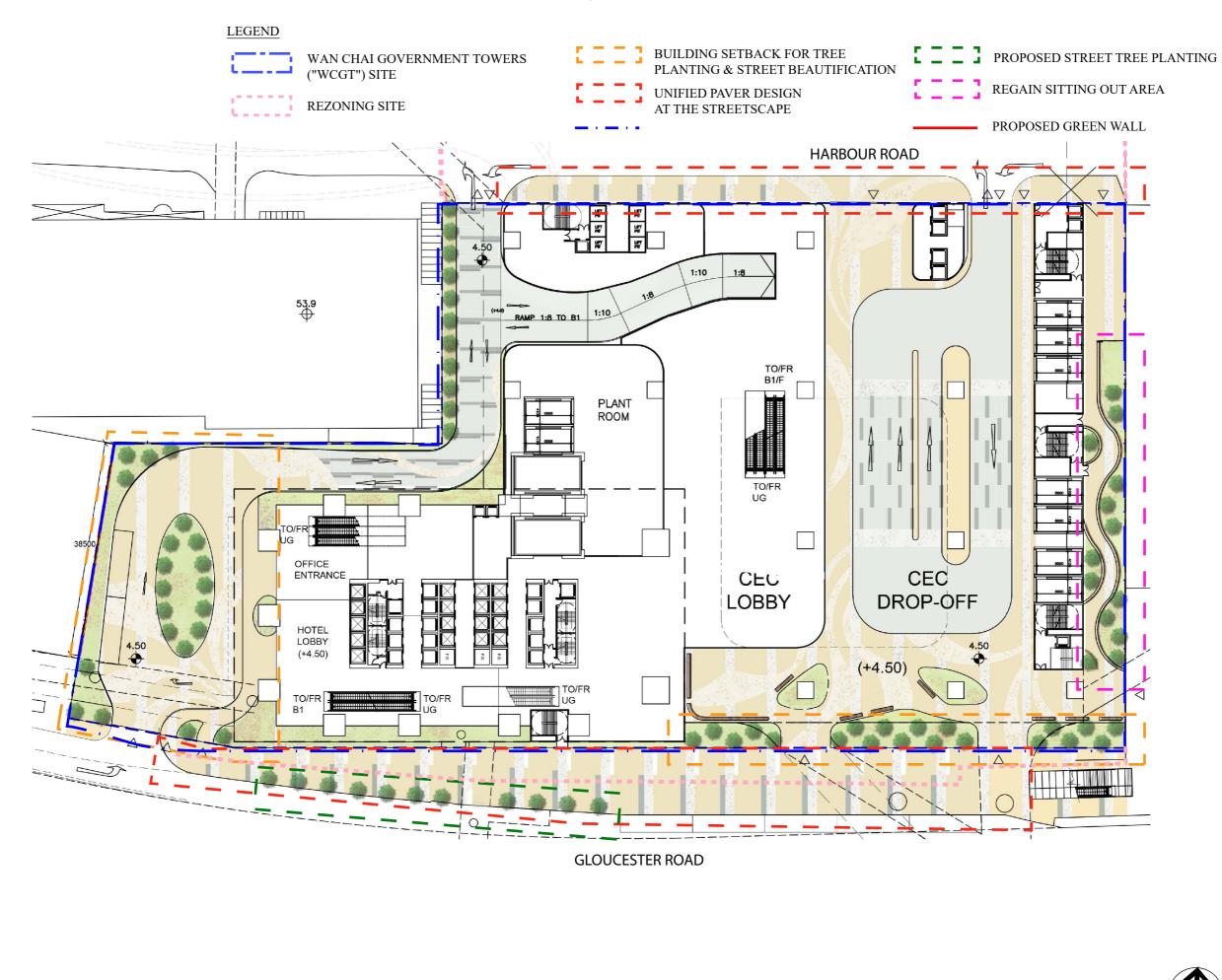
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APPENDIX D PROPOSED STREETSCAPE ENHANCEMENT & PROPOSED OPEN SPACES NETWORK



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APPENDIX E TREE PRESERVATION & TREE REMOVAL PROPOSAL

WAN CHAI NORTH REDEVELOPMENT

TREE PRESEVERATION AND TREE REMOVAL PROPOSAL

NOV 2022

CLIENT: HKTDC

PREPARED BY: EARTHASIA LTD. 11/F, COFCO Tower, 262 Gloucester Road, Causeway Bay, Hong Kong

Wan Chai North Redevelopment Tree Preservation and Tree Removal Proposal (1st Submission for Executive Summary)

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- 1.1 Introduction
- 1.2 Description of the Proposed Works

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- 2.2 Terms Used in the Tree Assessment Schedule

SECTION 3 TREE SURVEY FINDINGS

- 3.1 General Description of Existing Trees
- 3.2 Tree Survey Details
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- 4.1 Categories of Recommendation
- 4.2 Criteria for Judging Recommendation
- 4.3 Recommendation on Tree Treatment

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- 5.1 Strategy for New Tree Planting Proposal
- 5.2 Tree Transplanting Proposal

APPENDICE:

- Appendix A Tree Survey Plan
- Appendix B Tree Assessment Schedule
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- Appendix C1 Photographic Record of Existing Trees (Within Rezoning Site)
- Appendix D Tree Treatment Plan
- Appendix E New Tree Planting Plan
- Appendix F Transplanted Tree Receptor Site Location Plan

SECTION 1 BACKGROUND INFORMATION

1.1 Introduction

- 1.1.1 The project is a proposed mixed-use redevelopment consists of exhibition halls, offices and hotel including a deckover structure connecting the proposed redevelopment and the existing Hong Kong Convention and Exhibition Centre (HKCEC), located at the composite site of the existing Immigration Tower, District Court, Revenue Tower, Kwong Wan Fire Station and Gloucester Road Garden in between Gloucester Road and Harbour Road, Hong Kong.
- 1.1.2 This Tree Preservation and Tree Removal Proposal (TPRP) Submission is prepared for Planning Department's consideration and approval in fulfilling the requirements of application for amendment of plan under Town Planning Ordinance Section **5**.

1.2 Description of the Proposed Works

1.2.1 Site Description

The project is located at the Wan Chai Government Towers Site ("WCGT Site") with a Development Area of approx. **15,444** sqm. (excluding the Development Area above Harbour Road of approx. 2,726 sqm. and Street Improvement Area along Gloucester Road of approx. 855sqm), consisting of three government buildings (namely Wanchai Tower, Immigration Tower, and Revenue Tower), Gloucester Road Garden and the Kong Wan Fire Station next to the existing Hong Kong Exhibition and Convention Centre ("HKCEC") in Wan Chai North. Site location plan and existing site photos refer to **Appendix A**.

1.2.2 Proposed Redevelopment

The Proposed Development will have a total non-domestic GFA of approx. 231,660sqm. (P.R. 15), comprising Convention and Exhibition facilities (GFA of approx. 85,950sqm.), Hotel (GFA of approx. 53,350sqm.); Office (GFA of approx. 90,310sqm.); Public Passage (GFA of approx. 2,050sqm.); underground car parking and loading/unloading facilities; and open spaces. To facilitate synergies with the existing HKCEC facilities, the Proposed Development would be connected to the existing HKCEC Phase 1 via a podium structure above Harbour Road, providing foyer connections to the existing HKCEC Phase 1's convention and exhibition halls and facilities. The Proposed Redevelopment would also include a Vehicular Tunnel underneath Harbour Road with the Tunnel Entrance and Landscape Deck located near Fenwick Street to the West of the WCGT Site.

SECTION 2 TREE SURVEY METHODOLOGY

2.1 Tree Survey Methodology

A tree survey has been conducted to ascertain the extent of existing trees within the proposed site that would be affected directly and indirectly by the proposed site formation works.

2.1.1 Definition

In accordance with LAO Lands Department Practice Note 2/2020, all existing trees if its trunk diameter measures 95mm or more at a height of 1.3m above ground level were identified.

2.1.2 Individual Tree Survey

Every tree surveyed individually shall be recorded with the following information in **Appendix B**, with photographic record provided in **Appendix C** and **C1**:

- Tree No.
- Species (both scientific name and Chinese name)
- Measurements including height, DBH and crown spread
- Amenity value
- Form
- Health condition
- Structural condition
- Suitability for transplanting
- Conservation status
- Recommendation, i.e. retain, transplant or fell
- Department to provide expert advice to LandsD

2.1.3 Tree Assessment Schedule

A Tree Assessment Schedule recording the detailed information of existing trees together with photographic records of existing trees are provided in **Appendix B** and **Appendix C and C1** respectively. All surveyed trees shall be identified to confirm whether the trees are:

- Included in the Register of Old and Valuable Trees promulgated under Development Bureau Technical Circular (Works) No. 5/2020,
- Potentially registrable in accordance with the criteria as set out in Development Bureau Technical Circular (Works) No. 5/2020,
- Tree species included in the latest edition of the publication: *Rare and Precious Plants of Hong Kong*, issued by Agriculture Fisheries and Conservation Department, and /or
- Potentially hazardous.

Wan Chai North Redevelopment Tree Preservation and Tree Removal Proposal (1st Submission for Executive Summary)

2.2 Terms Used in the Tree Assessment Schedule

2.2.1 Tree No. Surveyed tree reference number recorded

2.2.2 Species Scientific names and Chinese names of the surveyed tree recorded

2.2.3 Height Full height measured from ground level to the top branch in meters

2.2.4 DBH Diameter at breast height (DBH) of the main trunk measured at a height of 1300mm above ground level

2.2.5 Crown Spread Diameter of tree canopy in meter

2.2.6 Amenity Value

Estimated according to the species, age, size, tree form, health condition and structural condition. Functional values for shade, shelter, screening, reduction of pollution and noise and also fung shui significance might be also taken into account.

(G) = Good	Specimen of rare trees to be retained if at all possible
(F) = Fair	Trees which individually or collectively make a useful but not vital contribution to the local environment
$(\mathbf{P}) = \mathbf{Poor}$	Dead, dangerous and unhealthy trees and trees of generally poor form and shape

2.2.7 Form

Estimated according to the canopy

(G) = Good	Well-balanced canopy and straight strong trunk(s) without any broken scaffold branch							
(F) = Fair	Trees of reasonable form, which might be slightly unbalanced canopy and non-straight trunk(s)							
$(\mathbf{P}) = \mathbf{Poor}$	Heavily leaning, unbalanced canopy misshapen, awkwardly- forked trunk or with any broken branch or trunk							
2.2.8 Health Condition Estimate according to the foliage, surface / exposed roots, branches and trunk								
(G) = Good	Without any visible disease or defect, sound and healthy tree							
(F) = Fair	With few visible defects or health problem							

(P) = Poor With many visible defects or health problem such as rot, decaying cavities in the main trunk, insect or fungi attack, lack of vigour and crown die back, dying back of the effects of very heavy vine growth, etc.

2.2.9 Structural Condition

Estimated according to the surface / exposed roots, branches and trunk

(G)	= Good	Trees that are without any visible structural defects
(F)	= Fair	Trees that are structurally sound, which might have insignificant structural defects
(P)	= Poor	Trees that are badly damaged, with critical structural defects and/or clearly suffering from advanced decay,

2.2.10 Suitability for transplanting This factor is categorized as follows:

(H) = High(M) = Medium(L) = Low

The suitability for transplanting and survival rate after transplanting for individual tree are assessed by evaluating condition of an individual tree at the time of survey (including health, structure, age and root conditions), site conditions (including topography and accessibility), and intrinsic characters if tree species (survival rate after transplanting).

The following criteria are taken into account:

- **Condition of the Tree** trees with balanced form, in good health and with high amenity value are considered for transplanting
- Size and Maturity small and younger trees have a better chance of surviving transplantation while larger, mature trees are difficult to transplant both logistically and in terms of survival rate
- **Species** different tree species have better chances of survival or are better suited to transplanting than others
- Access large machinery is required to lift the trees, steep slopes and rocky terrain therefore make it difficult to access trees
- **Trees Located on Sloping Ground -** for those trees located on sloping ground, they may not survive after transplanting even if they are accessible. It is difficult for their inclined root systems to adapt to the normally more gentle ground at the receptor site.

2.2.11 Remarks

Supplementary special features identified on site and having status / characteristics / condition as stated in the bullet points of Section 2.1.3 *Tree Assessment Schedule*.

SECTION 3 TREE SURVEY FINDINGS

3.1 General Description of Existing Trees

A tree survey was carried out on 28 Sep 2022. There are total **78** nos. existing trees surveyed within site boundary and rezoning site boundary, Tree Survey Plan is enclosed in **Appendix A**.

The tree species recorded are mostly common species in Hong Kong. There are **20** species identified, the height ranges from 2m to 15m, crown spread from 1m to 8m, and DBH from 95mm to 690mm, they are summarized in paragraph 4.3.2. No Registered Old and Valuable Trees (OVT) are recorded in this tree survey.

If any of the trees surveyed is a tree having status / characteristics / condition as:

- The tree is included in the Register of Old and Valuable Trees promulgated under Development Bureau Technical Circular (Works) No. 5/2020,
- The tree is potentially registrable in accordance with the criteria as set out in Development Bureau Technical Circular (Works) No. 5/2020,
- The tree species is included in the latest edition of the publication Rare and Precious Plants of Hong Kong issued by Agriculture, Fisheries and Conservation Department, and
- The tree is potentially hazardous.

Wan Chai North Redevelopment Tree Preservation and Tree Removal Proposal (1st Submission for Executive Summary)

3.2	Tree Su	rvey Details
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			Quantity	y (nos.)
	Botanical Name	Chinese Name	Within site	Within rezoning
1.	Archontophoenix alexandrae	假檳榔	2	site 0
2.	Artocarpus heterophyllus	菠蘿蜜	2	0
3.	Averrhoa carambola	楊桃	1	0
4.	Bombax ceiba	木棉	4	0
5.	Bauhinia × blakeana	洋紫荊	0	3
6.	Bauhinia spp.	羊蹄甲屬	0	2
7.	Brachychiton acerifolius	槭葉蘋婆	1	0
8.	Callistemon viminalis	串錢柳	17	4
9.	Caryota mitis	短穗魚尾葵	5	0
10.	Cinnamomum burmannii	陰香	1	0
11.	Dypsis lutescens	散尾葵	4	0
12.	Ficus benjamina	垂葉榕	3	0
13.	Ficus elastica	印度榕	1	0
14.	Ficus microcarpa	細葉榕	9	0
15.	Ficus subpisocarpa	筆管榕	1	0
16.	Livistona chinensis	蒲葵	13	0
17.	Macaranga tanarius	血桐	1	0
18.	Pachira aquatica	瓜栗	1	0
19.	Schefflera actinophylla	傘樹	0	1
20.	Wodyetia bifurcata	狐尾椰子	2	0
	Subtotal Trees Survey	/ed	68	10
	Total Trees Surveye	d	78	8

3.3 Reference

- 1. LAO LANDS DEPARTMENT PN NO. 2/2020 TREE PRESERVATION AND REMOVAL PROPOSAL FOR BUILDING DEVELOPMENT IN PRIVATE PROJECTS COMPLIANCE OF TREE PRESERVATION CLAUSE UNDER LEASE
- 2. DEVELOPMENT BUREAU TECHNICAL CIRCULAR (WORKS) NO. 4/2020 TREE PRESERVATION
- 3. DEVELOPMENT BUREAU TECHNICAL CIRCULAR (WORKS) NO. 6/2015 -MAINTENANCE OF VEGETATION AND HARD LANDSCAPE FEATURES
- 4. DEVELOPMENT BUREAU TECHNICAL CICULAR (WORKS) NO. 5/2020 REGISTRATION AND PRESERVATION OF OLD AND VALUABLE TREES
- 5. ENVIRONMENT, TRANSPORT AND WORKS BUREAU TECHNICAL CIRCULAR (WORKS) NO. 11/2004 CYBER MANUAL FOR GREENING
- 6. WORKS BUREAU TECHNICAL CIRCULAR (WORKS) NO. 7/2002 TREE PLANTING IN PUBLIC WORKS
- 7. THROWER, S.L., HONG KONG TREES, THE URBAN COUNCIL HONG KONG 1998
- 8. WEBB, R. (ED.) TREE PLANTING & MAINTENANCE IN HONG KONG, HONG KONG GOVERNMENT PRINTER, HONG KONG 1991
- 9. CHECK LIST OF HONG KONG PLANTS, AFCD, 2012
- 10. RARE AND PRECIOUS PLANTS OF HONG KONG, AFCD, 2003
- 11. STREET TREE SELECTION GUIDE, GREENING, LANDSCAPE AND TREE MANAGEMENT SECTION, DEVELOPMENT BUREAU, 2018

SECTION 4 RECOMMENDATION ON TREE TREATMENT

4.1 Categories of Recommendation

The number and species of trees to be retained, transplanted or fell shall depend on various factors, e.g. cost of planting and transplanting, health, amenity value, size, survival rate, location and details of the proposed works.

The following definitions with regard to the recommendations for treatment for each tree in the Tree Assessment Schedule are used:

4.1.1 Retain

Trees in unaffected areas are recommended to be retained and will be protected during construction by temporary fencing when in proximity to construction works.

4.1.2 Transplant

Tree species that are rare or endangered are recommended to be transplanted. Trees approved to be transplanted will be relocated to a suitable location with consent of the Government.

4.1.3 Fell

Trees in direct conflict with the proposed works and are unsuitable for transplanting will be felled. This shall be the last resort if retain and transplant are both not feasible.

4.2 Criteria for Judging Recommendation

The main criteria for judging 'Tree Treatment' for each tree are as follows:

4.2.1 Retain

The feasibility of retaining a tree has been considered with regards to the following:

- Potential damage to the trees as a result of the work.
- Changes to ground levels on a macro-scale that affects the ground water table and may cause severe stress.
- Special construction to maintain the existing ground.
- Conflict between tree roots and slope stabilization method.

4.2.2 Transplant

In situation where a tree is impossible to retain, then transplanting will be considered. The criteria upon which the assessment of transplanting trees are based on the following:

- Potential damage to the trees as a result of the work.
- Rarity of species rare or endangered Hong Kong species.
- Distinctiveness trees with high amenity value and high local importance.
- Condition of tree trees with balanced form, good health and high amenity value.
- Maturity younger trees have higher survival rate while mature trees do not.
- Species character different tree species have different rates of survival.
- Rootball feasibility tree growing on loosen rocky sub-base / slope or adjacent to important utility will not be considered.

4.2.3 Fell

The guidelines for the proposed felling of trees are:

- No irreplaceable rare tree species involved.
- Felling of trees would not cause a serious environmental impact.
- A genuine development or traffic need for tree felling exists, which cannot be reasonably overcome.
- The tree is not unusually large or is not a fine specimen of its type.
- The tree is in poor condition.

Compensatory planting / replanting are proposed for implementation whatever tree felling is involved.

4.3 Recommendation on Tree Treatment

Among the **78** nos. surveyed trees, they are all affected by the demolition works of the existing building group, the excavation works, provision of underground car parks and utilities as well as the proposed construction of the deck over structure in the rezoning site area. **60** nos. of trees are assessed not suitable to be transplanted and will be proposed to be felled under this redevelopment.

The reasons of their low suitability for transplantation are as follows:-

- With poor form and presence of defects such as multiple trunks, asymmetric tree crown, broken scaffold, girdling root, pruning wound, presence of included bark, broken trunk, crooked trunk, co-dominant branch, leaning or topped;
- On raised planter, restricted rootball with incomplete rootball formation after transplantation and;
- Trees are too mature/ large in size to be transplanted.

Tree Treatment Plan is included in **Appendix D.**

On the other hand, the remaining 18 nos. trees affected by the proposed redevelopment are in fair form, health and structural condition, which are suitable for transplantation. Therefore, **18** nos. of trees are proposed to be transplanted. They are proposed to be transplanted permanently to the proposed landscape deck at Fenwick Pier Street outside the site boundary. Location of this tree transplant receptor site is enclosed in **Appendix J**.

Furthermore, road realignment/ improvement works at Gloucester Road and Harbour Road will affect some existing street trees along the said carriageways. The proposed treatment of those trees will be under separate submission.

4.3.1	Summary o	of Treatment to	Trees Surveyed:
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	Quantity (nos.)			
Proposed Treatment	Within site	Within rezoning site		
To be retained	0	0		
To be transplanted	18	0		
To be felled	50	10		
Subtotal No. of Existing Trees Surveyed	68	10		
Total No. of Existing Trees Surveyed	7	8		

			Quantity (nos.)			
	Botanical Name	Chinese Name	Within site	Within rezoning site		
1.	Archontophoenix alexandrae	假檳榔	1	0		
2.	Artocarpus heterophyllus	菠蘿蜜	2	0		
3.	Averrhoa carambola	楊桃	1	0		
4.	Bombax ceiba	木棉	4	0		
5.	Bauhinia × blakeana	洋紫荊	0	3		
6.	Bauhinia spp.	羊蹄甲屬	0	2		
7.	Brachychiton acerifolius	槭葉蘋婆	1	0		
8.	Callistemon viminalis	串錢柳	17	4		
9.	Caryota mitis	短穗魚尾葵	0	0		
10.	Cinnamomum burmannii	陰香	1	0		
11.	Dypsis lutescens	散尾葵	4	0		
12.	Ficus benjamina	垂葉榕	3	0		
13.	Ficus elastica	印度榕	1	0		
14.	Ficus microcarpa	細葉榕	7	0		
15.	Ficus subpisocarpa	筆管榕	1	0		
16.	Livistona chinensis	蒲葵	5	0		
17.	Macaranga tanarius	血桐	1	0		
18.	Pachira aquatica	瓜栗	1	0		
19.	Schefflera actinophylla	傘樹	0	1		
20.	Wodyetia bifurcata	狐尾椰子	0	0		
	Subtotal No. of Tre	50	10			
	Total No. of Tre	to be Felled	6	50		

4.3.2 Summary of Trees proposed to be Felled:

			Quantity (nos.)			
	Botanical Name	Chinese Name	Within site	Within rezoning site		
1.	Archontophoenix alexandrae	假檳榔	1	0		
2.	Artocarpus heterophyllus	菠蘿蜜	0	0		
3.	Averrhoa carambola	楊桃	0	0		
4.	Bombax ceiba	木棉	0	0		
5.	Bauhinia × blakeana	洋紫荊	0	0		
6.	Callistemon viminalis	串錢柳	0	0		
7.	Caryota mitis	短穗魚尾葵	5	0		
8.	Dypsis lutescens	散尾葵	0	0		
9.	Ficus benjamina	垂葉榕	0	0		
10.	Ficus elastica	印度榕	0	0		
11.	Ficus microcarpa	細葉榕	2	0		
12.	Ficus subpisocarpa	筆管榕	0	0		
13.	Livistona chinensis	蒲葵	8	0		
14.	Macaranga tanarius	血桐	0	0		
15.	Michelia x alba	白蘭	0	0		
16.	Schefflera actinophylla	傘樹	0	0		
17.	Wodyetia bifurcata	狐尾椰子	2	0		
	Subtotal No. of Trees to I	18	0			
	Total No. of Trees to I	be Transplanted	1	.8		

4.3.3 Summary of Trees proposed to be Transplanted:

SECTION 5 TREE PLANTING PROPOSAL

5.1 Strategy for New Tree Planting Proposal

Due to the excavation works at the project site and the proposed construction of the deckover structure at the rezoning site, **60** nos. existing trees with **11,261** mm aggregated DBH are recommended to be felled.

According to LAO Lands Department Practice Note No. 2/2020, implementation of new tree planting to compensate the loss of trees should be of a ratio not less than 1:1 in terms of number and DBH.

Although we could not provide a compensatory planting ratio 1:1 in terms of quality within the project site due to site constrains with limited planting space, **65** nos. of new trees with **75**mm DBH (in total **4,875**mm DBH) will be planted at the ground floor planters within site. Also, shrubs and groundcover plantings to be provided at each planting area to beautify the site and integrate with the proposed new trees. The new tree planting ratio **1: 1.18** in terms of quantity and **1:0.43** in terms of quality are achieved to compensate the tree loss. New Tree Planting Plan is enclosed in **Appendix E**.

In order to enhance the diversity of plant species at the site, a number of native and exotic tree species are used as new tree planting. **Table 5.1.1** shows the proposed new tree species.

Code	Botanical name	Chinese name	Height (mm)	Spread (mm)	DBH (mm)	Live Crown Ratio (Min.)	Minimum Spacing (mm)		Quantity
EHA.	Elaeocarpus hainanensis	水石榕	3000	2000	75	60	4000	Exotic	26
GSU.	Garcinia subelliptica	菲島福木	3000	2000	75	60	4000	Exotic	17
PAX.	Polyspora axillaris	大頭茶	3000	2000	75	60	4000	Native	14
RHY.	Rhus hypoleuca	白背鹽膚木	3000	2000	75	60	4000	Native	8
								Total	65

5.1.1 New Tree Planting Schedule:

5.2 Tree Transplanting Proposal

As the proposed site will be mass constructed, ground space will be congested and restricted for the transplanting tree back to the proposed site. For a better tree establishment, the 18 nos. of existing trees are proposed to be permanently transplanted to the receptor site at Fenwick Pier Street within 200m from the project site. Trees are temporarily transplanted to a holding nursery in Hong Kong. Once the receptor site is available, these trees will be permanently transplanted to the receptor site.

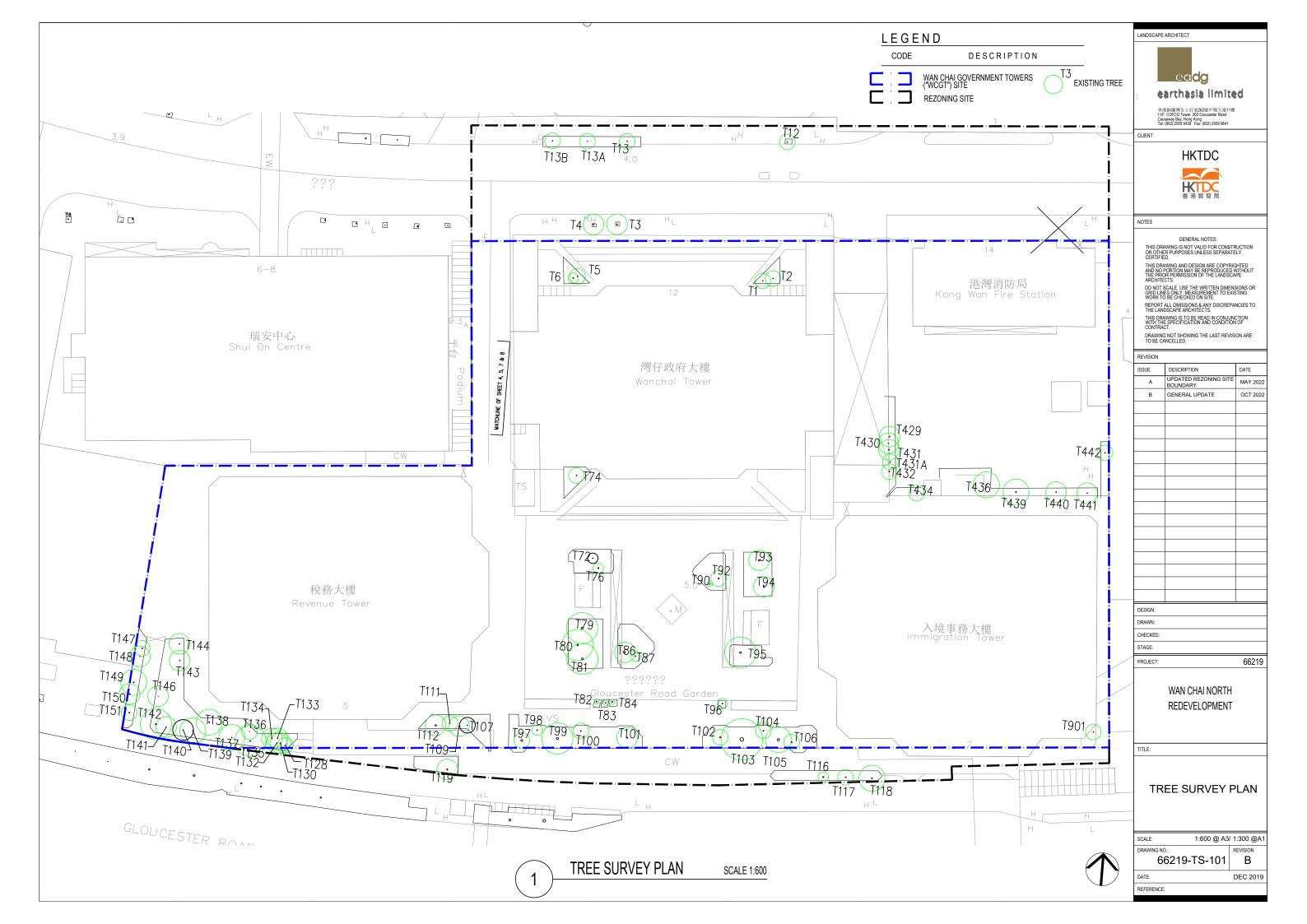
The transplanted trees will be associated with the landscape design of the proposed landscape deck at Fenwick Pier Street to create a recreation space consists of sitting out area for the enjoyment of the public. The location of receptor site is enclosed in **Appendix F.**

All the new trees and transplanted trees will be planted at planter having minimum 1.2m soil depth excluding drainage layer.

The completed landscape works will be properly maintained by property owner or a management agent and regular vegetation maintenance, including tree risk assessment, will be undertaken to maintain the plants in good condition.

All Landscape softworks shall observe the General Specification for Civil Engineering Works published by the Government of the Hong Kong Special Administrative Region.





APPENDIX B Tree Assessment Schedule

<u>Tree Assessment Schedule</u> Project Title: Wan Chai North Redevelopment Date of Tree Survey: 28 Sep 2022

Surveyed by: LEUNG Hoi Ki (ISA CA: HK-1279A)

	Species ²														
Tree No. ¹	Scientific name	Chinese name	Height (m)	DBH ³ (mm)	Crown Spread (m)	Amenity Value⁴	Form	Health condition	Structural Condition	Suitability for t	transplanting⁵	Conservation status ⁷	Recommendation (Retain/Transplant/Fell)	Department to provide expert advice to LandsD	Additional Remarks ⁸
							(Good/	 Fair/Poor)		(High/Medium/Low)	Remarks ⁶				
Within Site															
T1	Dypsis lutescens	散尾葵	6.0	98	3.0	Fair	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Raised planter, multiple trunks
T2	Dypsis lutescens	散尾葵	6.0	105	3.0	Fair	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Raised planter, multiple trunks
T5	Dypsis lutescens	散尾葵	6.0	95	3.0	Fair	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Raised planter, multiple trunks
T6	Dypsis lutescens	散尾葵	6.0	100	2.0	Fair	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Raised planter, multiple trunks
T72	Brachychiton acerifolius	槭葉蘋婆	4	128	2	Medium	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Raised planter, root flare not visible
T74	Archontophoenix alexandrae	假檳榔	7.0	110	3.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T76	Ficus benjamina	垂葉榕	2.0	210	2.0	Fair	Fair	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, topped, codominant trunks, ind bark
T79	Ficus microcarpa	細葉榕	7.0	360	6.0	Fair	Poor	Fair	Fair	Low	a,b,c,h	Nil	Fell	LCSD	Raised planter, asymmetric tree crown
T80	Ficus microcarpa	細葉榕	7.0	280	6.0	Fair	Poor	Fair	Fair	Low	a,b,c,h	Nil	Fell	LCSD	Raised planter, asymmetric tree crown
T81	Ficus microcarpa	細葉榕	7.0	350	6.0	Fair	Poor	Fair	Fair	Low	a,b,c,h	Nil	Fell	LCSD	Raised planter, asymmetric tree crown
T82	Livistona chinensis	蒲葵	3.0	180	1.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T83	Livistona chinensis	蒲葵	3.0	150	1.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T84	Livistona chinensis	蒲葵	3.0	160	1.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T86	Wodyetia bifurcata	狐尾椰子	6.0	347	4.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter, multiple trunks
T87	Ficus benjamina	垂葉榕	2.0	110	2.0	Fair	Fair	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, topped
Т90	Ficus benjamina	垂葉榕	2.0	110	1.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, topped
T92	Wodyetia bifurcata	狐尾椰子	6.0	352	3.0	Fair	Fair	Fair	Fair	Medium	a,b	Nil	Transplant	LCSD	Raised planter, multiple trunks
Т93	Ficus microcarpa	細葉榕	7.0	260	5.0	Fair	Fair	Fair	Fair	Medium	b	Nil	Transplant	LCSD	Raised planter
T94	Ficus microcarpa	細葉榕	6.0	300	6.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning, asymmetric tree crow
T95	Ficus microcarpa	細葉榕	7.0	350	6.0	Fair	Fair	Fair	Fair	Medium	a,b	Nil	Transplant	LCSD	Raised planter
T96	Livistona chinensis	蒲葵	3.0	180	2.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T97	Bombax ceiba	木棉	7.0	455	2.0	Fair	Poor	Fair	Fair	Low	a,b,c,h	Nil	Fell	LCSD	Raised planter, topped
T98	Livistona chinensis	蒲葵	5.0	190	2.0	Fair	Fair	Fair	Fair	Low	a,f,h	Nil	Fell	LCSD	Raised planter, restricted rootball, incomplete ro
Т99	Bombax ceiba	木棉	13.0	520	7.0	Fair	Fair	Fair	Fair	Low	a,b,c,h	Nil	Fell	LCSD	Raised planter, a reasonable root ball size car achieved
T100	Livistona chinensis	蒲葵	5.0	190	3.0	Fair	Fair	Fair	Fair	Low	a,f,h	Nil	Fell	LCSD	Raised planter, restricted rootball, incomplete ro affect the survival rate
T101	Livistona chinensis	蒲葵	5.0	210	4.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T102	Livistona chinensis	蒲葵	4.0	220	3.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T103	Bombax ceiba	木棉	15.0	690	8.0	Fair	Fair	Fair	Fair	Low	a,b,c,h	Nil	Fell	LCSD	Raised planter, a reasonable root ball size car achieved
T104	Livistona chinensis	蒲葵	4.0	200	3.0	Fair	Fair	Fair	Fair	Low	a,f,h	Nil	Fell	LCSD	Raised planter, restricted rootball, incomplete re affect the survival rate
T105	Bombax ceiba	木棉	9.0	410	5.0	Fair	Poor	Fair	Fair	Low	a,b,c,h	Nil	Fell	LCSD	Raised planter, root flare not visible
T106	Livistona chinensis	蒲葵	5.0	200	3.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T107	Callistemon viminalis	串錢柳	5	102	2	Low	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Raised planter, close to walkway cover
T109	Callistemon viminalis	串錢柳	6.0	130	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, asymmetric tree crown, close walkway cover
T111	Callistemon viminalis	串錢柳	6.0	120	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, crooked trunk, leaning, close t cover
T112	Caryota mitis	短穗魚尾葵	5.0	280	4.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter, multiple trunks
T128	Caryota mitis	短穗魚尾葵	4.0	120	2.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T130	Caryota mitis	短穗魚尾葵	5.0	181	3.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter, multiple trunks,
T132	Caryota mitis	短穗魚尾葵	5.0	136	2.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter, multiple trunks,
T133	Caryota mitis	短穗魚尾葵	5.0	120	2.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter

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<u>Tree Assessment Schedule</u> Project Title: Wan Chai North Redevelopment Date of Tree Survey: 28 Sep 2022

Surveyed by: LEUNG Hoi Ki (ISA CA: HK-1279A)

Species ²															
Tree No. ¹	Scientific name	Chinese name	Height (m)	DBH ³ (mm)	Crown Spread (m)	Amenity Value ⁴	Form	Health condition	Structural Condition	Suitability for	transplanting ⁵	Conservation status ⁷	Recommendation (Retain/Transplant/Fell)	Department to provide expert advice to Lands	Additional Remarks ⁸
						(Good/Fair/Poor)		I	(High/Medium/Low)	Remarks ⁶					
T134	Callistemon viminalis	串錢柳	5.0	140	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, crooked trunk, pruned scaffold, root flare not visible
T135	Callistemon viminalis	串錢柳	7.0	240	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning, root flare not visible
T136	Callistemon viminalis	串錢柳	4.0	115	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, broken scaffold, asymmetric tree crown, root flare not visible
T137	Callistemon viminalis	串錢柳	6.0	165	5.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning, bending trunk
T138	Callistemon viminalis	串錢柳	6.0	190	3.0	Fair	Poor	Fair	Poor	Low	a,c,e,h	Nil	Fell	LCSD	Raised planter, leaning, root plate movement
T139	Callistemon viminalis	串錢柳	6.0	160	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning
T140	Callistemon viminalis	串錢柳	6	108	2	Low	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, trunk wound, Asymetric crown
T141	Callistemon viminalis	串錢柳	6.0	115	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, topped branch, wilted leaves
T142	Callistemon viminalis	串錢柳	6.0	240	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, asymmetric tree crown, leaning, cross branches
T143	Callistemon viminalis	串錢柳	6.0	135	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning
T144	Callistemon viminalis	串錢柳	7.0	130	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning
T146	Callistemon viminalis	串錢柳	6.0	120	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning
T147	Livistona chinensis	蒲葵	7.0	185	2.0	Fair	Fair	Fair	Fair	Medium	а	Nil	Transplant	LCSD	Raised planter
T148	Callistemon viminalis	串錢柳	5.0	115	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, crooked trunk, asymmetric tree crown
T149	Callistemon viminalis	串錢柳	7.0	215	2.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, asymmetric tree crown
T150	Livistona chinensis	蒲葵	5.0	190	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, crooked trunk
T151	Livistona chinensis	蒲葵	4.0	190	2.0	Fair	Fair	Fair	Fair	Low	a,b,f,h	Nil	Fell	LCSD	Raised planter, restricted rootball, incomplete rootball affect the survival rate
T429	Ficus microcarpa	細葉榕	5.0	190	4.0	Fair	Fair	Fair	Fair	Low	a,f,h	Nil	Fell	LandsD	Rasied planter, co-dominant trunks
T430	Archontophoenix alexandrae	假檳榔	5.0	130	4.0	Fair	Fair	Fair	Fair	Low	a,f,h	Nil	Fell	LandsD	Raised planter, restricted rootball, incomplete rootball affect the survival rate
T431	Ficus microcarpa	細葉榕	4.0	170	4.0	Fair	Poor	Fair	Fair	Low	a,f,h	Nil	Fell	LandsD	Raised planter, restricted rootball, incomplete rootball affect the survival rate, co-dominant trunks
T431A	Cinnamomum burmannii	陰香	6	102	3	Medium	Fair	Fair	Fair	Low	a,h	Nil	Fell	LandsD	Raised planter
T432	Ficus elastica	印度榕	3.0	95	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LandsD	Rasied planter, co-dominant trunks
T434	Artocarpus heterophyllus	菠蘿蜜	4.0	135	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LandsD	Rasied planter, pruning wound
T436	Ficus subpisocarpa	筆管榕	8.0	170	5.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LandsD	Rasied planter, suckers, epicormics at trunk base
T439	Macaranga tanarius	血桐	6.0	180	5.0	Fair	Poor	Fair	Fair	Low	a,c,f,h	Nil	Fell	LandsD	Rasied planter, crooked trunk, leaning
T440	Averrhoa carambola	楊桃	4.0	120	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LandsD	Rasied planter, twisted branch, crossed branches
T441	Artocarpus heterophyllus	菠蘿蜜	5.0	110	4.0	Fair	Poor	Fair	Fair	Low	a,c,f,h	Nil	Fell	LandsD	Rasied planter, trunk embedded with angle metal bar
T442	Ficus microcarpa	細葉榕	4.0	120	3.0	Fair	Fair	Poor	Fair	Low	a,d,h	Nil	Fell	LandsD	Rasied planter, codominant branches, cavity
T901	Pachira aquatica	瓜栗	6	150	3	Medium	Fair	Fair	Fair	Low	a,f,h	Nil	Fell	LandsD	Raised planter, crooked trunk, close to building

Tree Assessment Schedule Project Title: Wan Chai North Redevelopment Date of Tree Survey: 28 Sep 2022

Surveyed by: LEUNG Hoi Ki (ISA CA: HK-1279A)

	Species ²										_		Recommendation (Retain/Transplant/Fell)	Department to provide expert	Additional Remarks ⁸
Tree No. ¹		Chinese name	Height (m)	DBH ³	BH ³ Crown m) Spread (m)	Amenity Value ⁴	Form	Health condition	Structural Condition	Suitability for transplanting ⁵		Conservation status ⁷			
	Scientific name		(,	(11111)			(Good/Fa			(High/Medium/Low)	Remarks ⁶			advice to LandsD	
								air/Poor)		, , ,					

	Species ²														
Tree No. ¹	Scientific name	Chinese name	Height (m)	DBH ³ (mm)	Crown Spread	Amenity Value⁴	Form	Health condition	Structural Condition	-	nsplanting⁵	Conservation status ⁷	Recommendation (Retain/Transplant/Fell)	Department to provide expert advice to LandsD	Additional Remarks ⁸
			(/		(m)		(Good/E				Remarks ⁶				
						(Good/Fair/Poor)									
Within Rez	coning Site														
Т3	Bauhinia x blakeana	洋紫荊	6.0	200	4.0	Poor	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Tree pit, branch wound
T4	Bauhinia x blakeana	洋紫荊	6.0	200	4.0	Poor	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Tree pit, branch wound
T12	Schefflera actinophylla	傘樹	6.0	140	3.0	Fair	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Tree pit, girdling root
T13	Bauhinia x blakeana	洋紫荊	6.0	160	2.0	Fair	Fair	Fair	Fair	Low	a,h	Nil	Fell	LCSD	Co-dominant branch, wound on branch and trunk
T13A	<i>Buhinia</i> spp.	羊蹄甲屬	6	100	3	Medium	Fair	Fair	Fair	Low	a,f,h	Nil	Fell	LCSD	Roadside planter, codominant branches
T13B	<i>Buhinia</i> spp.	羊蹄甲屬	6	108	3	Medium	Fair	Fair	Fair	Low	a,f,h	Nil	Fell	LCSD	Roadside planter, codominant branches
T116	Callistemon viminalis	串錢柳	7.0	220	2.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning
T117	Callistemon viminalis	串錢柳	6.0	170	3.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning, root flare not visible
T118	Callistemon viminalis	串錢柳	7.0	230	5.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning
T119	Callistemon viminalis	串錢柳	8.0	240	4.0	Fair	Poor	Fair	Fair	Low	a,c,h	Nil	Fell	LCSD	Raised planter, leaning, wound at root flare

1 Tree(s) in the Register of Old and Valuable Trees should be highlighted with OVT number.

2 Guidance on proper use of scientific name of plants is given in the Agriculture, Fisheries and Conservation Department's Nature Conservation Practice Note No. 3, which can be viewed at AFCD's web page https://www.afcd.gov.hk/english/conservation/con_tech/files/NCPC_No.03_The_use_of_plant_names_eng_ver_revised.pdf

3 DBH of a tree refers to its diameter at breast height (i.e. measured at 1.3 m above ground level). Guidance on DBH measurement is given in the Agriculture, Fisheries and Conservation Department's Nature Conservation Practice Note No. 2, which can be viewed at AFCD's web page

http://www.afcd.gov.hk/english/conservation/con_tech/files/common/NCPN_No.02_measurement_of_DBH_ver.2006.pdf)

4 Amenity value of a tree should be assessed by its functional values for shade, shelter, screening, reduction of pollution and noise and also its fung shui significance, and classified into the following categories. Good: important trees which should be retained by adjusting the design layout accordingly. Fair: trees that are desirable to be retained in order to create a pleasant environment, which includes healthy specimens of lesser importance than "Good" trees.

Poor: trees that are dead, dying or potentially hazardous and should be removed. 5 Assessment shall take into account conditions of an individual tree at the time of survey (including health, structure, age and root conditions), site conditions (including topography and accessibility),

and intrinsic characters of tree species (survival rate after transplanting).

6 Major determining factors for the rating on suitability for transplanting should be included if necessary.

7 State the rarity and protection status of the species. Appendix A.III.(i) g. of DEVB TC(W) No. 4/2020 provides more details.

8 Any additional information deemed necessary for consideration of the proposed management recommendation.

Code Description

a. Affected by proposed work, impossible to retain in-situ

b. Large size tree

c. Poor form (e.g. canopy lopsided & unbalanced, tree trunk leaning dangerously, tree trunk crooked, with hazard-beam bending)

d. Poor health (e.g. tree severely stressed, diseased, insect-pest infected, thin foliage density cover, dieback of canopy)

e. Poor structure (e.g. tree trunk decayed, with decayed hollow cavity, dangerous biburcation codominant stems with included-bark likely to split apart) f. Root ball conflicting with adjacent structure, not suitable to be extracted for transplant

g. Species not tolerant to transplantation.

h. Ubiquitous species, easily replaceable by new compensatory planting of better quality

i. Undesirable weed species

APPENDIX C

Photographic Record of Existing Trees (Within Site)



T1 (1) (Fell)



T1 (2) (Fell)



T2 (1) (Fell)



T2 (2) (Fell)



T5 (1) (Fell)



T5 (2) (Fell)





T6 (2) (Fell)

T6 (1) (Fell)



T76 (1) (Fell)

T76 (2) (Fell)



T79 (1) (Fell)



T79 (2) (Fell)



T80 (2) (Fell)

T80 (1) (Fell)



T87 (1) (Fell)





T98 (1) (Fell)





T100 (1) (Fell)



T100 (2) (Fell)



T103 (1) (Fell)





T104 (1) (Fell)



T104 (2) (Fell)



T107 (1) (Fell)



T109 (1) (Fell)



T109 (2) (Fell)



T111 (1) (Fell)



T111 (2) (Fell)



T134 (2) (Fell)





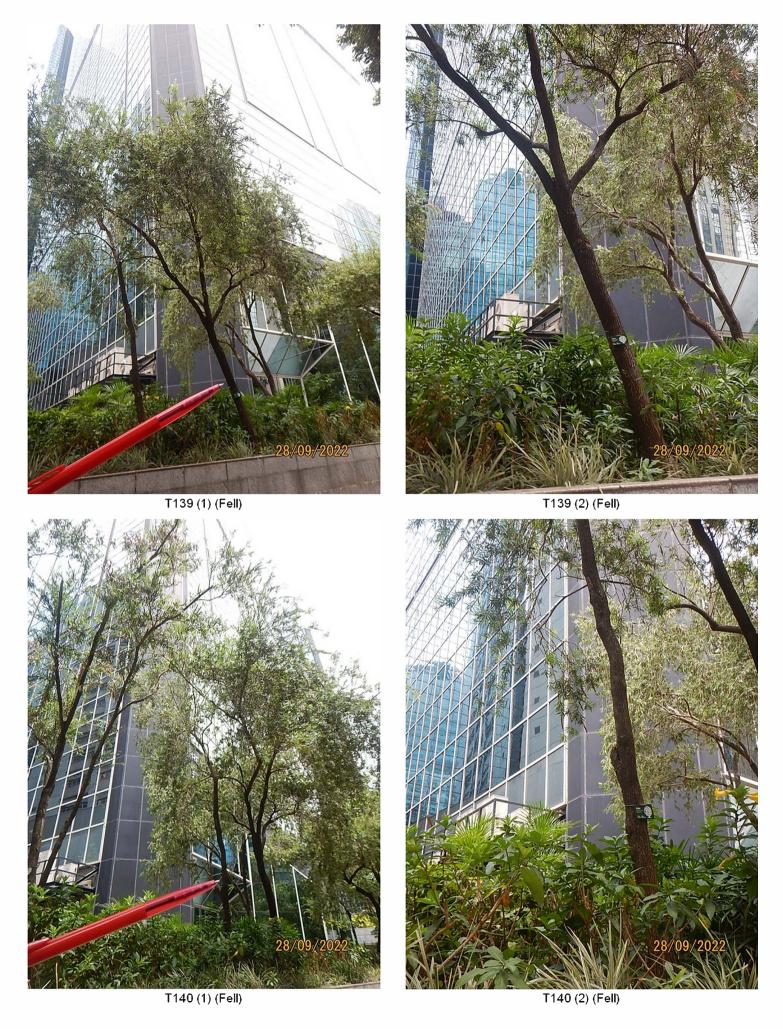
T136 (1) (Fell)



T137 (1) (Fell)



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T142 (2) (Fell)

T142 (3) (Fell)



T143 (1) (Fell)



T143 (2) (Fell)







T144 (2) (Fell)



T146 (1) (Fell)



T146 (2) (Fell)



T148 (1) (Fell)



T148 (2) (Fell)



T148 (3) (Fell)



T149 (1) (Fell)









T431 (1) (Fell)



T431 (2) (Fell)



T431A (1) (Fell)





T432 (1) (Fell)



T432 (2) (Fell)



T434 (1) (Fell)





T436 (1) (Fell)



T436 (2) (Fell)



T439 (1) (Fell)







T74 (1) (Transplant)

T74 (2) (Transplant)



T82 (1) (Transplant)



T82 (2) (Transplant)



T83 (1) (Transplant)



T83 (2) (Transplant)



T84 (1) (Transplant)



T86 (1) (Transplant)



T84 (2) (Transplant)



T86 (2) (Transplant)



T92 (2) (Transplant)



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T96 (1) (Transplant)



T101 (1) (Transplant)



T96 (2) (Transplant)



T101 (2) (Transplant)





T106 (1) (Transplant)



T106 (2) (Transplant)



T112 (1) (Transplant)



T112 (2) (Transplant)



T128 (1) (Transplant)



T128 (2) (Transplant)



T130 (1) (Transplant)



T130 (2) (Transplant)



T132 (1) (Transplant)



T132 (2) (Transplant)



T133 (1) (Transplant)



T133 (2) (Transplant)



T147 (1) (Transplant)



T147 (2) (Transplant)

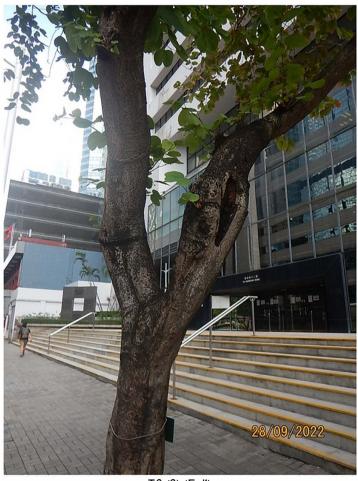
APPENDIX C1

Photographic Record of Existing Trees (Within Rezoning Site)





T3 (2) (Fell)





T4 (1) (Fell)



T12 (1) (Fell)





T13 (1) (Fell)

T13 (2) (Fell)



T13A (1) (Fell)



T13A (2) (Fell)







T116 (1) (Fell)



T13B (2) (Fell)



T116 (2) (Fell)



T117 (1) (Fell)



T117 (2) (Fell)



T118 (1) (Fell)



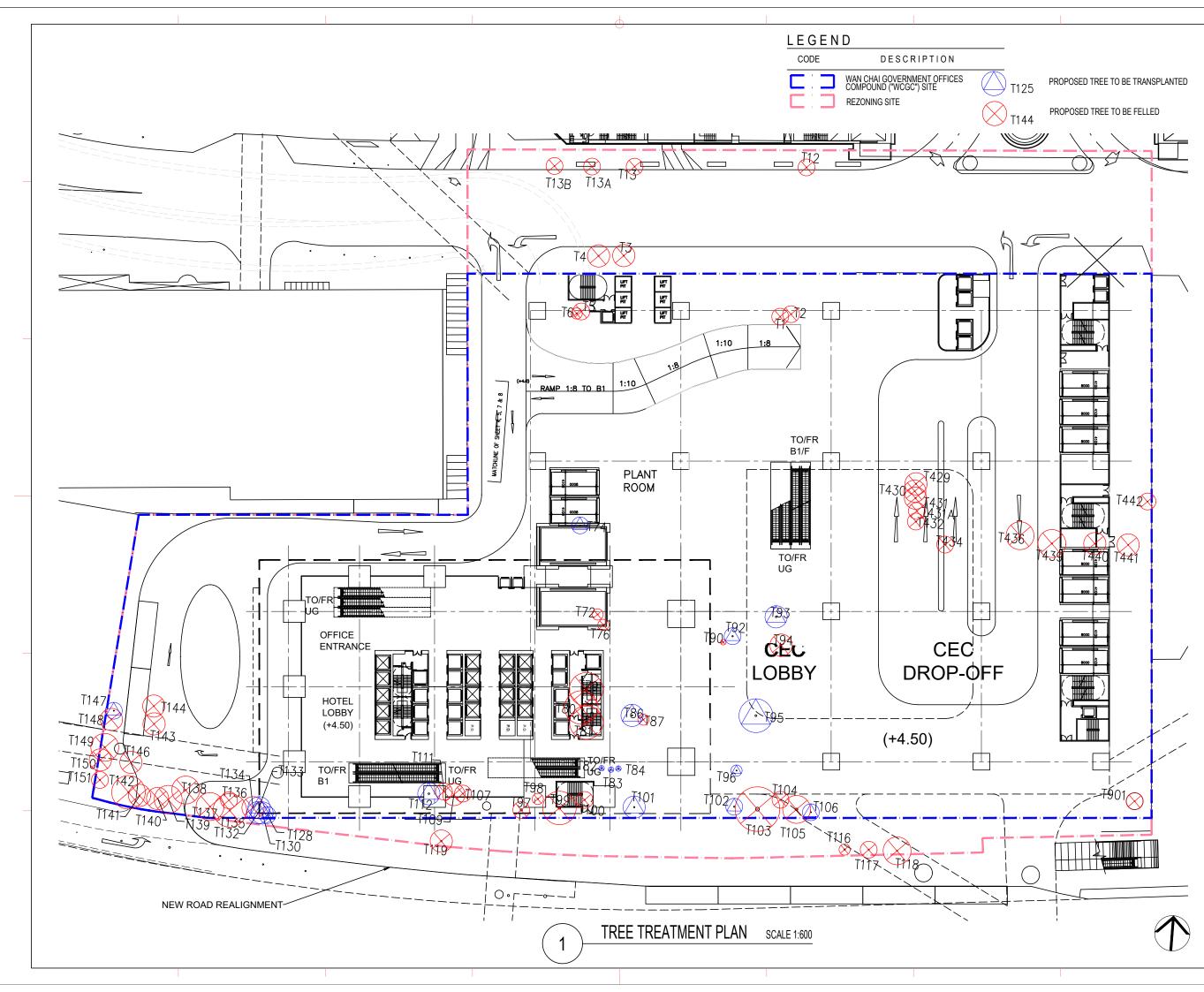
T118 (2) (Fell)



T119 (1) (Fell)

T119 (2) (Fell)

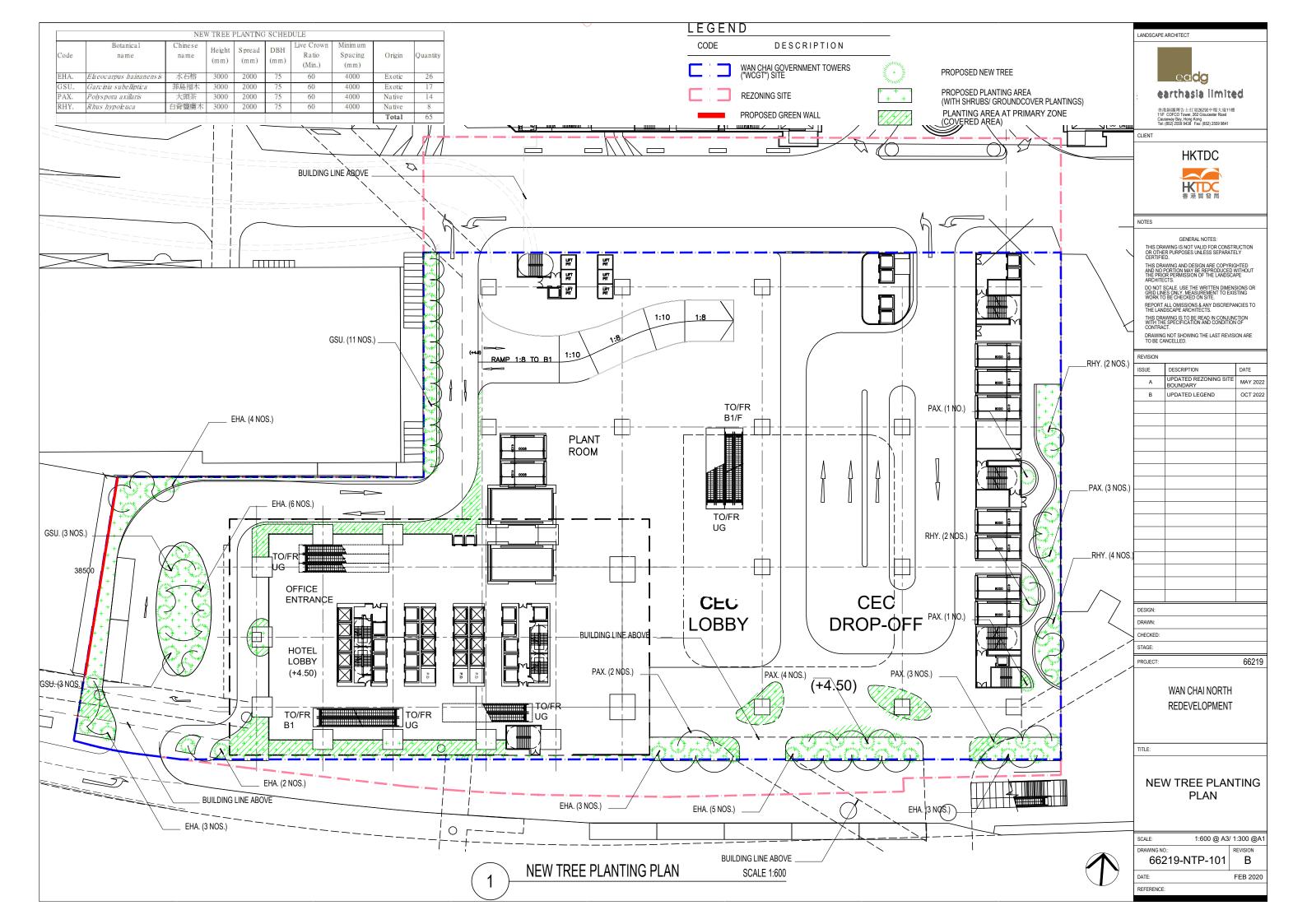




LANDSCAPE	ARCHITECT		
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earthasia limited			
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	日本 単度 日本		
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В	GENERAL UPDATE	OCT 2022	
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STAGE:			
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	WAN CHAI NORTH REDEVELOPMENT		
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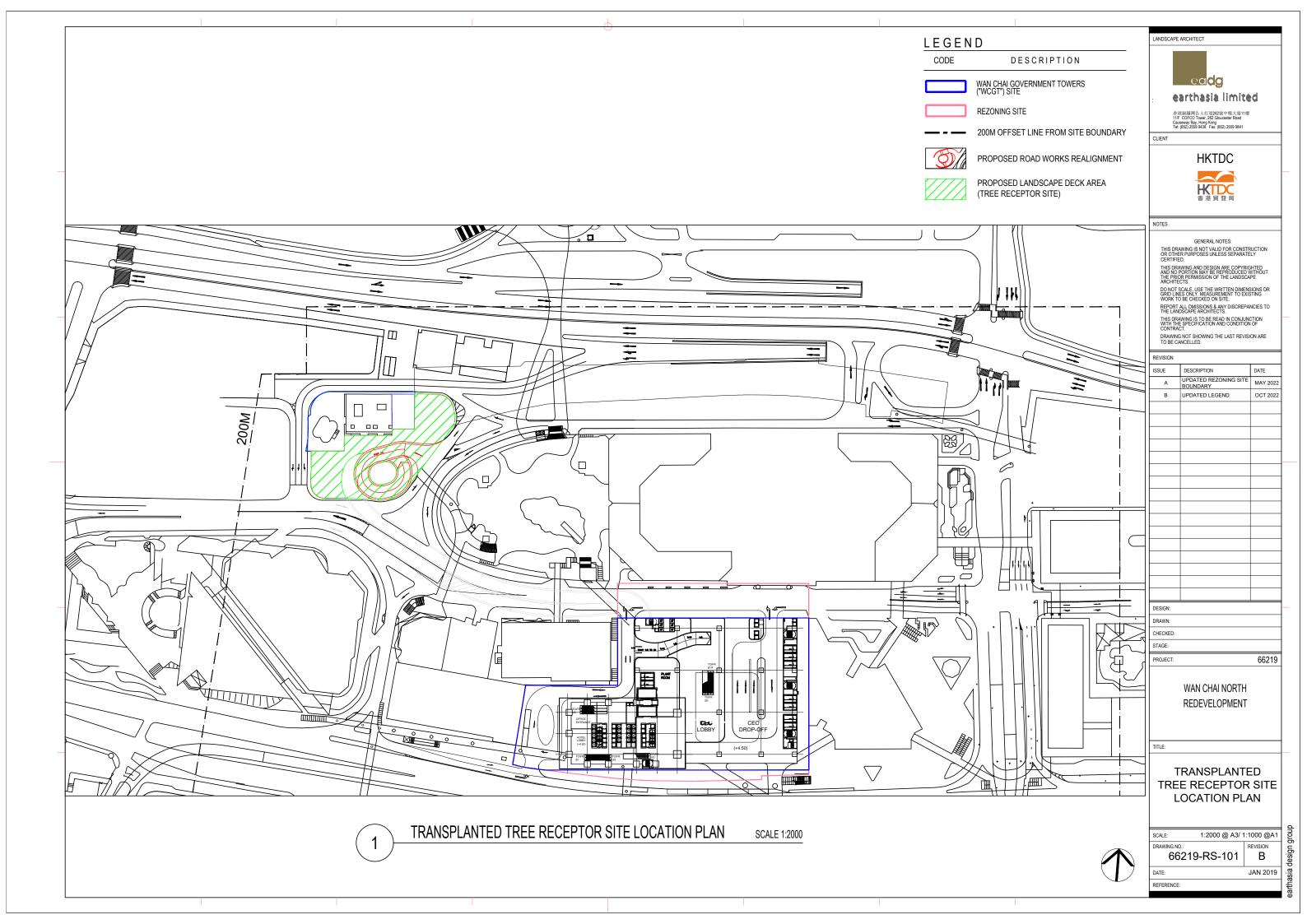
DATE: REFERENCE:

APPENDIX E New Tree Planting Plan



APPENDIX F

Transplanted Tree Receptor Site Location Plan





TRAFFIC IMPACT ASSESSMENT – EXECUTIVE SUMMARY

12/12/2022

Reference number: CHK50308711

TRAFFIC IMPACT ASSESSMENT FOR WAN CHAI NORTH REDEVELOPMENT EXECUTIVE SUMMARY







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1. **PROPOSED DEVELOPMENT**

1.1 Background of Proposed Development

1.1.1 The 2017 Policy Address has stated that the Government will consider constructing a new exhibition and commercial development at the subject site in Wan Chai North area, which is currently occupied by Immigration Tower, Revenue Tower, Wanchai Tower and Kong Wan Fire Station. The proposed development is expected to be completed by 2034. The parameters of the proposed development are shown in **Table 1**.

	Land Use	GFA(m²)
Exhibition Hall, Exhibition Halls and Convention		30,150
multi-purpose Hall	& Meeting Area	
and meeting rooms	Supporting and BOH area	55,800
	Office	90,310
	Hotel	53,350
		(528 rooms)
P	ublic Passage	2,050
	Total	231,660

Table 1 GFA/ Land Use of the Proposed Development

1.2 Proposed Traffic/ Pedestrian Arrangement of the Proposed Development

Proposed Vehicular Traffic Arrangement

- 1.2.1 It is proposed to provide 3 at-grade access points for the different land uses of the proposed development, two located at Harbour Road westbound carriageway and one located at Gloucester Road eastbound carriageway (ingress only), as shown in Drawing 1.2.1. In addition, a tunnel under Harbour Road is also proposed to serve the subject development as shown in Drawing 1.2.2.
- 1.2.2 To facilitate the aforesaid proposed access points and tunnel, the following modifications would be required:
 - The eastbound carriageway of Gloucester Road is proposed to be widened to provide one additional traffic lane and an access road to the development;
 - Modify the junction of Gloucester Road/Fenwick Street to provide a segregated "service lane";

The above is shown in **Drawing 1.2.1**.

- · Junction of Convention Avenue/Harbour Road would become a priority junction;
- Fenwick Pier Street eastbound will be extended to connect with Harbour Road eastbound;
- A traffic lane of Convention Avenue will be connected to Lung King Street to serve the westward traffic;
- Slip road of CWB will be realigned to join Lung King Street;
- Lung King Street will reverse its direction to be westward and southward;
- Lung King Street westward carriageway will be widened from 5.6m to 7.5m to have 2 traffic lanes;



- Lung King Street southbound will be realigned and widened, and have a signalized junction with Fenwick Pier Street;
- A small section of the southern footpath of Harbour Road near its junction with Fenwick Street would be setback to facilitate the proposed tunnel exit;

The above is shown in **Drawing 1.2.2**.

 Performing Arts Avenue near Fenwick Pier Street would be modified to allow N-E movement.

The above is shown in **Drawing 1.2.3**.

1.2.3 By providing the aforesaid access points and tunnel, vehicles could directly access the proposed development instead of detouring and travelling via the critical junction of Harbour Road/Fleming Road.

Proposed Pedestrian Arrangement

- 1.2.4 To improve the pedestrian connection at both elevated and at-grade level, the following provisions/modifications of footbridge/footpath/crossing are proposed, as shown in **Drawing 1.2.4** (elevated level) and **Drawing 1.2.1** (ground level):
 - A new elevated pedestrian connection over the existing Harbour Road between the proposed development and the existing HKCEC Phase 1;
 - Another new footbridge over Harbour Road connecting the proposed development and the West Garden at elevated level;
 - A new footbridge across Fleming Road between Exhibition Centre Station and HKCEC Phase II;
 - Widening of O'Brien Road footbridge by providing a new branch at its north end;
 - A new footbridge across Gloucester Road connecting with the proposed development, to replace the existing one near Luk Kwok Hotel;
 - Extension and modification to the existing footbridge adjacent to the Telecom House to improve east-west connection between Admiralty Station and the proposed development;
 - Reprovision of the existing footbridge across Convention Avenue affected by the proposed tunnel entrance;
 - A wide pedestrian connection at the ground level of the proposed development to strengthen the at-grade north-south pedestrian connection between Gloucester Road and Harbour Road;
 - A new cautionary crossing across Fenwick Street for at-grade pedestrian use.
- 1.2.5 With the above, the pedestrian connectivity could be enhanced, and the pressure of the existing footbridges shall be relieved.

1.3 Proposed Internal Transport Provision

1.3.1 There is no statutory provision rate of internal transport provision specified for exhibition facilities. The internal transport provision including car park, loading bay and drop-off area of the proposed exhibition facilities is reference to the existing Hong Kong Convention and Exhibition Centre (HKCEC), while the provision of the proposed office, hotel, motorcycle and disable parking are based on the upper end requirement of Hong Kong Planning Standard and Guideline (HKPSG). All the proposed parking spaces would open for public.



- 1.3.2 Addition nos. of car parking space are also provided on top of the above mentioned to relieve the parking demand in the district. Basement drop-off area is also provided for all the usages of the proposed development to relieve the on-grade traffic pressure.
- 1.3.3 As there is difference between the L/UL peak period of exhibition and office/hotel, the proposed L/UL bays for the use of office/hotel could also be shared use with the exhibition facilities when necessary. The L/UL bays for office/hotel use would be opened for public night-time parking to relieve the night-time parking demand of goods vehicle. The L/UL spaces for exhibition use could also still be opened for public night-time parking if there is no planned event and L/UL activity.
- 1.3.4 Proposed internal transport provision for the proposed development is summarized below:

Table 2 Troposed internal transport rovisions for the troposed bevelopment					
Land Use	Car Park Spaces (nos.)	Motorcycle Spaces (nos.)	L/UL Bay (nos.)	Pick-up/Drop-off (nos.)	
Exhibition	395	N.A.	37 (7 LGV; 30 HGV)	22 (110m)	
Office	477	48	46 (12 LGV; 34 HGV)	5 (25m for PC)	
Hotel	6	1	6 (4 LGV; 2HGV)	6 (51m; for 3 PC and 3 coach)	
Disable Parking	6	N.A.	N.A.	N.A.	
Total	884	49	89 (23 LGV; 66 HGV)	33 (186m; 30 PC; 3 coach)	

 Table 2
 Proposed Internal Transport Provisions for the Proposed Development

Note: (1) Subject to changes in further design of the proposed development.

1.3.5 Together with the existing improvement measures, such as central forwarding, off-site marshalling and temporary traffic arrangement during the move-out period of the mega event, the L/UL provision of the proposed exhibition area would be sufficient and would not cause any significant impact to the surrounding road network.

1.4 Proposed Traffic Generation

1.4.1 Surveys about vehicular trip rate and L/UL demand were conducted at the existing HKCEC to estimate the vehicular trip rates of the proposed development. The trip rate as per the suggestion in TPDM is adopted for the proposed office and hotel. It is estimated the 2-way vehicular trip generation would be increased by 580 pcu/hr and 465 pcu/hr for the AM and PM peak hour respectively after the completion of the proposed development comparing with the existing situation. Although there are only about 12 nos. of mega event within a year, the highest trip rates are adopted in this study for the conservative purpose.

1.5 Proposed Pedestrian Generation

1.5.1 Pedestrian surveys were conducted during Hong Kong Book Fair held in existing HKCEC to obtain the pedestrian trip rates of the proposed development. From the survey results, it is expected the proposed development would increase the two-ways pedestrian flow of about 700 pedestrians during the PM peak 15 minutes after its completion. Nevertheless, due to the removal of the existing government towers, the pedestrian flow during the AM period is expected to be reduced after the completion of the proposed development. Although there is only minimal number of pedestrians at existing HKCEC when there is no



event, the trip rate of mega event period is adopted in this study for the conservative purpose.

2. EXISITING CONDITIONS

2.1 Existing Condition of Vehicular Traffic

2.1.1 Manual classified traffic count surveys were conducted in the vicinity of the subject site to assess the existing traffic conditions. Based on the observed traffic flows, the performance of the key junctions is summarised in **Table 3**.

Junction	Junction	Junction	Reserved Capacities (R.C.) ⁽¹⁾⁽²⁾		
No.	Junction	Туре	AM	PM	
1	Lung Wo Road/Lung Hop Street	Signalised	66%	42%	
2	Lung Wo Road/ Fleming Road	Signalised	43%	59%	
3	Hung Hing Road/ Tonnochy Road	Signalised	70%	50%	
4	Hung Hing Road/ Marsh Road	Signalised	42%	26%	
5	Harbour Rd/ Fleming Rd	Signalised	16%	32%	
6	Harbour Rd/ Fenwick St	Signalised	>100%	>100%	
7	Fenwick Pier Street/Lung Hop Street	Signalised	56%	62%	

 Table 3
 Existing Performance of Key Junctions (During Mega Event)

Notes: (1) Based on the existing junction arrangement;

(2) RC (rounded to the nearest multiples of 5%) provides an indication of signal junction performance; positive RC indicates the junction is operating satisfactorily, negative RC indicates the junction is overloaded

2.1.2 The assessment results indicate that the existing key junctions operate within capacities when a mega event was held at HKCEC, except for the junction of Harbour Road/Fleming Road, which operates near capacity during the AM peak hour.

2.2 Existing Condition of Pedestrian Facilities

2.2.1 To assess the existing performance of the pedestrian facilities in the vicinity of the subject site, pedestrian count survey was conducted during Hong Kong Book Fair. The observed peak 15-minutes pedestrian flows were used to assess the performance of the pedestrian facilities based on the Level of Service (LOS) criteria as stipulated in the Highway Capacity Manual 2000 (HCM 2000). LOS of the existing footbridges are summarised in **Table 4**.

Footbridge	Footbuildes Looption	Existing Level of service (LOS) ⁽¹⁾			
No. (BN)	Footbridge Location	AM	PM		
1	Ferry Pier / Harbour Centre	A	В		
2	Harbour Centre / Causeway Centre	А	В		
3	Causeway Centre/ Sun Hung Kai Centre (North)	А	А		
4	Causeway Centre/ A A		А		
5	Causeway Centre / Allied Kajima Building	В	В		
6	Central Plaza/ Tung Wai Commercial Building	A	A		

 Table 4
 Summary of Existing LOS of Footbridges (During Mega Event)

Traffic Impact Assessment Report Executive Summary



Footbridge	Foothridge Location	Existing Level of service (LOS) ⁽¹⁾		
No. (BN)	Footbridge Location	AM	PM	
7	Immigration Tower / Wan Chai MTR Station	E	E	
8	HKCEC/ Central Plaza	D	E	
9	HKCEC/ Great Eagle Centre	В	С	
10	Luk Kwok Hotel / Revenue Tower A A		А	
11	Telecom House / Jubilee Centre	А	А	
12	West Garden (Over Convention Avenue)	A	А	

Notes: (1) LOS "A" refers to free circulation through the walkway is possible without disturbing others; LOS "F" is described as "virtually all persons are standing in direct physical contact with those surrounding them. The minimum acceptable LOS is "C" for all newly constructed pedestrian facilities and "D" for existing facilities.

2.2.2 It is observed that the existing performance of the pedestrian facilities in Wan Chai North is within the capacity during mega event of HKCEC, expect for the O'Brien Road footbridge and HKCEC/Central Plaza footbridge which is overloaded at the peak period with LOS E.

3. TRAFFIC IMPACT ASSESSMENT

3.1 Vehicular Traffic Assessment

3.1.1 It is assumed that proposed development will be in operation by 2034. For the purpose of TIA study, a horizon year of 2037 in which 3 years after the planned completion is adopted. A traffic impact assessment was conducted with consideration of the future road network, the performance of key junctions is summarised below:

			Junction Performance			
Junction No. (JN)	Junction	Junction	2037 Reference		2037 Design	
NO. (5N)		Туре	AM	PM	AM	PM
1	Expo Drive/ Expo Drive East	Roundabout	0.72	0.47	0.76	0.51
2	Lung Wo Rd/ Fleming Rd	Signalised	24%	38%	20%	31%
3	Hung Hing Rd/ Tonnochy Rd	Signalised	26%	38%	24%	36%
4	Hung Hing Rd/ Marsh Rd	Signalised	86%	42%	85%	42%
5	Harbour Rd/ Fleming Rd	Signalised	-2%	11%	-2%	7%
6	Fenwick Pier St/ Lung Hop St	Signalised	48%	26%	17%	27%
7	Convention Ave/ Slip Rd from Lung Wo Rd	Signalised	>100%	>100%	>100%	92%
8	Lung Wo Rd / Lung Hop St	Signalised	40%	86%	26%	63%
9	Wan Shing St/ Hung Hing Rd	Priority	0.42	0.47	0.42	0.47
10 Harbour Rd/ Fenwick St Roundabout 0.67 (0.60	Junction Modified t N1, N2			
N1	Fenwick Pier St/ Lung King St	Signalised	N.A. 29%		55%	
N2	Harbour Rd/ Convention Ave	Priority	N.A.		0.75	0.67

Table 5Summary of Key Junction Performance in Year 2037

Notes: (1) Performances rounded to the nearest multiples of 1% and 0.01 for the Reserve Capacity (RC) and Ratio of Flow to Capacity (RFC) respectively.

(2) RC is used to present the performance for signalised junction. 0% RC represents junction operates at capacity.
 Positive. RC represents junction operates with spare capacity, negative RC represents junction is overloaded.
 (3) RFC is used to present the performance for priority junction or roundabout. RFC=1.0 represents junction operates at capacity. RFC < 1.0 represents junction is overloaded.

Traffic Impact Assessment Report Executive Summary



- 3.1.2 All the surrounding junctions would operate within capacity with the proposed development in Year 2037, except for the junctions of Harbour Road/Fleming Road, which would operate over its capacity. Therefore, junction improvement scheme is proposed as shown in **Drawing 2.1.2**. With the proposed improvement scheme, the junction performance will be improved to be 2% and 11% for AM and PM peak periods respectively.
- 3.1.3 In summary, the adverse traffic impact induced by the proposed development would be mitigated, where all junctions could have similar performance as the reference case.

3.2 Pedestrian Facility Assessment

- 3.2.1 A net decrease in pedestrian generation for the AM peak hours is expected due to the removal of the three high pedestrian generated government towers. Nevertheless, the pedestrian demand at PM peak hours will increase especially during the mega event period. With the proposed pedestrian enhancements, the performance for the existing footbridges will be maintained or even improved.
- 3.2.2 The LOS of the surrounding footbridges are also summarised in **Table 6**.

				rvice (LOS) ⁽¹⁾	
Footbridge No. (BN)	Footbridge Location	2037 - Reference (with Mega Event in Existing HKCEC)		2037 – Design ⁽²⁾ (with Mega Event in Existing HKCEC and the proposed development) AM PM	
1	Ferry Pier/ Harbour Centre	A	A	A	A
-	Terry Hery Harbour Centre	~	<i>N</i>	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	A
2	Harbour Centre/ Causeway Centre	В	В	В	В
3	Causeway Centre/ Sun Hung Kai Centre (North)	А	А	А	А
4	Causeway Centre/ Sun Hung Kai Centre (South)	A	А	А	А
5	Causeway Centre/ Allied Kajima Building	D	В	D	В
6	Central Plaza/ Tung Wai Commercial Building	A	А	A	А
7	7 Immigration Tower/ Wan Chai MTR Station		С	D	С
8	HKCEC/ Central Plaza	D	D	В	С
9	HKCEC/ Great Eagle Centre	С	D	А	В
10	Luk Kwok Hotel/ Revenue Tower	А	А	А	А
11	Telecom House/ Jubilee Centre	А	А	А	А
12	Above tunnel entrance (Over Convention Avenue)	А	А	А	А
13	Exhibition Centre Station / HKCEC Phase II	-	-	А	А
14	The Proposed Development / HKCEC Phase I	-	-	А	А

Table 6Summary of Footbridge LOS in Year 2037



		Level of service (LOS) ⁽¹⁾				
Footbridge No. (BN)	Footbridge Location	2037 - Reference (with Mega Event in Existing HKCEC)		2037 – Design ⁽²⁾ (with Mega Event in Existing HKCEC and the proposed development)		
		AM	PM	AM	PM	
15	The Proposed Development / West Garden	-	-	А	А	
16	The Proposed Development / Fenwick Street Footbridge (Near Telecom House)	-	-	А	А	

Notes: (1) LOS "A" refers to free circulation through the walkway is possible without disturbing others; LOS "F" is described as "virtually all persons are standing in direct physical contact with those surrounding them. The minimum acceptable LOS is "C" for all newly constructed pedestrian facilities and "D" for existing facilities.

(2) The proposed improvement measures of the pedestrian connection mentioned in Section 2.2 is included in the analysis.

3.2.3 The proposed pedestrian arrangement will be well connected with the existing elevated walking system in Wan Chai North and relieve the pedestrian pressure. In summary, the proposed development would not cause any significant impact on the pedestrian network. All footbridges could perform similar or better than the reference case.

3.3 Crowd Management Plan

- 3.3.1 In order to minimize the impact of mega event to the surrounding area, it is proposed to provide the queue area mainly within the proposed development and the existing HKCEC. A crowd management plan is proposed to provide a queue space of 2100m (4200sqm) within the proposed development and the existing HKCEC. It could significantly avoid the impact to the surrounding public area/footpath compared to the current queuing arrangement along the public footbridges and the plaza adjacent to Central Plaza. An extra on-grade queue area of around 250m (500sqm) near the existing HKCEC is also proposed in case of any unexpected high demand in queuing space.
- 3.3.2 Nevertheless, as there is only limited number of mega public events (around 7 times per year), it is expected the implementation of the crowd management plan would be seldom or in a smaller scale.

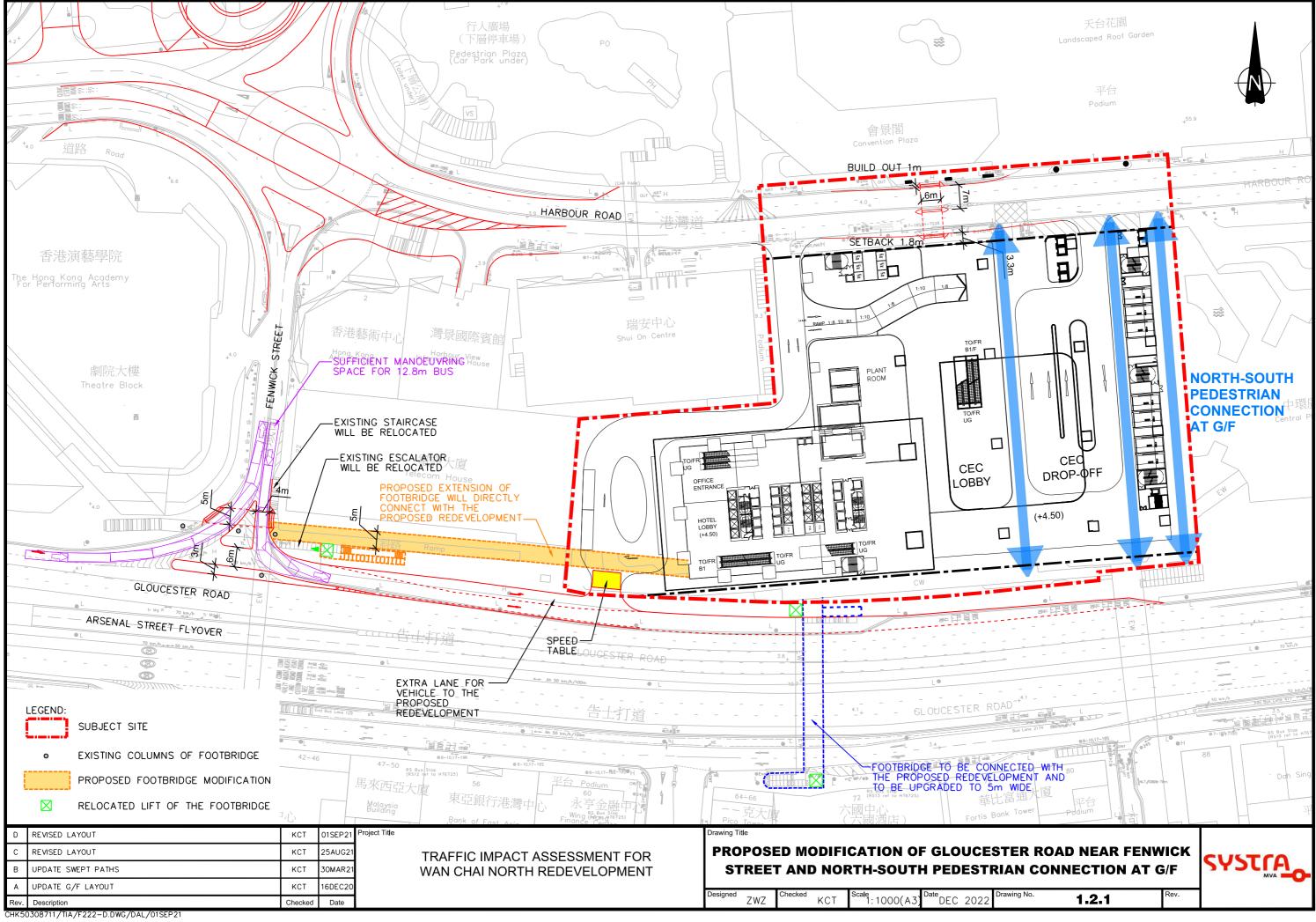
3.4 Public Transport Assessment

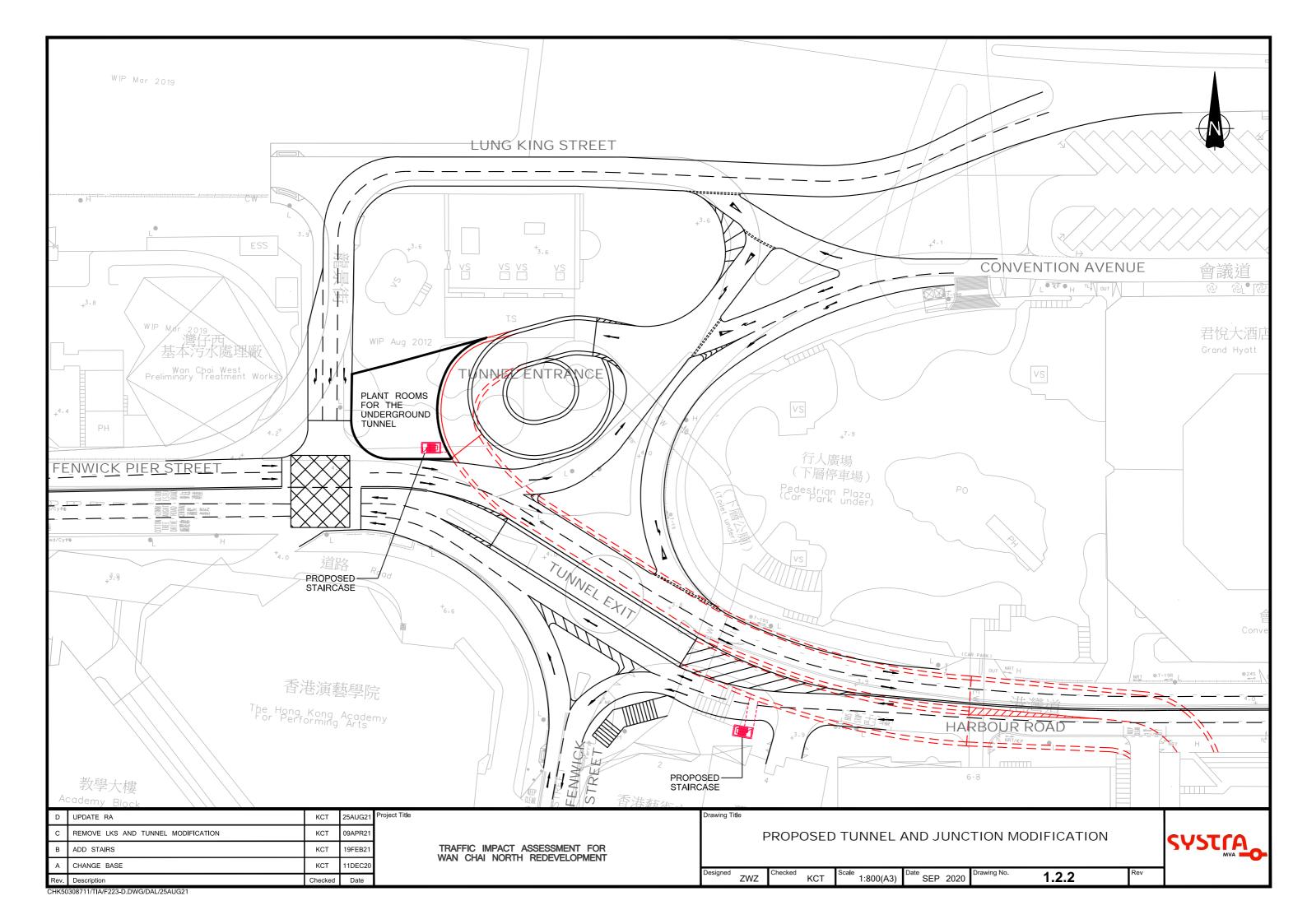
3.4.1 Viewing the available bus routes and MTR service in Wan Chai and Exhibition Centre Station, the public transport services would be able to accommodate the anticipated increase in passenger demand. With the close location to both the Exhibition Centre Station Public Transport Interchange, and MTR stations including Exhibition Centre Station, Wan Chai Station, and Admiralty Station, the proposed development will be well served by the public transport. The connectivity and capacity of the public transport shall be satisfactory.

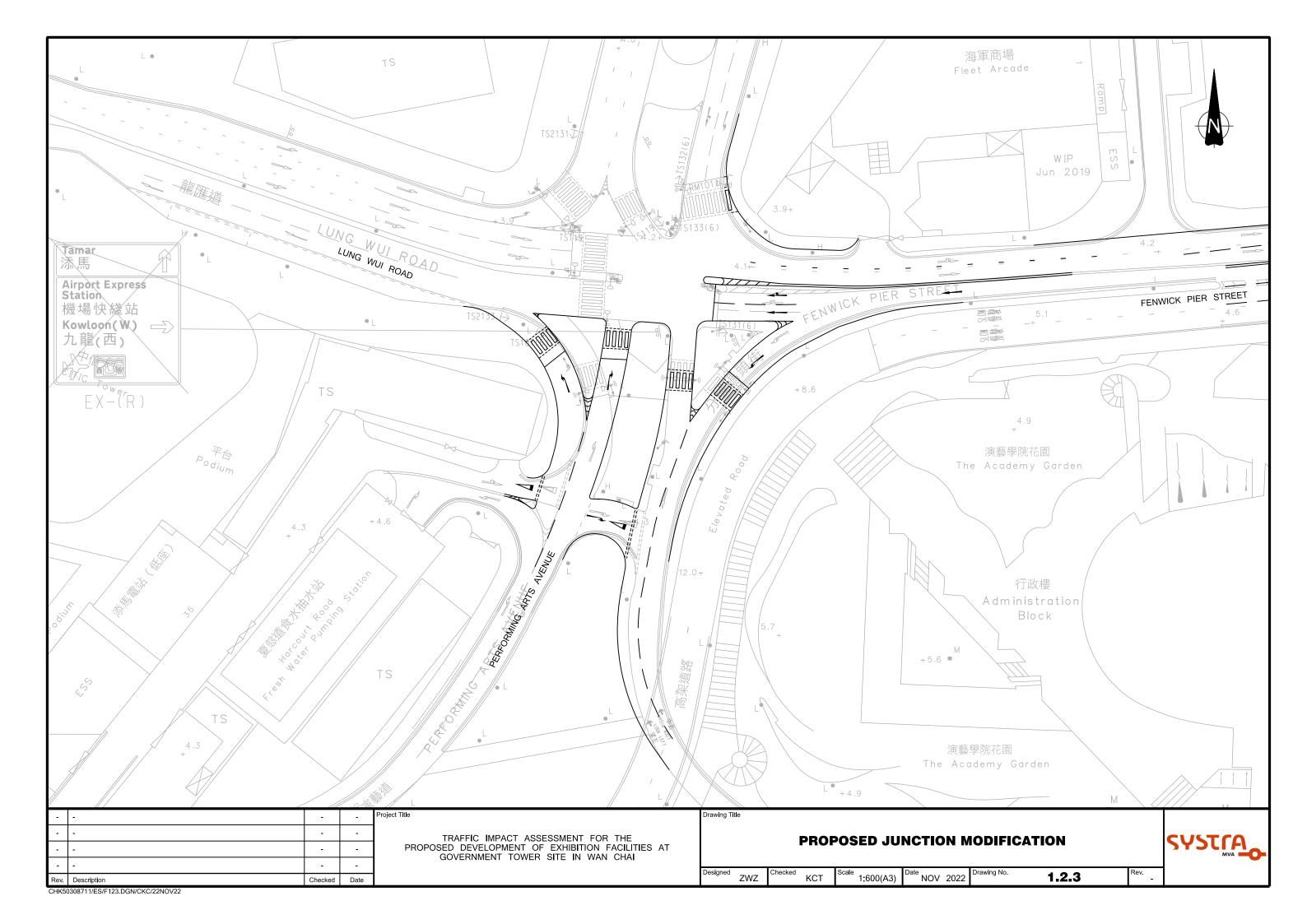


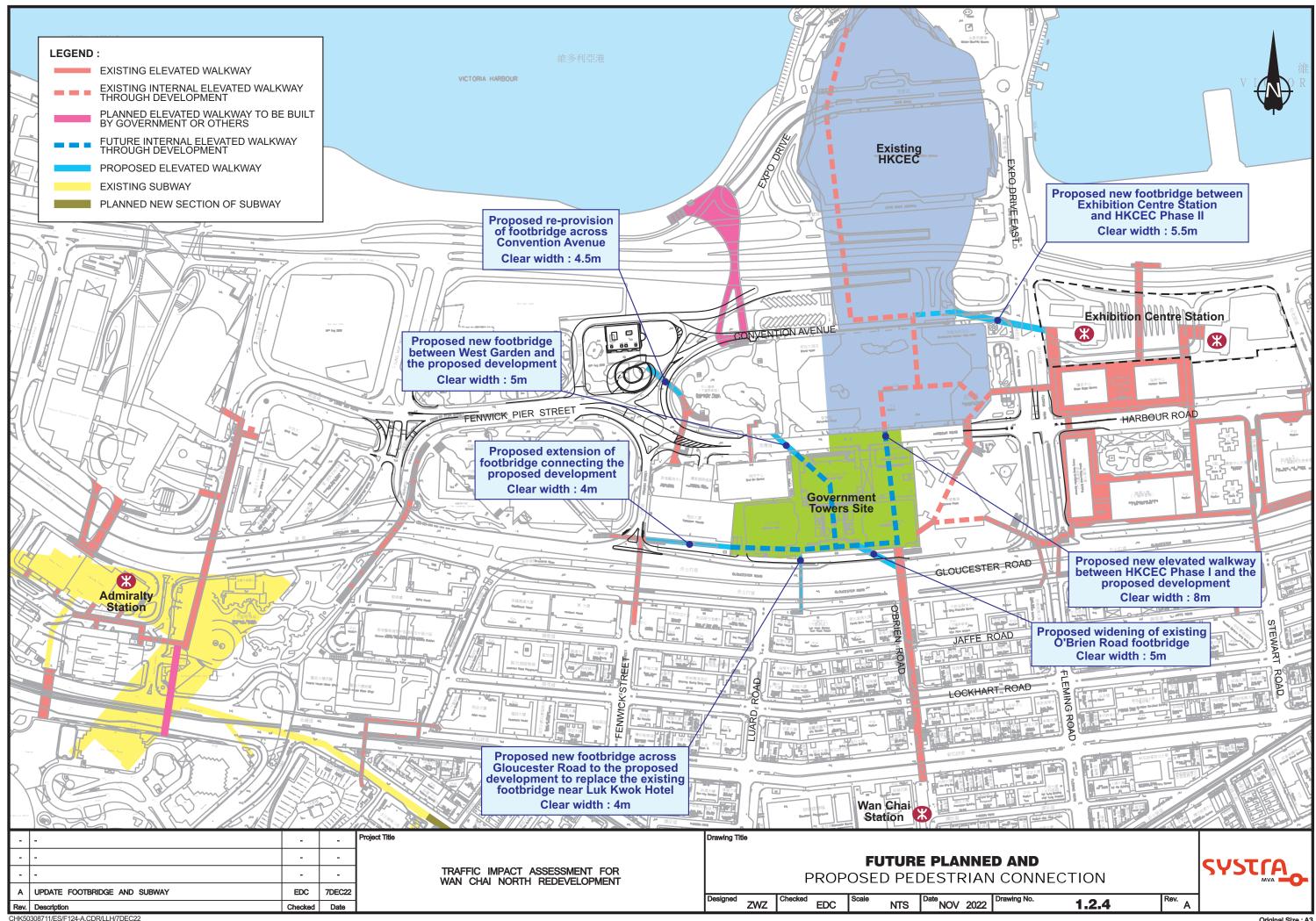
4. CONCLUSION

4.1.1 In conclusion, with the proposed improvement measures, the subject development will not cause any insurmountable traffic impact on the neighborhood road and pedestrian network. Furthermore, the proposed pedestrian arrangements will enhance the pedestrian accessibility in Wan Chai North area. In this regard, it is anticipated that the subject development with the proposed improvement measures could bring opportunities to optimize the operation of existing HKCEC and improve Wan Chai North vehicular and pedestrian traffic conditions.

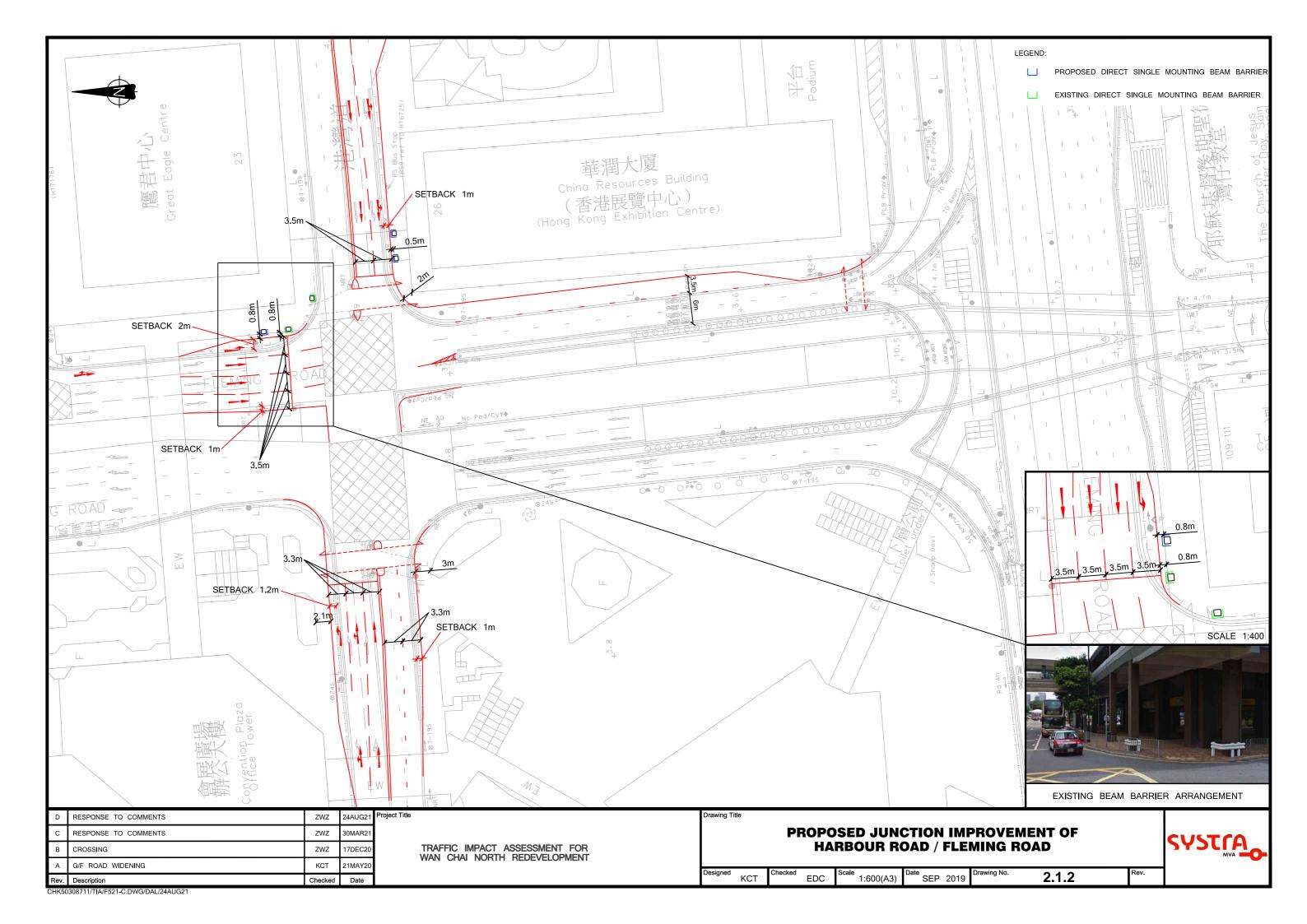








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Appendix 4

VISUAL IMPACT ASSESSMENT – EXECUTIVE SUMMARY

WAN CHAI NORTH REDEVELOPMENT

VISUAL IMPACT ASSESSMENT (1ST Submission) (Executive Summary)

NOV 2022

CLIENT: HKTDC

PREPARED BY: EARTHASIA LTD. 11/F, COFCO Tower, 262 Gloucester Road, Causeway Bay, Hong Kong

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SECTION 1 INTRODUCTION

1.1 General

As indicated in The Chief Executive's 2017, 2018, 2020 and 2021 Policy Addresses, the Government plans to redevelop the Wan Chai Government Towers (WCGT) Site consisting of three government buildings (namely Wanchai Tower, Immigration Tower, and Revenue Tower), Gloucester Road Garden and the Kong Wan Fire Station (collectively the "WCGT Site") next to the Hong Kong Convention and Exhibition Centre (HKCEC) in Wan Chai North into to a composite development comprising Convention and Exhibition (C&E) facilities, hotel, and office (collectively called the "Proposed Development").The Government also takes this opportunity to enhance the traffic and pedestrian infrastructure in Wan Chai North.

To facilitate the Proposed Development, the WCGT Site and a portion of Harbour Road (the Rezoning Site) are proposed to be rezoned from "Government, Institution, or Community (G/IC)" and area shown as "Road" under the Approved Wan Chai North Outline Zoning Plan No. S/H25/4.

The Hong Kong Trade Development Council (HKTDC) will advise the Government for the planning of the Proposed Development on the WCGT Site, the Rezoning Site and associated infrastructures.

Earthasia Ltd. was commissioned by the HKTDC to undertake the Visual Impact Assessment (VIA) and recommend visual mitigation measures to minimise the visual impacts caused by the Proposed Development and related infrastructures.

1.2 Objectives of this Visual Impact Assessment Report

The VIA has been conducted with reference to the "Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board" (TPB PG-No. 41).

The purpose of this VIA is to:

- Define the Visual Assessment Area;
- Identify visual resources as well as the public viewing points (PVPs) and the strategic viewing points (SVPs);
- Assess visual changes associated with the implementation of the Proposed Development in four aspects: 1. visual composition, 2. visual obstruction, 3. impact on public viewers and 4. impact on visual resources
- Define the significance and magnitude of the visual changes before and after the implementation of mitigation measures; and
- Propose mitigation measures to reduce adverse impacts on the completion of the Proposed Development.

1.3 Background of the Proposed Development

The area of the WCGT Site is approximately 15,444sq.m (excluding Harbour Road). The WCGT Site is expected to be vacated by the end of 2026 at the earliest for the demolition of existing buildings and premises, including the three government towers (Wanchai Tower,

Immigration Tower, and Revenue Tower), Gloucester Road Garden and Kong Wan Fire Station.

A single tower is proposed to replace the three existing towers on the WCGT Site to maximise the usable area for the extension of exhibition halls and relevant facilities. The layout of the Proposed Development will be rearranged with two main vehicle accesses and a loading/ unloading area on Harbour Road and Gloucester Road. The layout of the proposed tower will also allow more greening on ground floor level, for example:

(1) the building setback along Gloucester Road to be allow more planting spaces on street;
(2) the open space between the Proposed Development and Fleming Road Garden (adjacent Central Plaza) is proposed to be a sitting-out area for public use at reasonable hours; and
(3) the western side of the Proposed Development to be an open space, which will allow space for roadside planting strips and green wall.

The Proposed Development will provide a composite building comprising:

- (a) convention and exhibition facilities (approx. 85,950 sq.m) to be integrated with the existing HKCEC through connecting structures over Harbour Road (approx. 8,850 sq.m), with the provision of underground car parks, loading/unloading facilities and open space;
- (b) a 500-room hotel (approx. 53,350 sq.m); and
- (c) a grade A office (approx. 90,310 sq.m).

Associated infrastructure works are also proposed, including

- (a) road improvement works/realignment works;
- (b) provision of new footbridges;
- (c) beautification works around the WCGT Site; and
- (d) an underground road tunnel along Harbour Road with an elevated landscape deck above the tunnel portal on government land at the junction of Harbour Road and Lung King Street.

A series of connective footbridges and open spaces will be provided in the plan of the Proposed Development, to provide a seamless connection from the inner street of Wan Chai to the outer reclamation area of Wan Chai, such as to the HKCEC, the public open spaces and the waterfront promenade. The walking experience and accessibility between inner Wan Chai and the waterfront promenade will be improved by the provision of proposed footbridges. Therefore, amendments to the approved Wan Chai North OZP No. S/H25/4 are required.

1.4 Related Legislation, Standards and Guidelines for the Preparation of the VIA Report

The VIA report has been prepared based on the following legislation, standards and guidelines to evaluate the visual impacts associated with the implementation of the Proposed Development:

- Approved Wan Chai North Outline Zoning Plan No. S/H25/4
- Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 4 and 11
- Study on Landscape Value Mapping Study in Hong Kong
- TPB PG-No.41

1.5 Review of Relevant Framework and Outline Zoning Plan

Relevant planning documents have been reviewed to gain an insight to the planning intention of the WCGT Site and its surroundings so as to assess whether the Proposed Development can fit into the setting of the site and its surroundings as a whole. The zoning of the WCGT site and its surroundings is shown in **Appendix A**.

SECTION 2 ASSESSMENT METHODOLOGY

This VIA has been prepared in accordance with the criteria as stated in the TPB PG-No.41 for evaluating and assessing the visual impacts associated with the Proposed Development.

2.1 Assessment Area

With reference to the TPB PG-No.41, the assessment area of the VIA covers the area of visual influence where the Proposed Development is pronouncedly visible from key sensitive viewers. Visual resources, PVPs and SVPs within the visual envelope which will be affected by the Proposed Development are identified and shown in **Appendix B**. All View Points (VPs) are at eye level.

2.2 Assessment Methodology

1. Identification of Viewing Points (VPs)

Viewing Points (Strategic Viewing Points and Public Viewing Points) are defined in accordance with Chapter 11 of the HKPSG and the guideline of TPB PG-No.41.

2. Assessment of Sensitivity of Viewing Points

Visual sensitivity considers the impact on views to the subject site from potential VPs. Factors which affect the sensitivity of VPs are as follows:

- 1 Value and quality of existing views
- 2 Availability and amenity of alternative views
- 3 Type and estimated number of receiver population (many, medium and few)
- 4 Duration (long, medium and short) and frequency of view (frequent, occasional and rare)
- 5 Degree of visibility (no view, glimpse, partial view, vista, open view, and panoramic view)
- 6 Activity of the viewers

The sensitivity futing for the VTS is determined us follows.			
High:	The VP is highly sensitive to any changes in their viewing		
	experience.		
Medium:	The VP is moderately sensitive to any changes in their viewing		
	experience.		
Low:	The VP is only slightly sensitive to any changes in their viewing		
	experience.		

The sensitivity rating for the VPs is determined as follows:

3. Identification of Visual Elements

All key visual elements, including any major physical structures, visual resources or attractors (e.g. the harbour, natural coastlines, ridgelines, mountain backdrop, woodland, streams, etc.) and visual eyesores or detractors (e.g. pylons, sewage treatment plants, refuse collection points, ventilation shaft buildings, quarries, etc.)that currently exist or are known to be planned within the assessment area should be reported.

4. Assessment of Visual Changes

In accordance with TPB PG-No.41, the assessment considers the following four aspects, including:

- Visual Composition: the total visual effects of all the visual elements due to their variation in locations, massing, height, dispositions, scales, forms, proportions and characters in relation to the overall visual backdrop. Visual composition is considered in the following aspects: visual balance, compatibility, harmony, unity or contrast.
- Visual Obstruction: Assessing the degree of visual obstruction and <u>loss of views</u> or visual openness due to the proposed development from all public viewing points and strategic viewing points within or beyond the assessment area.
- **Impact on Public Viewers**: The changes in views before and after the implementation of the Proposed Development to the existing and future public viewers are compared. The public's value attached to the views currently enjoyed, and any potential visual concerns from the general public, e.g. concerns on "sore thumb" development, visual impermeability, wall effect, neighbourhood identity and character etc. are taken into consideration. The effects of the visual changes are considered qualitatively in terms of magnitude as <u>substantial, moderate, slight or negligible</u>.

Substantial	The VPs are likely to suffer a significant change in their
	viewing experience
Moderate	The VPs are likely to suffer a moderate change in their
	viewing experience
Slight	The VPs are likely to suffer a slight change in their viewing
	experience
Negligible	The VPs are likely to suffer no discernible change in their
	viewing experience

• Impact on Visual Resources: assess if the Proposed Development may improve or worsen the existing condition, quality and character of the assessment area and cause on-site and off-site visual impacts on visual resources, visual amenities, area of special character, natural and built heritage, sky view, streetscape, townscape. Also, proposals or measures which enhance visual resources or alleviate adverse potential visual impact on visual resources shall be advised.

5. Evaluation of Overall Visual Impact

The overall visual impacts were evaluated and summarised based on the criteria listed as follows:

- Sensitivity of viewing points
- Visual resources to be affected
- Visual amenities to be affected
- Magnitude
- Extent & Duration of Impact
- Resultant Improvement / Degradation in the Visual Quality

The resultant overall impact to be concluded and classified within a range of threshold:

- **enhanced** if the proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public viewing points;
- **partly enhanced/partly adverse** if the proposed development will exhibit enhanced visual effects to some of the identified key public viewing points and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public viewing points;
- **negligible** if the proposed development will, with or without mitigation measures, in overall term have insignificant visual effects to most of the identified key public viewing points, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area;
- **slightly adverse** if the proposed development will, with or without mitigation measures, result in overall term some negative visual effects to most of the identified key public viewing points;
- **moderately adverse** if the proposed development will, with or without mitigation measures, result in overall term negative visual effects to most of the key identified key public viewing points; and
- **significantly adverse** if the proposed development will in overall term cause serious and detrimental visual effects to most of the identified key public viewing points even with mitigation measures.

6. Graphic Presentation

The findings of this VIA are presented and supported by a range of illustrative materials including computer-generated photomontages, photographs, plans, etc.

SECTION 3 BASELINE STUDY

The WCGT Site is the subject site for this VIA. The WCGT Site is located at the composite site of Immigration Tower, Wan Chai Tower, Revenue Tower, District Court, Kong Wan Fire Station and Gloucester Road Garden in between Gloucester Road and Harbour Road, opposite to the Hong Kong Convention and Exhibition Centre.

The site area of the WCGT Site is approximately 15,444 sq.m. The WCGT Site can be accessed via both Harbour Road and Gloucester Road. Given its urban setting, most of the views towards the WCGT Site are blocked by the surrounding high-rise buildings.

As the land use of the subject site and its surrounding are predominantly urban area with intensive land use, the subject site is characterized by its urban setting comprising of dense building blocks divided by traffic roads.

3.1 Identification of Strategic Viewing Points and Public Viewing Points, Visual Resources and Key Viewing Points

Situated in the urban center of Wan Chai, the Proposed Development can be seen at proximity and from afar, either on the streets encompassing the Proposed Development or from the Kowloon Peninsula. Viewpoints are identified to assess and demonstrate the visual impacts to the viewers from SVPs and PVPs. The SVPs and PVPs are defined in accordance with Chapter 11 (Urban Design Guidelines) of the HKPSG. Identified viewpoints extend to the opposite side of Victoria Harbour and the ridgelines of Hong Kong Island is the visual backdrop of the Proposed Development.

PVPs are identified within the 834m parameter of the initial assessment area boundary (three times of the proposed building height, which is 278m) as stated in the TPB PG-No.41. PVPs include key pedestrian nodes, popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and popular travel routes where travelers' visual attention may be caught by the Proposed Development.

Desktop study and topographic map assessment reveal that the potential sensitive viewers are mainly from zoned "Open Space (O)" planned for waterfront open space at the junction of Expo Drive East and Hung Hing Road under the Urban Design Study for Wan Chai North and North Point Harbourfront Areas. Potential sensitive views at the planned waterfront promenade to the west of the HKCEC and areas zoned as "O" at Lung King Street are also considered in this VIA.

4 SVPs and 7 PVPs are selected to assess the visual impacts imposed by the Proposed Development. The location of the VPs is provided in **Appendix B**.

The details of the selected SVPs and PVPs are listed in Table 3.1.

Code of Strategic Viewing Points (mPD)	Location	Descriptions of the Visual Sensitive Receiver (VSR)
SVP 1 (4.5 mPD)	West Kowloon Cultural District	 Located to the north-west of the subject site. Recommended Vantage Point as stated in Chapter 11 of the HKPSG.
III D)	(西九文化區)	 The middle to upper part of the Proposed Development can be seen without any blockage.
SVP 2 (10.45 mPD)	Cultural Complex, Tsim Sha Tsui (尖沙咀文化場 館)	 Located to the north of the subject site across Victoria Harbour. Recommended Vantage Point as stated in Chapter 11 of the HKPSG. The Proposed Development can be seen outstandingly next to Central Plaza
SVP 3 (6.5 mPD)	Waterfront Promenade at Kai Tak Development (啟德發展區的 海濱長廊)	 Located to the north-east of the subject site. Recommended Vantage Point as stated in Chapter 11 of the HKPSG. The Proposed Development can be seen outstandingly next to Central Plaza
SVP 7 (402.1 mPD)	The Peak (山頂)	 Located to the south-west of the subject site. Recommended Vantage Point as stated in Chapter 11 of the HKPSG. The upper part of the Proposed Development can be seen without any blockage.

 Table 3.1:
 Strategic Viewing Points and Public Viewing Points

Code of Public Viewing Points	Location	Descriptions of the VSR
PVP 1	Tamar Park	Located to the north-west of the subject site.
(9.0 mPD)	Viewing Deck (添馬公園觀景 台)	Area zoned as "Open Space (O)"near the subject site. It is a popular area used by the public and tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking and sight-seeing.
		The major part of the Proposed Development can be seen without any blockage.
PVP 2 (4.6 mPD)	Wan Chai Sport Ground (灣仔運動場)	Located to the east of the subject site.
		Area zoned as "Government, Institution or Community (G/IC)" near the subject site. It is a popular area used by schools for sports events and athletic training.
		The Proposed Development cannot be seen from this viewing point. Tall buildings around the Proposed Development block the view to the Proposed Development from this viewing point.
PVP 3 (3.4 mPD)	Luard Road (盧押道)	• Located to the south of the subject site.
		One of the thoroughfares with busy traffic and pedestrian flow between the two main streets in Wan Chai (Hennessy Road and Johnston Road).
		The façade of the Proposed Development can be seen from this viewing point.
PVP 4 (4.3 mPD)	Harbour Road Garden (港灣道花園)	Located to the east of the subject site.
		 A public park zoned as "Open Space (O)" near the subject site. It is a popular area mostly used by the public and office workers nearby for rest, sitting-out and commuting.
		The major part of the Proposed Development is blocked by the St. Regis Hong Kong building adjacent to the Proposed Development from this viewing point.
PVP 5		Located to the north-east of the subject site.
(10 mPD)		Area at the junction of Expo Drive East and Hung Hing Road, which is zoned as "Open Space (O)" the in OZP and planned as a waterfront open space under the Urban Design Study for Wan Chai North and North Point Harbourfront Area. The area is now under construction and will be part of the waterfront promenade for outdoor recreation activities for the public and tourists.
		■ The Proposed Development could hardly been seen from this viewing point as it is blocked by the existing Great Eagle Centre and Convention Plaza Office Tower.

PVP 6	Southorn	Located to the south of the subject site.
(3.9 mPD)	Playground (修頓球場)	A sports ground zoned as "O" near the subject site. It is popular among nearby residents for outdoor activities and recreation.
		The upper part of the Proposed Development can be seen from this viewing point.
PVP 7	Lung King	Located to the north-west of the subject site.
(3.8 mPD)	Street (龍景街)	Area zoned as "O" at Lung King Street, which is planned to be a pedestrian connection to the waterfront promenade. The area is now under construction.
		Upper part of the Proposed Development can be seen from this viewpoint.

Photomontages of the abovel1 viewing points are selected to demonstrate the visual impacts before and after the implementation of the proposed tower of the Proposed Development. The photomontages are enclosed in **Appendix C**. The location plan of selected viewing points is provided in **Appendix B**.

3.2 Assessment of the Sensitivity of the Viewing Points

- **3.2.1** The sensitivity of a VP refers to its ability to accommodate change and is dependent on their type of receiver population, estimated number of receiver population, duration and frequency of view, viewing distance, degree of visibility, value and quality of existing view, type of views and the public perception of value attached to the view.
- **3.2.2** The SVPs on both the Kowloon Peninsula and the Hong Kong Island with full view and the PVPs within the initial assessment area (<834m distance from site boundary) with different degree of visibility (glimpse, partial or full) to the subject site are assessed. Factors determining the sensitivity of the VPs are summarised in **Table 3.2**.

3.2.3 Viewing Points with High Level of Visual Sensitivity

SVP 1 - West Kowloon Cultural District (西九文化區), SVP 2 - Cultural Complex at Tsim Sha Tsui (尖沙咀文化場館), SVP 3 - Kai Tak Development (啟德發展區海濱長廊), and SVP 7 - The Peak (山頂) are determined with a high level of visual sensitivity.

Those who view the impact at SVP 2 and SVP 7 are tourists and citizens taking part in sightseeing or outdoor leisure activity. Both SVPs are well known for their unique and beautiful views of Victoria Harbour, which the Hong Kong public has been proud of and grateful for. Thus, those who view the impact at SVP 2 and SVP 7 has long duration of visual impacts and both SVPs have high frequency of view to the subject site.

The surrounding area of SVP 1 is planned to be an international arts and cultural hub, which is going to be an important and iconic area in Hong Kong for tourists and citizens to take part in various activities. Thus, those who view the impacts at SVP 1 has long duration of visual impacts and SVP 1 has high frequency of view to the subject site.

For SVP 3, the area is an open space near the Kai Tak Cruise Terminal, which welcomes tourists to Kai Tak Development Area. The extensive open space network around Kai Tak

also attracts local residents taking part in different outdoor leisure activities during the weekends. Thus, those who view the impact whilst taking part in an outdoor leisure activity may display varying sensitivity depending on the type of leisure activity.

Both SVP 1, SVP 2 and SVP 3 are in fair distance from the Proposed Development where the Proposed Development is clearly visible. For SVP 7, the Proposed Development is partially blocked by existing buildings.

Thus, the visual sensitivity of SVP 1, SVP 2, SVP 3, and SVP 7 are considered as high.

3.2.4 Viewing Points with Medium Level of Visual Sensitivity

The visual sensitivity of PVP 1 - Tamar Park Viewing Deck (添馬公園觀景台), PVP 2 - Wan Chai Sports Ground (灣仔運動場), PVP 5 - Open space nearby Wan Chai Ferry Pier (灣仔渡輪碼頭鄰近休憩用地) and PVP 7 - Lung King Street (龍景街) are considered as medium.

The zoning of PVP 1 is "O" on the approved OZP. The zoned area is surrounded by building for government, institution, commercial and other special uses. Most of the viewers are office workers with occasional duration of views and the public taking part in outdoor activities during the weekends. The duration of stay at the area is considered as medium and the frequency of view to the Proposed Development is considered as occasional. Given PVP 1 is close to the Proposed Development, the visual sensitivity of PVP 1 is considered as medium.

For PVP 2, most of the viewers who view the impact are taking part in sports day or athletic training sessions. The viewers would occasionally stay for a long period of time. However, a booking has to be made to enter the Wan Chai Sports Ground, so the frequency of view is considered as low. Therefore, the visual sensitivity of PVP 2 is considered as medium.

For PVP 5, the area nearby Wan Chai Ferry Pier is zoned as "O" on the approved Outline Zoning Plan, which is going to be part of the waterfront promenade linking the new Central waterfront under Wan Chai Development Phase II by CEDD. An increase in citizens and tourists to PVP 5 to take part in watersports and leisure activities is expected. The duration of stay at the area is considered as medium and the frequency of view to the Proposed Development is considered as occasional. Therefore, the visual sensitivity of PVP 5 is considered as medium.

For PVP 7, the Lung King Street area is zoned as "O" on the approved Outline Zoning Plan. The usage of this area is expected to be related to the development of the waterfront. However, most of the viewers in PVP 7 are office workers, visitors to the waterfront area and motorists from nearby parking lots. Therefore, the duration of view is considered as short and the frequency of view is considered as occasional. Thus, the visual sensitivity of PVP 7 is considered as medium.

3.2.5 Viewing Points with Low Level of Visual Sensitivity

The visual sensitivity of PVP 3 - Luard Road and (盧押道), PVP 4 - Harbour Road Garden (港灣道花園) and PVP 6 - Southorn Playground (修頓球場) are considered as low.

Most of the viewers at PVP 3 are local residents passing-by and office workers commuting to nearby commercial buildings. Most of the viewers at PVP 6 view the visual impact while taking part in sports activities. In view of the transient nature of the viewers at PVP 3 and the nature of activities of viewers at PVP 6, the duration of view at PVP 3 and PVP 6 are considered as short and medium respectively. The frequency of view towards the Proposed Development is considered as rare. Therefore, the visual sensitivity of PVP 3 and PVP 6 are considered as low.

PVP 4 is a public open space in close proximity to the Proposed Development. Since the Harbour Road Garden is surrounded by high-rise buildings, view towards the Proposed Development is fully blocked by the high-rise buildings. On the other hand, viewers from PVP 4 are mainly office workers commuting to office buildings, with short duration of views and rare frequency of views towards the Proposed Development. Therefore, the visual sensitivity of PVP 4 is considered as low.

3.3 Visual Resources

Building Profiles

According to the Explanatory Notes of the Landscape Character Map of Hong Kong, the landscape character type of the Proposed Development is Medium/High-rise Commercial Urban Landscape. Its character generally depicts a landscape with high density development, intensive land uses, highly altered topography and low vegetation coverage in scattered public open spaces. Medium/high-rise buildings are the dominant visual elements at most viewing points.

Given the subject site is closely bounded by high-rise buildings at all sides, the backdrop of the Proposed Development mainly consists of building frontages, with the Central Plaza being the most dominant one as it is right next to the proposed tower.

Victoria Harbour

Victoria Harbour's deep, sheltered waters and strategic location on the South China Sea were instrumental in Hong Kong' establishment, witness the development of Hong Kong. The proposed building tower will sit close to the Victoria Harbour and will become part of the Victoria Harbour landscape in the future.

The Ridgelines

The Hong Kong Island ridgelines / peaks are valuable assets and irreplaceable natural resource of Hong Kong. However, part of the ridgelines has been blocked by increasing number of high-rise buildings due to incremental developments in the past. The existing Revenue Tower and Immigration Tower on the WCGT Site are both at the height of 181m, blocking part of the Hong Kong Island ridgelines viewing from the Kowloon Peninsula.

Mountain Backdrop

The composition of Mount Cameron (highest point: +439mPD) and Victoria Peak (highest point: +554mPD) formed Hong Kong Island ridgelines and the backdrop of the world-renowned Victoria Harbour view viewing from Kowloon. The proposed building height

will reach +278 mPD and will became part of the Victoria Harbour view from the Kowloon Peninsula.

SECTION 4 APPRAISAL OF VISUAL CHANGES

4.1 Evaluation and Assessment of Visual Changes

The impacts of visual changes on the assessment area and sensitive public viewers should be assessed. Visual impacts may be positive or negative and they are not mutually exclusive. The assessment will consider the impacts of the Proposed Development in four aspects, including (1) visual composition, (2) visual obstruction, (3) impacts on public viewers and (4) impacts on visual resources. All strategic viewing points and public viewing points are discussed as below and summarised in **Table 4.1 Magnitude of Change of VPs**.

4.2 Visual Changes on SVP 1 -West Kowloon Cultural District (西九文化區)

4.2.1 Visual Composition

The proposed tower is close to the Central Plaza with similar building height and massing. Two buildings will form a building group together and add visual interest in the existing building group for viewers from SVP 1.

The Proposed Development is considered as visually compatible with the surrounding buildings, creating a subtle contrast to the overall visual composition for viewers from SVP1.

4.2.2 Visual Obstruction

The Proposed Development will slightly exceed both the Hong Kong Island ridgelines and skyline for viewers from SVP 1, reducing the visual permeability to the backdrop. Therefore, the Proposed Development will cause a moderate degree of visual obstruction and a moderate impact to visual openness for viewers from SVP 1.

4.3 Visual Changes on SVP 2 - Cultural Complex at Tsim Sha Tsui (尖沙咀文化場館)

4.3.1 Visual Composition

The proposed tower is close to the Central Plaza with similar building height and massing. Two buildings will form a building group together and add visual interest in the existing building group for viewers from SVP 2.

The Proposed Development will be visually compatible with the surrounding buildings and create an subtle contrast to the overall visual composition for viewers from SVP2.

4.3.2 Visual Obstruction

The Proposed Development, together with Central Tower, will form a backdrop to the HKCEC. The Proposed Development will slightly exceed both the Hong Kong Island ridgelines and skyline, reduce the visual permeability to the backdrop for viewers from SVP 2. Therefore, the Proposed Development will cause a substantial degree of visual obstruction and a moderate impact to visual openness for viewers from SVP 2.

4.4 Visual Changes on SVP 3 - Waterfront Promenade at Kai Tak Development (啟德發 展區海濱長廊)

4.4.1 Visual Composition

The proposed tower is visually compatible with the surrounding skyscraper landscape, which is the backdrop to the Victoria Harbour viewing from the Kowloon side.

4.4.2 Visual Obstruction

Although the proposed tower will not exceed the Hong Kong Island ridgelines, it will break into the 20% Building Free Zone which is designated for special landmark buildings and reduce the visual permeability to the mountain backdrop substantially. Therefore, the Proposed Development will cause a substantial degree of visual obstruction for viewers from SVP 3.

4.5 Visual Changes on SVP 7 – The Peak (山頂)

4.5.1 Visual Composition

The proposed tower is visually compatible with the skyscraper landscape in Central and Wan Chai. The building height and massing of the proposed tower share similar characteristics with commercial buildings in the surroundings for viewers from SVP 7.

4.5.2 Visual Obstruction

In general, the proposed tower will cause negligible visual obstruction to important visual elements such as the Victoria Harbour and the Kowloon ridgelines. The proposed tower will only partially block Central Plaza for viewers from SVP 7. Therefore, the visual obstruction caused by the Proposed Development for viewers from SVP 7 is considered as low.

4.6 Visual Changes on PVP 1 - Tamar Park Viewing Deck (添馬公園觀景台)

4.6.1 Visual Composition

For PVP 1, the Proposed Development is compatible with the surrounding urban settings as the building height and massing of the proposed tower is similar to the existing Central Plaza. Also, the Immigration Tower and Revenue Tower will be demolished and replaced by the proposed tower, thereby reducing the visual bulkiness of the existing group of buildings for viewers from PVP 1.

4.6.2 Visual Obstruction

The sky view will be partially blocked, reducing both visual permeability and visual resources. On the other hand, the Proposed Development will reserve a visual corridor between Central Plaza and itself. However, Therefore, the impact on visual openness is considered as low.

The proposed tower will be fully visible to viewers from PVP 1. However, as the proposed tower shares similar characteristics with surrounding commercial buildings. The visual obstruction caused by the proposed tower is considered as moderate.

4.7 Visual Changes on PVP 2 - Wan Chai Sport Ground (灣仔運動場)

4.7.1 Visual Composition

For PVP 2, the Proposed Development compatible with the surrounding urban settings. The building height and massing of the proposed tower share similar characteristics with commercial buildings in the surroundings for viewers from SVP 2.

4.7.2 Visual Obstruction

The proposed tower will be partially visible to viewers from PVP 2. The proposed tower will not break the existing skyline. However, as the proposed tower shares similar characteristics with surrounding commercial buildings. The visual obstruction caused by the proposed tower is considered as low.

4.8 Visual Changes on PVP 3 - Luard Road (盧押道)

4.8.1 Visual Composition

The building height and massing of the proposed tower will be similar to the existing Revenue Tower and the proposed tower will share similar characteristics with surrounding commercial buildings. The proposed tower is partially visible for viewers from PVP 3.

4.8.2 Visual Obstruction

The existing skyline will be partially blocked by the Proposed Development. Therefore, the Proposed Development will partially cause moderate reduction in visual permeability. The visual obstruction caused by the Proposed Development is considered as moderate.

4.9 Visual Changes on PVP 4 - Harbour Road Garden (港灣道花園)

4.9.1 Visual Composition

The Proposed Development will be fully blocked by the St. Regis Hong Kong building adjacent to the Proposed Development from this viewing point. Therefore, the impacts on visual composition for viewers from PVP 4 is negligible.

4.9.2 Visual Obstruction

The Proposed Development will be fully blocked by existing buildings. Therefore, the Proposed Development cause no visual obstruction for viewers from PVP 4.

4.10 Visual Changes on PVP 5 - Open space nearby Wan Chai Ferry Pier (灣仔渡輪碼頭 鄰近休憩用地)

4.10.1 Visual Composition

The Proposed Development will be highly compatible with the surrounding urban settings. The building height, massing and façade of the proposed tower share similar characteristics with the nearby Great Eagle Centre, Central Plaza and Convention Plaza Office Tower.

4.10.2 Visual Obstruction

The Proposed Development will create a more open view by replacing the existing Immigration Tower and Revenue Tower, increasing the visual permeability for viewers from PVP 5. Therefore, the Proposed Development will cause a low impact to visual openness for viewers from PVP 5.

4.11 Visual Changes on PVP 6 - Southorn Playground (修頓球場)

4.11.1 Visual Composition

The view from PVP 6 is composed of commercial buildings and residential buildings. The Proposed Development will only share similar building characteristics with the commercial buildings in the background but not the residential buildings in the foreground.

4.11.2 Visual Obstruction

The Proposed Development will break the existing skyline, but the Proposed Development will share similar height with the existing Yue Hing Building on Hennessy Road for viewers from PVP 6. Therefore, the visual obstruction caused by the Proposed Development is considered as low.

4.12 Visual Changes on PVP 7 - Lung King Street (龍景街)

4.12.1 Visual Composition

The existing view for viewers from PVP 7 is all composed of commercial buildings with different heights. Therefore, the Proposed Development will be highly compatible with the existing visual elements.

4.12.2 Visual Obstruction

The building height of Proposed Development will be notably higher than the existing group of commercial buildings and break the existing skyline. However, the Proposed Development will open a glimpse view to the sky between the Proposed Development and the existing Central Plaza, increasing the visual permeability for viewers from PVP 7. Therefore, the visual obstruction caused by the Proposed Development is considered as low.

4.13 Impacts on Public Viewers

The visual changes caused by the Proposed Development from key public viewing points with direct sightlines to the Proposed Development are assessed and their views towards

the Proposed Development before and after the implementation of the Proposed Development are provided in **Appendix D**.

The Proposed Development will enhance the world-renowned view of Victoria Harbour viewing from Kowloon. The Proposed Development will also be compatible with the urban settings of Wan Chai district, which is mainly comprised of high-rise commercial buildings.

The proposed tower will also be visually compatible with its adjacent buildings, sharing similar building characteristics such as building height, massing and building materials when viewing from strategic viewing points SVP1 - West Kowloon Cultural District (西九 文化區) and SVP2 - Cultural Complex, Tsim Sha Tsui (尖沙咀文化場館). On the other hand, the Hong Kong Island ridgelines can be preserved when viewing from SVP3 - Waterfront Promenade at Kai Tak Development (啟德發展區的海濱長廊).

However, the visual permeability from some viewing points will be reduced due to the height and scale of the proposed tower, including SVP3 - Waterfront Promenade at Kai Tak Development (啟德發展區海濱長廊), PVP1 - Tamar Park Viewing Deck (添馬公園觀景台), PVP3 - Luard Road (盧押道), PVP6 - Southorn Playground (修頓球場) and PVP7 Lung King Street (龍景街).

The negative visual impacts to PVP2, PVP4 and PVP5 are considered as minor. The above PVPs will only have a glimpse degree of visibility toward the Proposed Development. Therefore, the impacts on the visual permeability from PVP2, PVP4 and PVP5 range from negligible to slight.

From SVP7, the Proposed Development is visually highly compatible with its surrounding buildings. The significance of visual impacts to the Victoria Harbour view from SVP 7 is considered as negligible.

Numerous mitigation measures are proposed to alleviate the visual impacts caused by the Proposed Development, such as the choice of building materials and the building design. The use of anti-glare curtain wall will reduce the intensity of glare reflected to the viewers. The design, finishes, colour scheme and texture of materials used of the proposed tower will mitigate the visual impacts caused by the proposed tower, maintaining visual permeability for viewers.

To conclude, the magnitude of visual changes caused by the Proposed Development is considered as moderate. The magnitude of visual changes is summarised in Table 4.1

4.14 Impacts on Visual Resources

The Proposed Development will be compatible with the urban setting in Wan Chai district and other existing high-rise commercial buildings around the Proposed Development. Also, the Proposed Development, together with Central Plaza, will become part of the Victoria Harbour view viewing from Kowloon and part of the building group of backdrop of the HKCEC in the foreground., together

However, the proposed tower will slightly exceed the skyline, but not exceed the 20% Building Free Zone. The ridgelines of Hong Kong Island still can be fully seen. The visual permeability to the mountain backdrop will be reduced substantially when viewing from

SVP3 - Waterfront Promenade at Kai Tak Development (啟德發展區海濱長廊). The proposed tower will slightly exceed the Hong Kong Island ridgelines when viewing from the SVP1 - West Kowloon Cultural District and SVP2 - Cultural Complex, Tsim Sha Tsui (尖沙咀文化場館).

For other viewing points, no impacts on the visual resources are identified. Visual resources such as the Victoria Harbour view cannot be viewed from the public viewing points PVP 1 to PVP 7. The high-rise buildings around the Proposed Development have already fully blocked the views towards Victoria Harbour from the above public viewing points.

The streetscape along the Proposed Development will be upgraded with landscaping, provision of sitting-out area and planters. A perspective envisioning the proposed tree boulevard along Gloucester Road is enclosed in **Appendix E** - Proposed Streetscape Enhancement.

7 nos. of footbridges are also proposed to enhance the connection from Wan Chai Station to the Proposed Development and the future waterfront promenade area. Greening works along the proposed footbridges such as provision of green roofs and planter strips will be undertaken to soften hard edge of structures and offers screening effect to source of visual impact. The walkability around the neighbourhood will also be enhanced by the proposed footbridges. The visual permeability of Wan Chai district will also be improved by a series of footbridges, allowing pedestrians to enjoy wider views from elevated level.

4.15 Visual Mitigation Measures

A series of visual mitigation measures have been incorporated in the design concepts of the Proposed Development to alleviate any potential adverse visual impacts. The proposed visual mitigation measures include the following:

- (1) integrating colour and the finishes of the Proposed Development, so that the entire tower is visually compatible with the surrounding built environment and the skyline;
- (2) architectural features matching with the surrounding elements
- (3) and landscape measures such as provision of landscape terraces at different levels; and
- (4) compensatory tree planting.

These mitigation measure are summarised in Table 4.15 below.

Aim of Mitigation Measures	Mitigation Measures	Mitigation Measures Applied at VPs
Alleviate adverse impact on visual permeability	Selective colour and building finishes which is compatible with the skyline Architectural features matching surrounding elements	All of the viewing points (except PVP4 - Harbour Road Garden (港灣道花園))
Provision of greenery	Compensatory tree planting Provision of landscape terraces at different levels	PVP 1- Tamar Park Viewing Deck (添馬公園觀景台), PVP 5- Open space nearby Wan Chai Ferry Pier (灣 仔渡輪碼頭鄰近休憩用 地), PVP 7- Lung King Street (龍景街) and PVP3- Luard Road (盧押 道)
Streetscape enhancement	Provision of a boulevard along Gloucester Road (i.e. along the site boundary line)	Details refer to Appendix E - Proposed Streetscape Enhancement
	Landscaped sitting-out area in the alley between the Proposed Development and Central Plaza	
Landscape screening for visually intrusive elements, e.g. retaining walls and plant rooms	Landscape works on structures Vertical greening on the wall facing Telecom House	PVP 3- Luard Road (盧押 道)

Table 4.15: Visual Mitigation Measures of the Proposed Development

Alleviating adverse impact on visual permeability

A series of before and after photomontages demonstrate the use of colours and building finishes, making the Proposed Development visually compatible with the surroundings. Photomontages are provided in **Appendix C** - Photomontages.

Enhancement on greenery provision

Provision of compensatory tree planting, landscape terraces at different levels and a landscaped sitting-out area between Central Plaza and the Proposed Development will be undertaken. The landscape terraces and the roof of the proposed deck structure (above Harbour Road) will be designed with extensive greening to soften hard edges of structures and offer screening effect to source of visual impact.. The Landscape Master Plans demonstrating the comprehensive landscape scheme is provided in **Appendix D** -

Streetscape enhancement

The existing bus stop at the southern entrance of the Proposed Development will be redesigned with extra provision of open space. The existing covered walkway and existing

planters will be demolished to provide more walking and queuing space between the Proposed Development and traffic lanes on Gloucester Road. Greening works will be provided along the proposed building edge. Plan of streetscape enhancement is provided in **Appendix E** - Proposed Streetscape Enhancement.

Landscape screening for visually intrusive elements, e.g. retaining walls and plant rooms A green wall of approximately 38m(L) x 4.5m(H) will be provided on the wall facing Telecom House and the western portion of the site boundary. Tree and shrub planting will also be provided next to the proposed green wall to compensate the loss of greenery in the neighbourhood. The location plan of green walls is provided in **Appendix D**- Illustrative Landscape Master Plans.

SECTION 5 EVALUATION OF OVERALL VISUAL IMPACT

The Proposed Development is located in an urban area and the building height of the Proposed Development is 278m,.The changes in visual composition at regional scale are assessed from strategic viewing points whilst the changes in visual composition at local scale are assessed from public viewing points.

In regional scale, both the Hong Kong Island ridgelines / peaks and Kowloon ridgelines / peaks are considered as valuable visual resources that are worthy of preservation with public support.

The Proposed Development will slightly enhance the view from Kowloon Peninsula towards the ridgelines at Hong Kong Island. The ridgelines will be visually more continuous by demolishing the existing high-rise buildings within the site. Compare with the existing view for viewers from SVP 1, the current Immigration Tower and Revenue Tower have broken off the continuous ridgeline into three sections. With the introduction of a single tower (although its height is relatively higher than the existing government buildings), only a portion of the ridgeline is blocked instead of splitting the ridgelines into 3 discontinuous sections as shown in the current situation.

For viewers from SVP 2, the Proposed Development will replace the existing Wan Chai Tower, Revenue Tower and Immigration Tower and will reduce the bulkiness of the existing high-rise building group (including the Renaissance Hong Kong Harbour View Hotel, Grand Hyatt Hong Kong and Shui On Centre) when viewing from the Kowloon Peninsula.

Although the Proposed Development will slightly exceed the Hong Kong Island ridgelines, the Proposed Development will be a landmark for Wan Chai district and become part of the backdrop for the HKCEC.

For viewers from SVP 3, although the Proposed Development will be slighting exceed the skyline and in the 20% Building Free Zone, the Hong Kong Island ridgelines will still be fully visible after the implementation of the Proposed Development. The height of the Proposed Development will cause no visual obstruction to the ridgelines and become part of the jagged skyline when viewing from the Kowloon Peninsula.

At local scale, the Proposed Development will be visible to most public viewing points (except PVP 4). However, the Proposed Development will share similar building characteristics with surrounding commercial high-rise buildings and be compatible with the urban setting and the urban visual character of Wan Chai District.

For viewers from PVP 1, PVP 5 and PVP 7, the Proposed Development will consolidate the existing three buildings into a single high-rise building and increase visual permeability.

The proposed visual mitigation measures will alleviate the visual impacts caused by the Proposed Development. All affected strategic viewing points will have moderate to substantial visual impacts and all affected public viewing points will have moderate visual impacts caused by the Proposed Development. Some positive impacts are also identified in some strategic viewing points and public viewing points. Therefore, the overall resultant impact caused by the Proposed Development is considered as "**slightly adverse**".

CDA SVP 1 SVP 2 SVP 3	West Kowloon Cultural District (西九文化區) Cultural Complex at Tsim Sha Tsui	General public, tourist	Sightseeing							
	Sha Tsui		In/ Outdoor leisure and sporty activities	Long/ Frequent	2600	clear	Good	Panoramic view	Harbour view and cityscape	High
SVP 3	(尖沙咀文化場館)	General public, tourist	Sightseeing In/ Outdoor leisure and sporty activities	Long/ Frequent	2000	clear	Good	Panoramic view	Harbour view and cityscape	High
	Waterfront Promenade at Kai Tak Development (啟德發展區海濱長廊)	Tourist, local resident and occupants of surrounding government/ commercial buildings	Pass through, outdoor leisure activities	Long/ Frequent	5000	clear	Good	Panoramic view	Harbour view and cityscape	High
SVP 7	Peak (山頂)	General public, tourist	Sightseeing, Outdoor leisure activities	Long/ Frequent	2800	partially obstructed	Good	Panoramic view	Harbour view and cityscape overlooked from an elevated high level	High
PVP 1	Tamar Park Viewing Deck (添馬公園觀景台)	The office workers of surrounding government/ commercial buildings, general public at the weekends	Strolling during lunch, participating to events and outdoor activities	Medium/ Occasional	550	clear	Good	Vista	Cityscape	Medium
C PVP 2	Wan Chai Sport Ground (灣仔運動場)	Particular users of Wan Chai Sport Ground	Sporty activities, training	Long/ Occasional	550	clear	Good	Open view	Cityscape	Medium
PVP 3	Luard Road (盧押道)	The residents of surrounding residential areas, the occupants of surrounding commercial buildings	Walk by	Short / Rare	200	clear	Fair	Partial view	Street view	Low
PVP 4	Harbour Road Garden (港灣道花園)	Office workers from surrounding commercial buildings	Walk by	Short/ Rare	250	No view	low	No view	Street view	Low
PVP 5	Open space nearby Wan Chai Ferry Pier (<i>灣</i> 仔渡輪碼頭鄰近休憩用地)	General public, tourist	Water sports, leisure activities	Medium/ Occasional	300	clear	Fair	Glimpse	Cityscape	Medium
PVP 6	Southorn Playground (修頓球場)	Users of the Southorn Playground, the residents from surrounding residential areas, office workers from surrounding commercial buildings	Sports activities	Medium / Rare	300	clear	Fair	Partial view	Street view	Low
PVP 7	Lung King Street (灣仔龍景街)	Office workers from surrounding commercial buildings, passer-by to the promenade area	Leisure activities during lunch, Walk by	Short/ Occasional	250	clear	Fair	Open view	Cityscape	Medium

Table 3.2. The Sensitivity of Viewing Points

Wan Chai North Proposed Redevelopment Visual Impact Assessment (1st submission)

Table 4.1: Magnitude of Change of View Points

Code	Name of VPs	Viewing distance (m) approx.	Degree of visual obstruction Degree of visual openness Loss of view	Reversibility of change	Compatibility of the Proposed Development with visual elements (Visual balance/ Compatible/ Harmony, Unity/ Contrast)	Scale of the proposed works (Large / Medium/ Small)	Duration o impacts of t Proposed Development
SVP 1	West Kowloon Cultural District (西九文化區)	2600	Moderate degree of visual obstruction Moderate degree of visual openness	No	Visual compatible and in appropriate contrast	Medium	Permanen
SVP 2	Cultural Complex at Tsim Sha Tsui (尖沙咀文化場館)	2000	Substantial degree of visual obstruction Moderate degree of visual openness	No	Visual compatible and in appropriate contrast	Medium	Permanen
SVP 3	Waterfront Promenade at Kai Tak Development (啟德發展區海濱長廊)	5000	Substantial degree of visual obstruction	No	Unity	Medium	Permanen
SVP 7	Peak (山頂)	2800	Low degree of visual obstruction	No	Unity	Medium	Permanen
PVP 1	Tamar Park Viewing Deck (添馬公園觀景台)	550	Moderate degree of visual obstruction Moderate degree of visual openness	No	Compatibility	Medium	Permanen
PVP 2	Wan Chai Sport Ground (灣仔運動場)	550	Low degree of visual obstruction	No	Unity, Harmony	Medium	Permanen
PVP 3	Luard Road (盧押道)	200	Moderate degree of visual obstruction	No	Compatible	Medium	Permanen
PVP 4	Harbour Road Garden (港灣道花園)	250	No visual obstruction	No	Not Applicable	Medium	Permanen
PVP 5	Open space nearby Wan Chai Ferry Pier (灣仔渡輪碼頭鄰近休憩用地)	300	Low degree of visual openness	No	Unity, Harmony	Medium	Permanen
PVP 6	Southorn Playground (修頓球場)	300	Low degree of visual obstruction	No	Contrast	Medium	Permanen
PVP 7	Lung King Street (灣仔龍景街)	250	Low degree of visual obstruction Moderate degree of visual openness	No	Compatible	Medium	Permanen

n of f the ed nent	Magnitude of change (Substantial/ Moderate/ Slight/ Negligible)
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APPENDIX A

REVIEW OF OUTLINE ZONING PLAN



		香港銅 11/F C	ecoの認知 arthasia limit 確準告土打道262號,中糧大度11 0FCO Tower, 262 Gloucester Road vay Bay, Hong Kong 2) 2559 9438 Fax: (852) 2559 9841 HKTDC	ted
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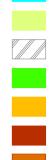


REZONING SITE PROPOSED BUILDING (H = 278m) INITIAL ASSESSMENT AREA BOUNDARY (3H = 834M) AMENDMENT ITEM UNDER S.5/S.7 OF THE TPO

- COMPREHENSIVE DEVELOPMENT AREA
- COMMERCIAL

GREEN BELT

GOVERNMENT, INSTITUTION OR COMMUNITY

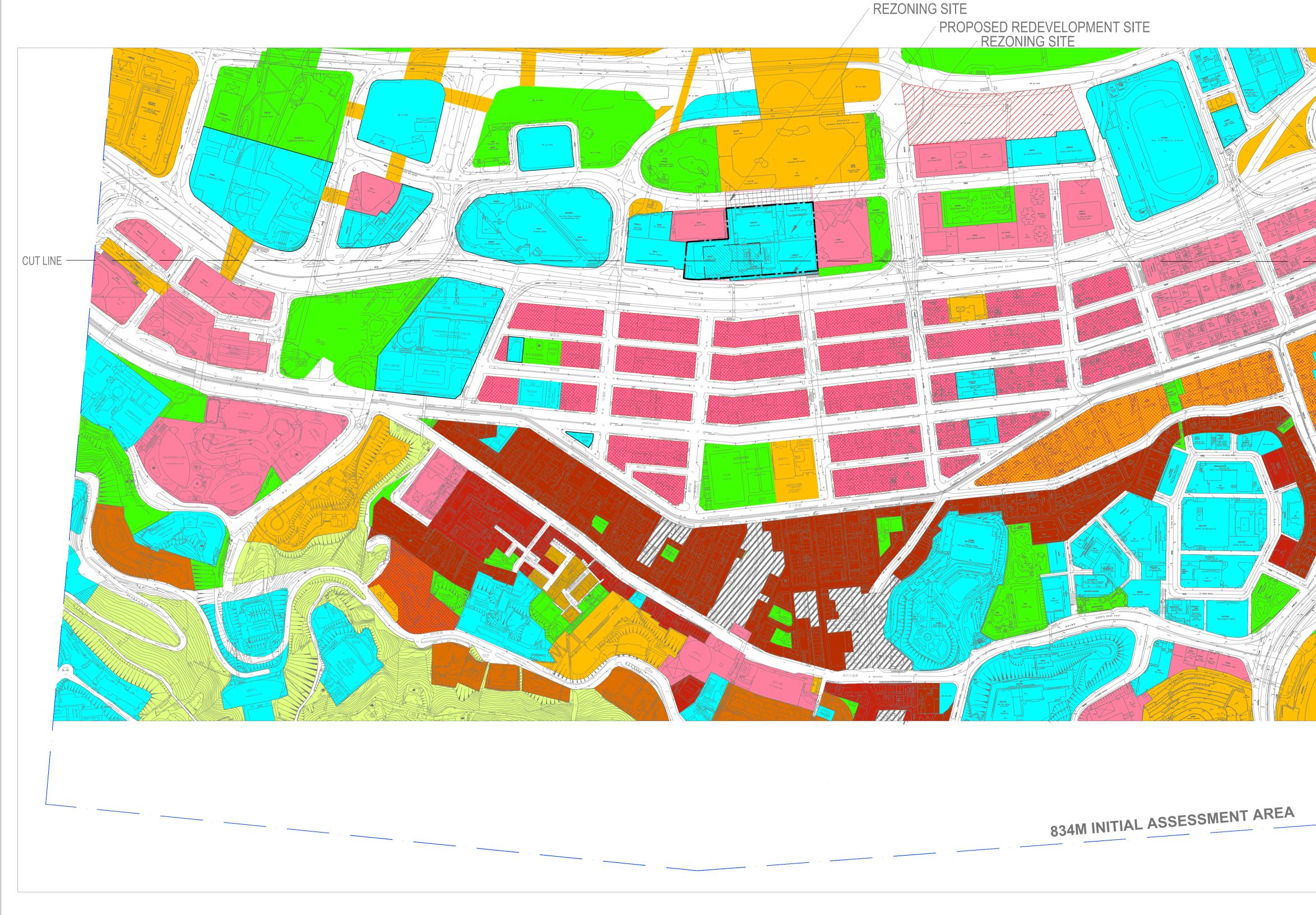


LAND DEVELOPMENT CORPORATION DEVELOPMENT

OPEN SPACE

OTHER SPECIFIED USES RESIDENTIAL (GROUP A)

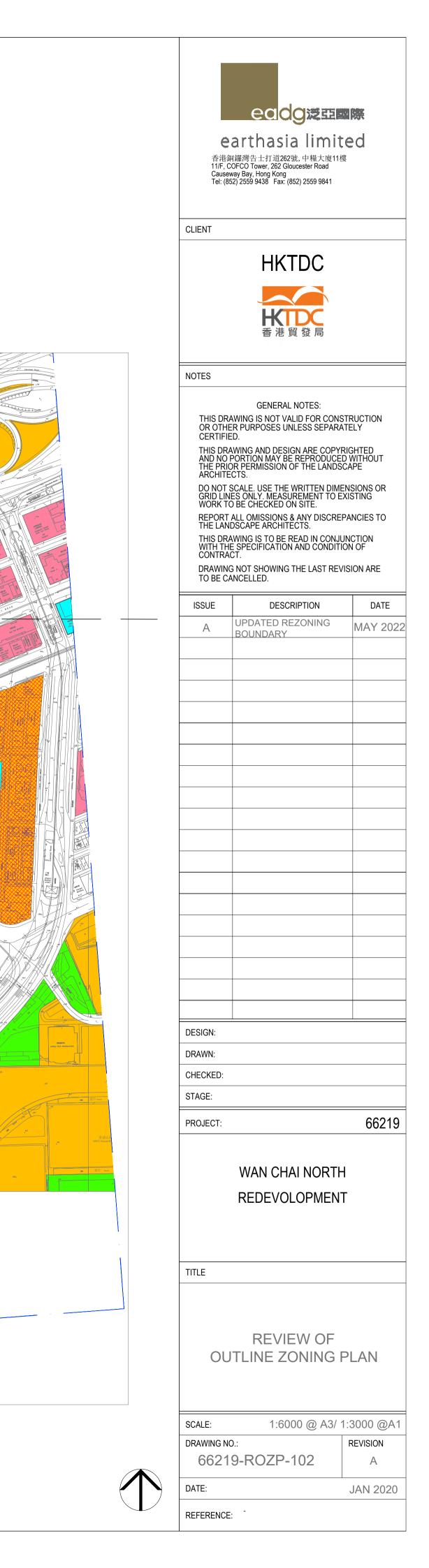
RESIDENTIAL (GROUP B)



1

WAN CHAI OUTLINE ZONING PLAN

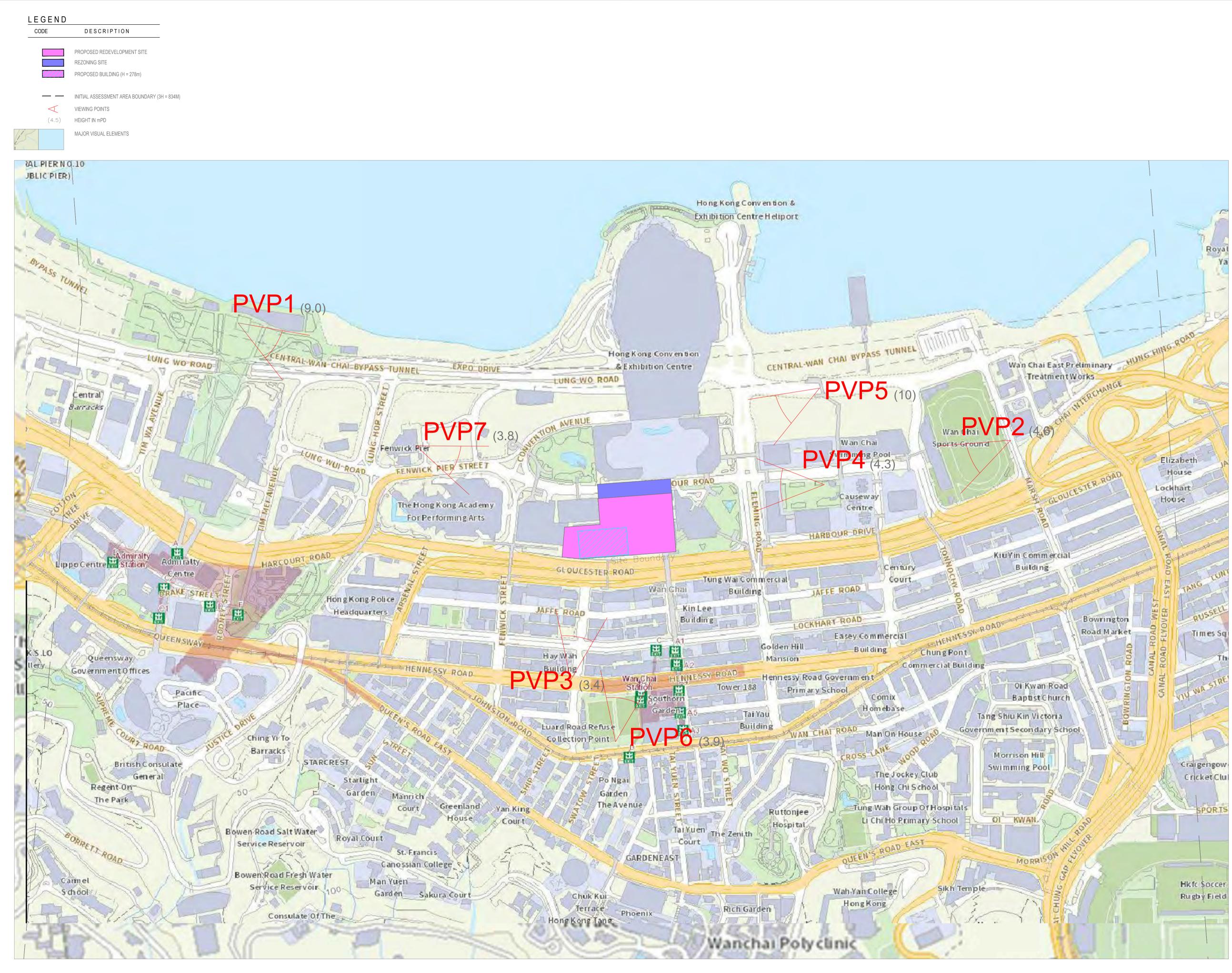
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APPENDIX B

PLAN OF KEY VISUAL ELEMENTS FOR VIA





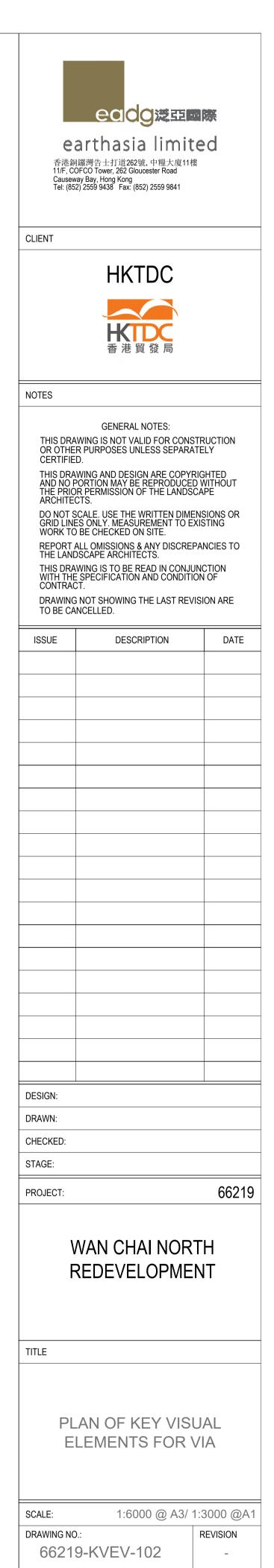
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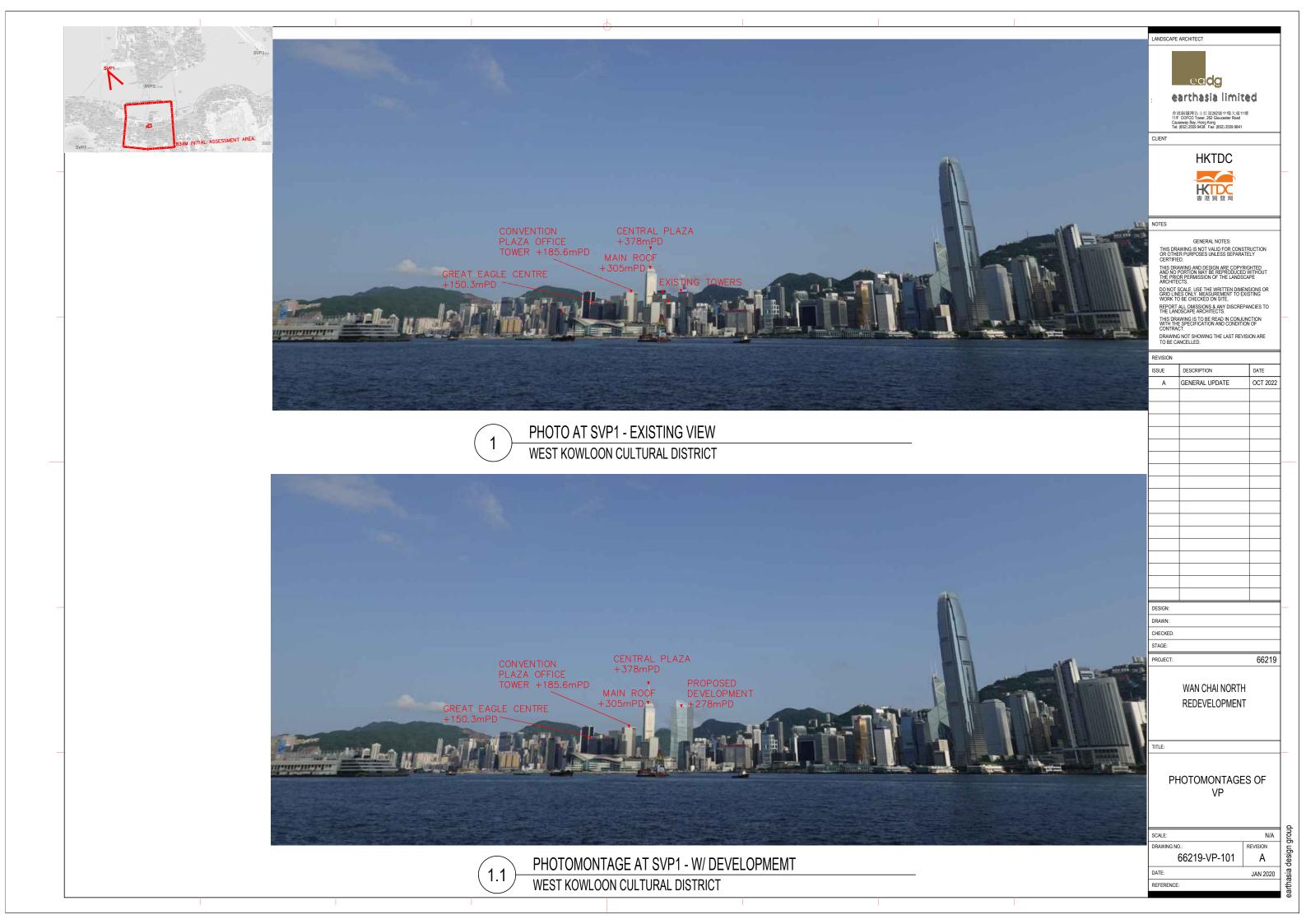
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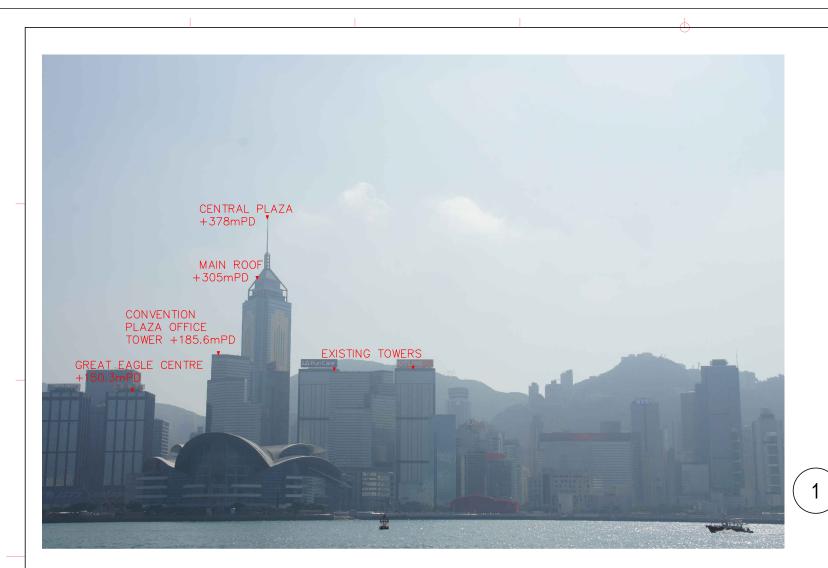
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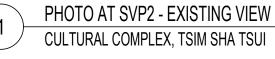


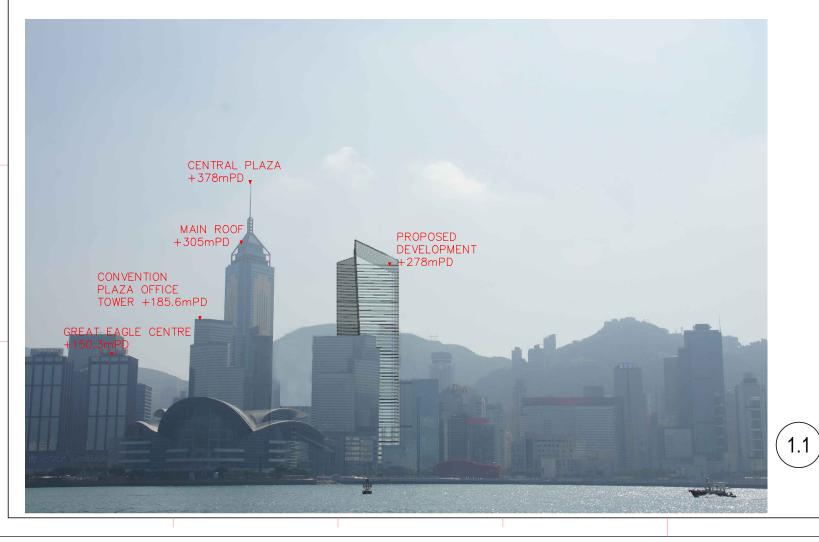
APPENDIX C

PHOTOMONTAGES OF VIEWING POINTS









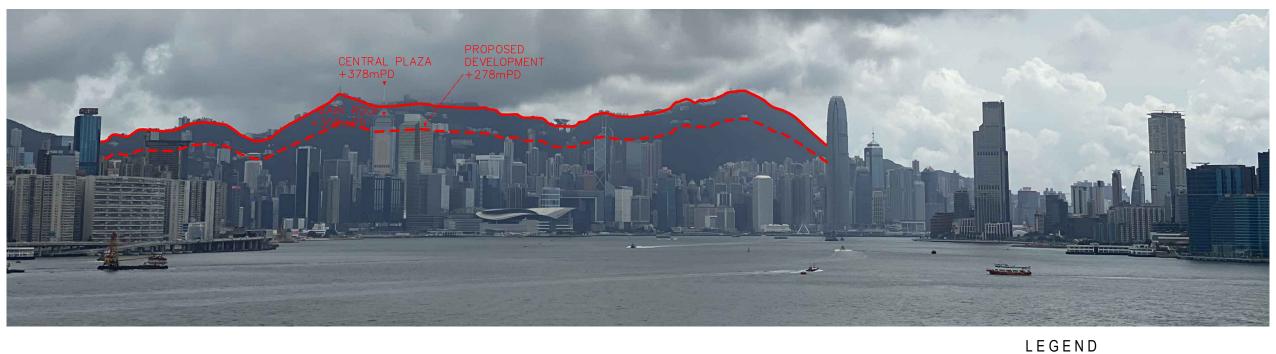
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	CLIENT	i: (852) 2559 9438 Fax: (852) 2559 9841	
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PHOTO AT SVP3 - EXISTING VIEW 1 WATERFRONT PROMENADE AT KAI TAK DEVELOPMENT





PHOTOMONTAGE AT SVP3 - W/ DEVELOPMEMT WATERFRONT PROMENADE AT KAI TAK DEVELOPMENT

CODE

DESCRIPTION

RIDGELINE

ABOVE THE DOTTED LINE: THE 20% BUILDING FREE ZONE

LANDSCAPE ARCHITECT



earthasia limited

香港銅鑼灣告士打道262號中糧大廈11樓 11/F COFCO Tower, 262 Gloucester Road Causeway Bay, Hong Kong Tel: (852) 2559 9438 Fax: (852) 2559 9841

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66219

WAN CHAI NORTH REDEVELOPMENT

TITLE:

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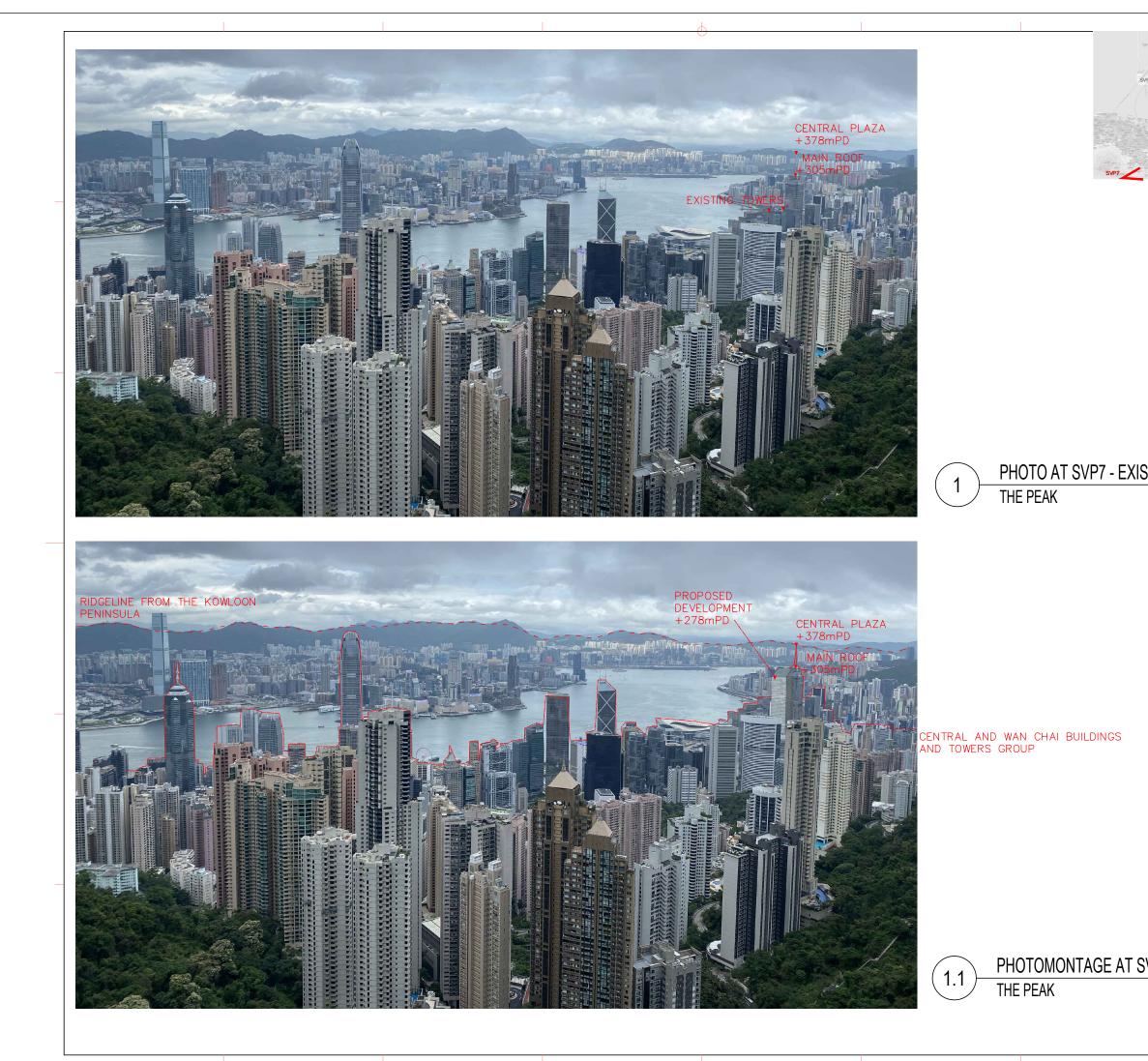
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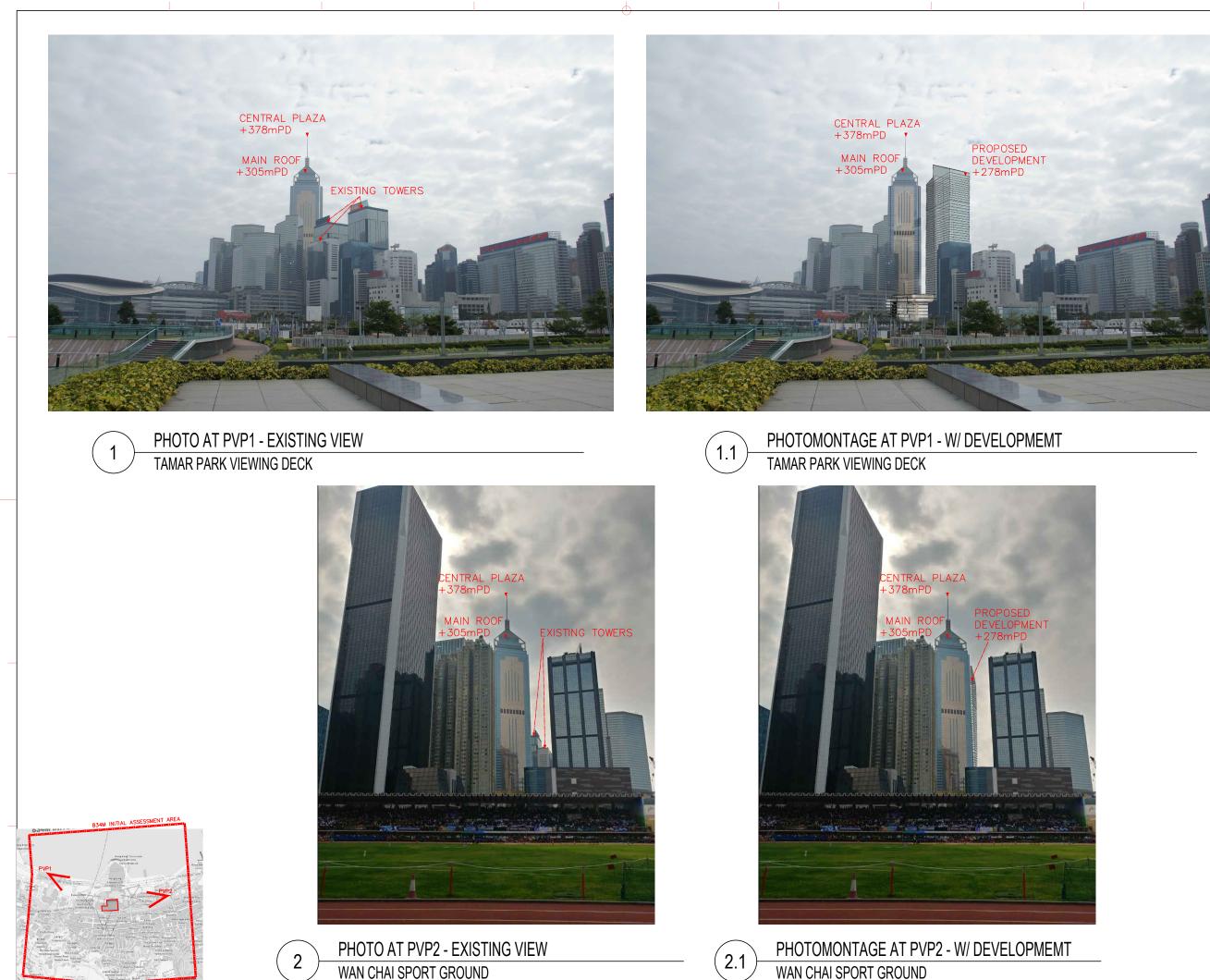
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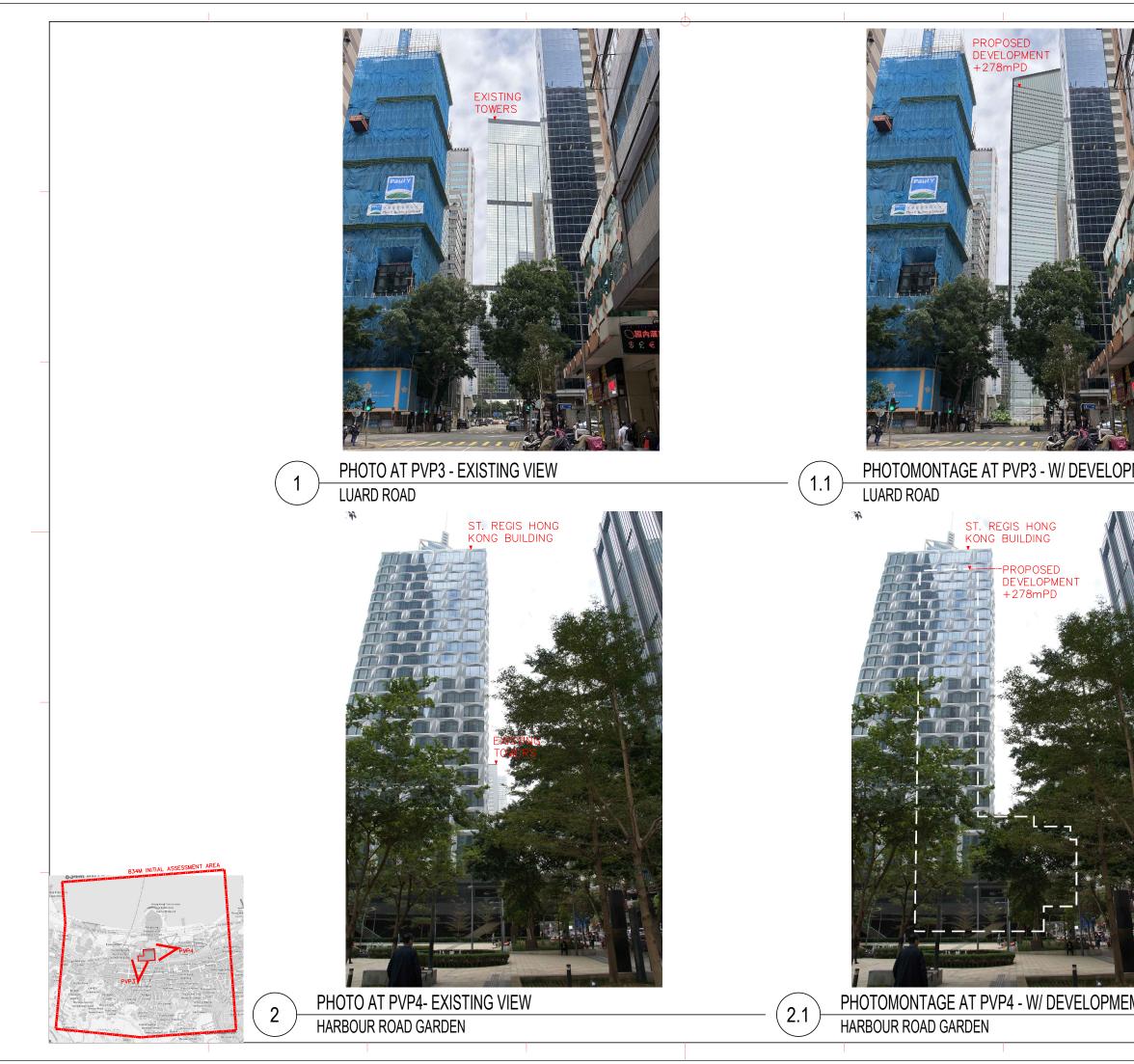
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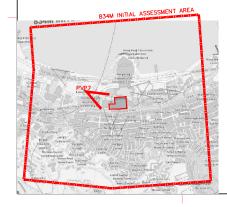






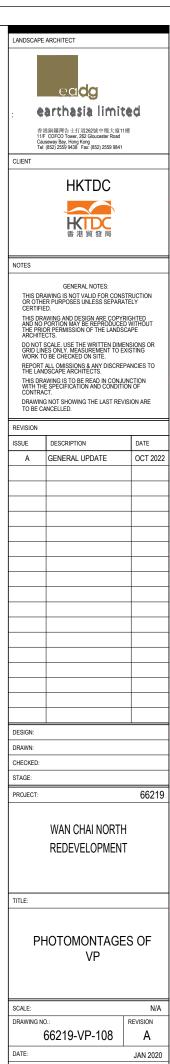


PHOTOMONTAGE AT PVP7- W/ DEVELOPMEMT LUNG KING STREET



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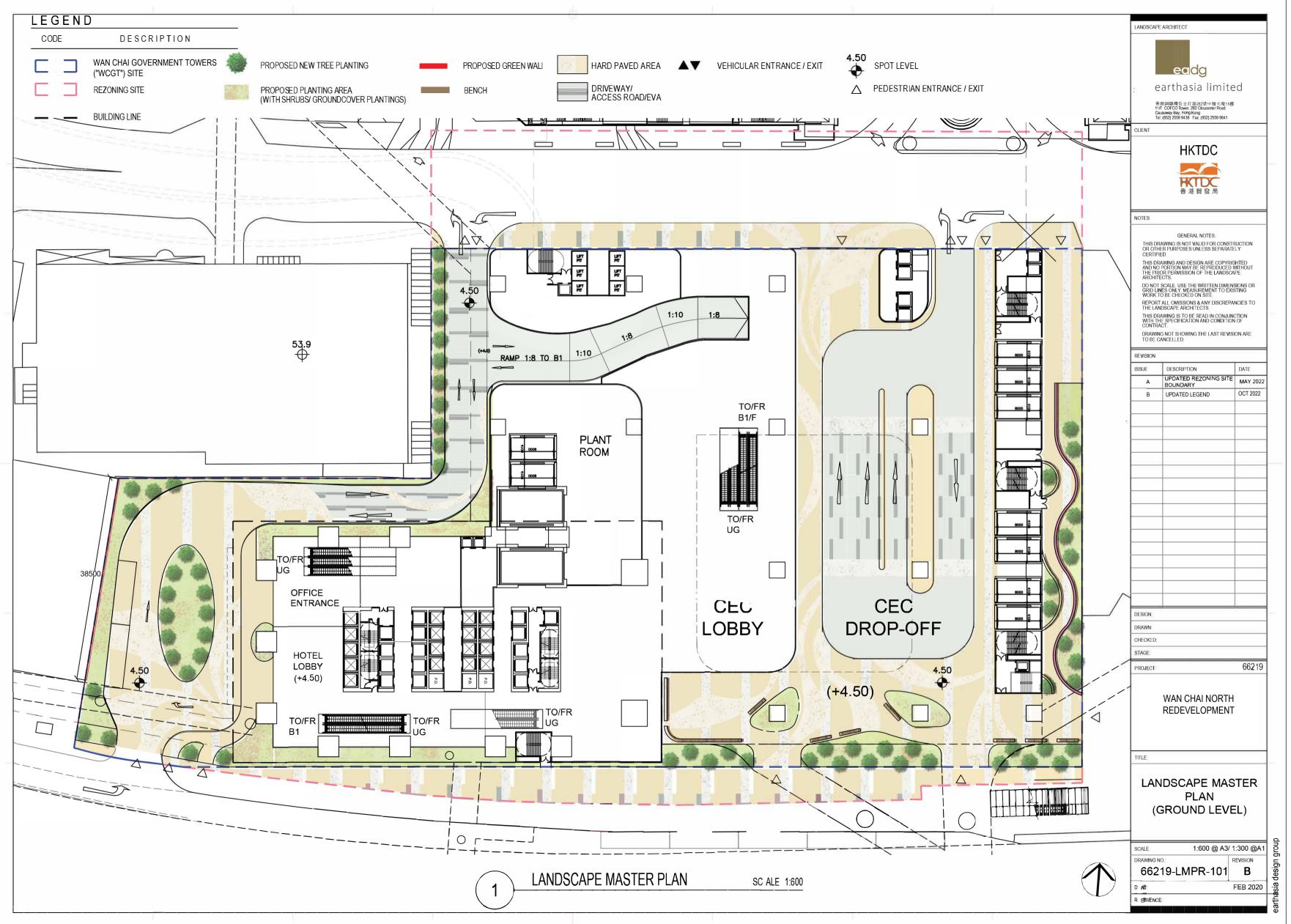
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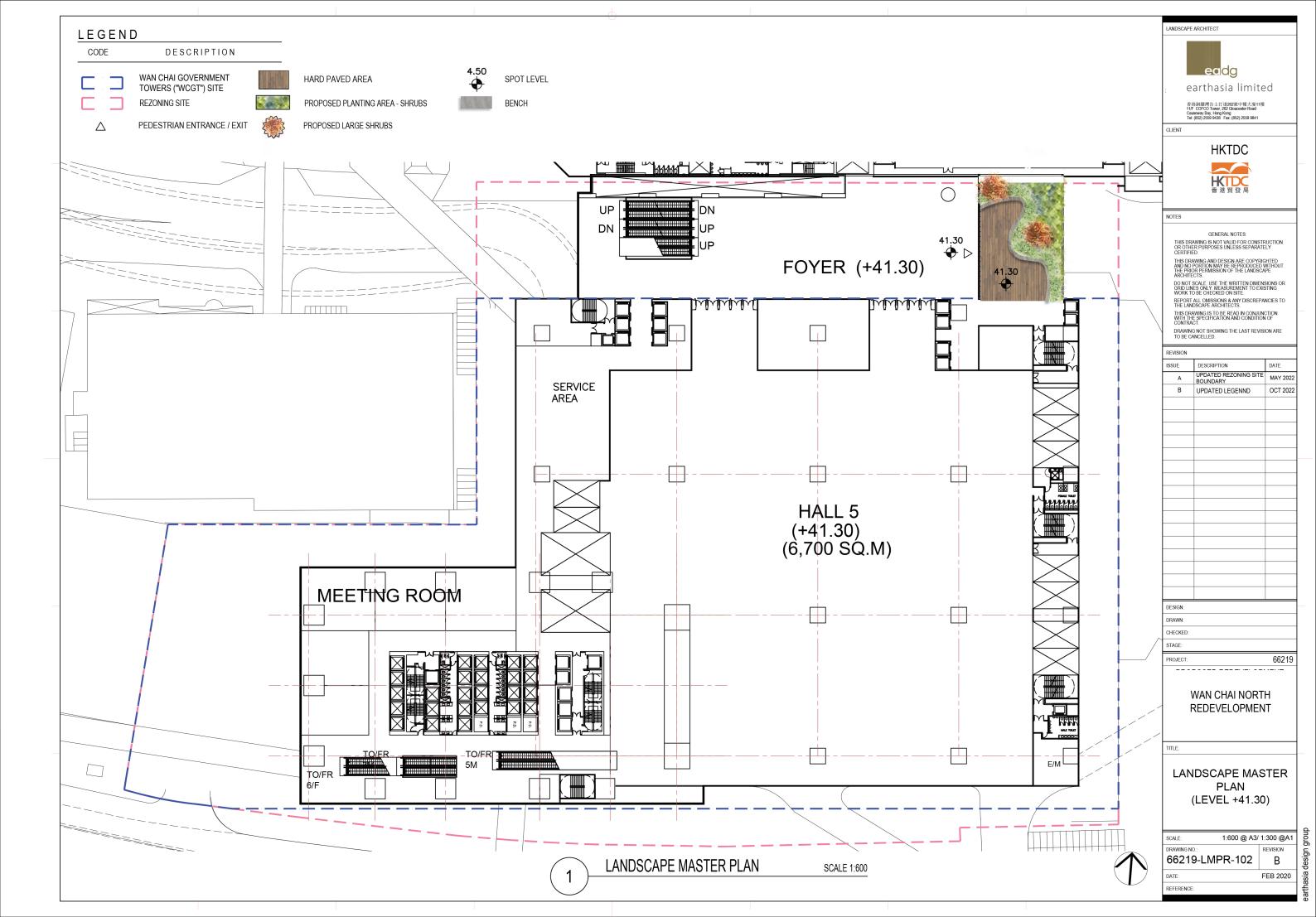
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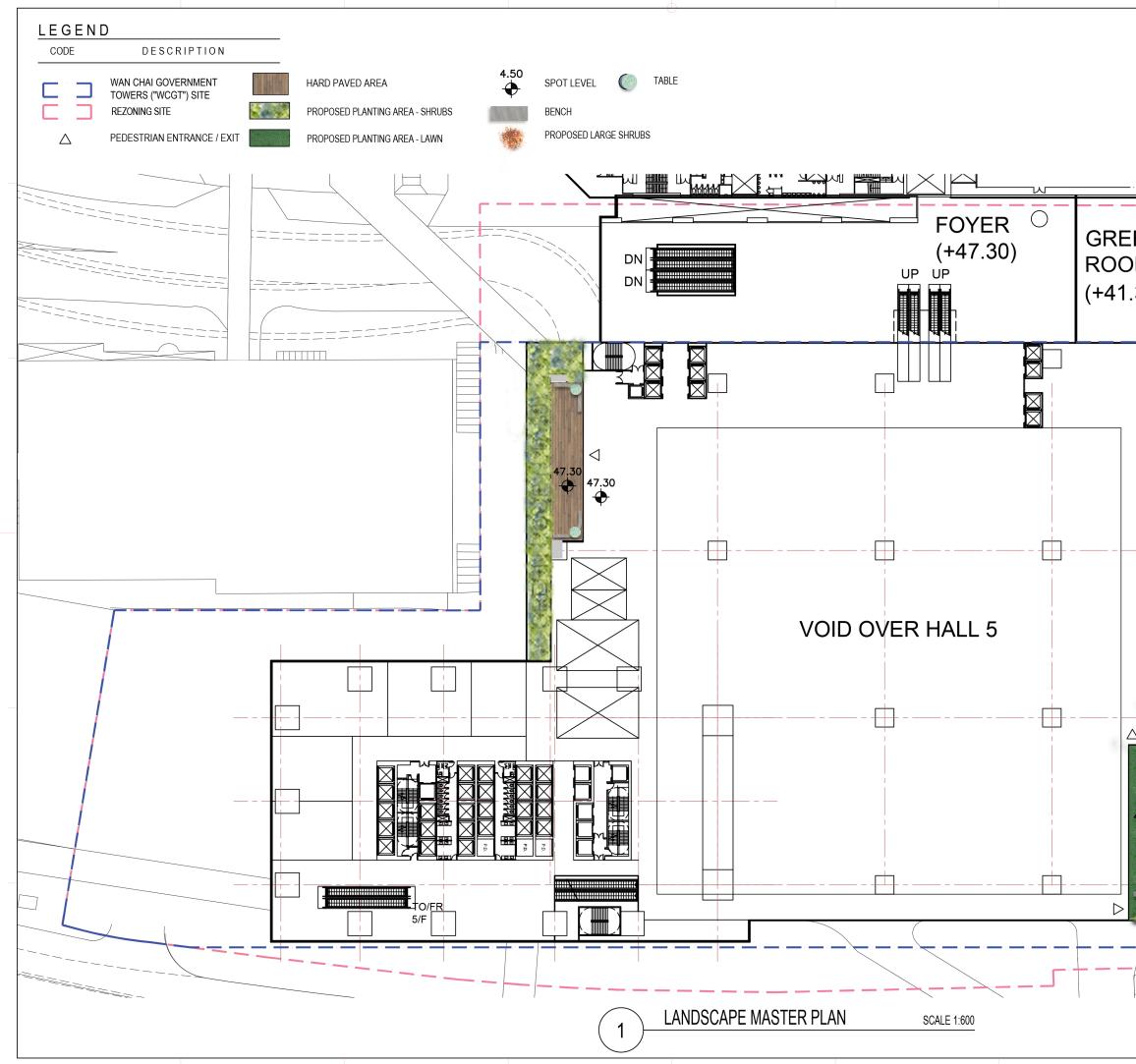
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APPENDIX D

MITIGATION MEASURES -LANDSCAPE MASTER PLAN

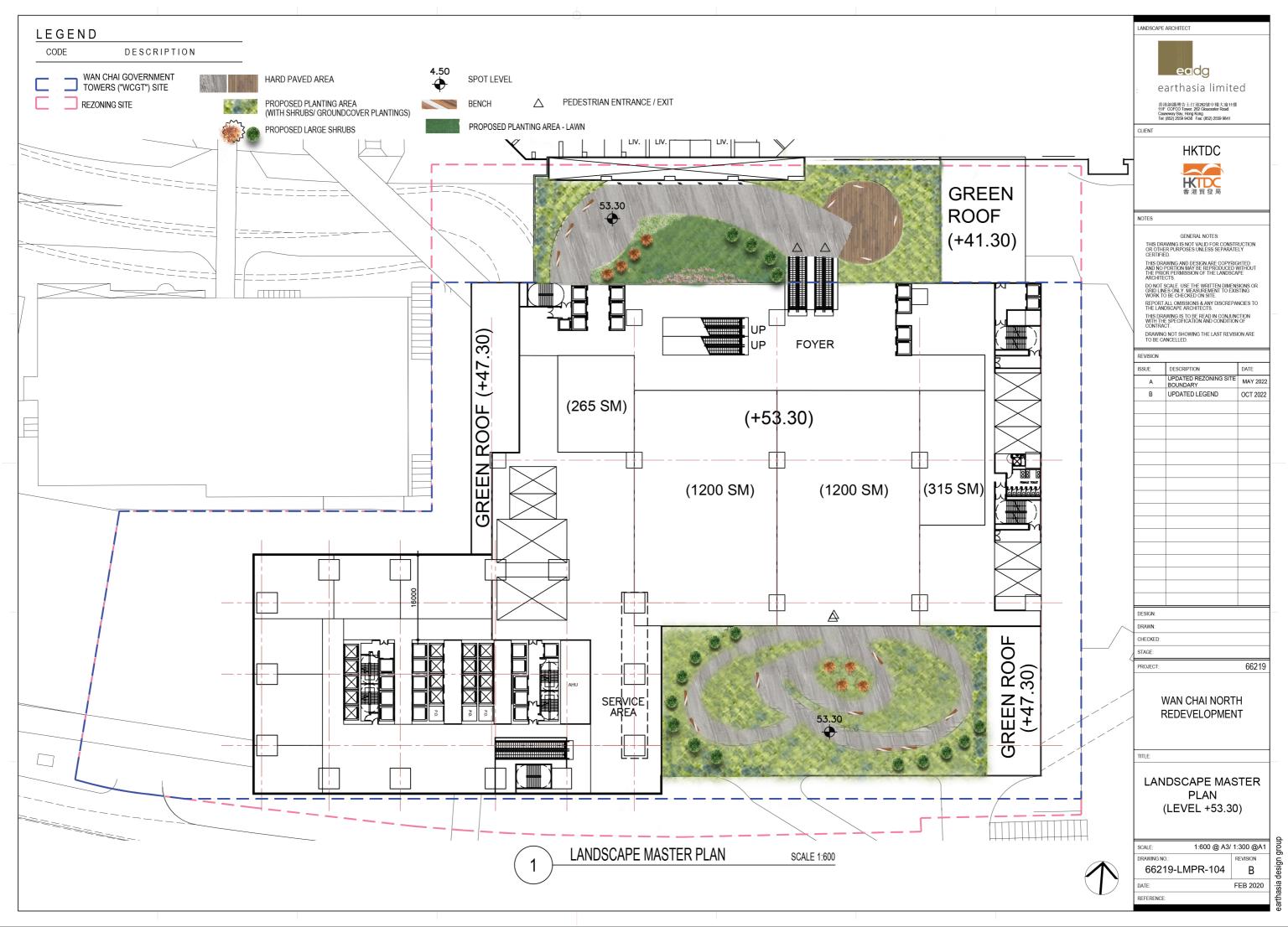


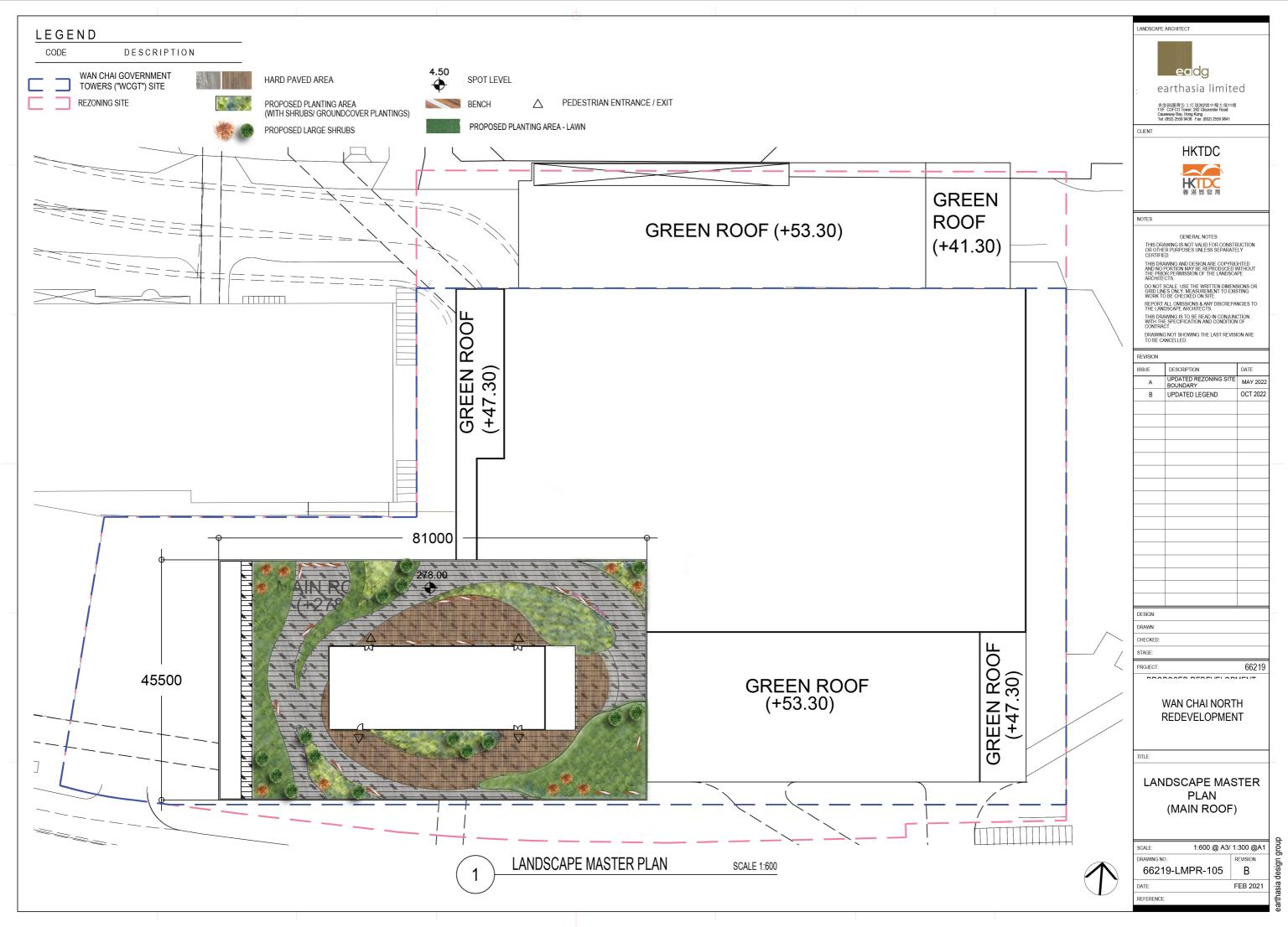




	LANDSCAPE ARCHITECT
	eadg
	earthasia limited
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	香港等編編書を土打道2623年14第二級11框 11折 COFC0 Towe 222 Glouze3ter Read Causeway Bay, Hong Kong Tel: (852) 2559 9438 Fax: (852) 2559 9841
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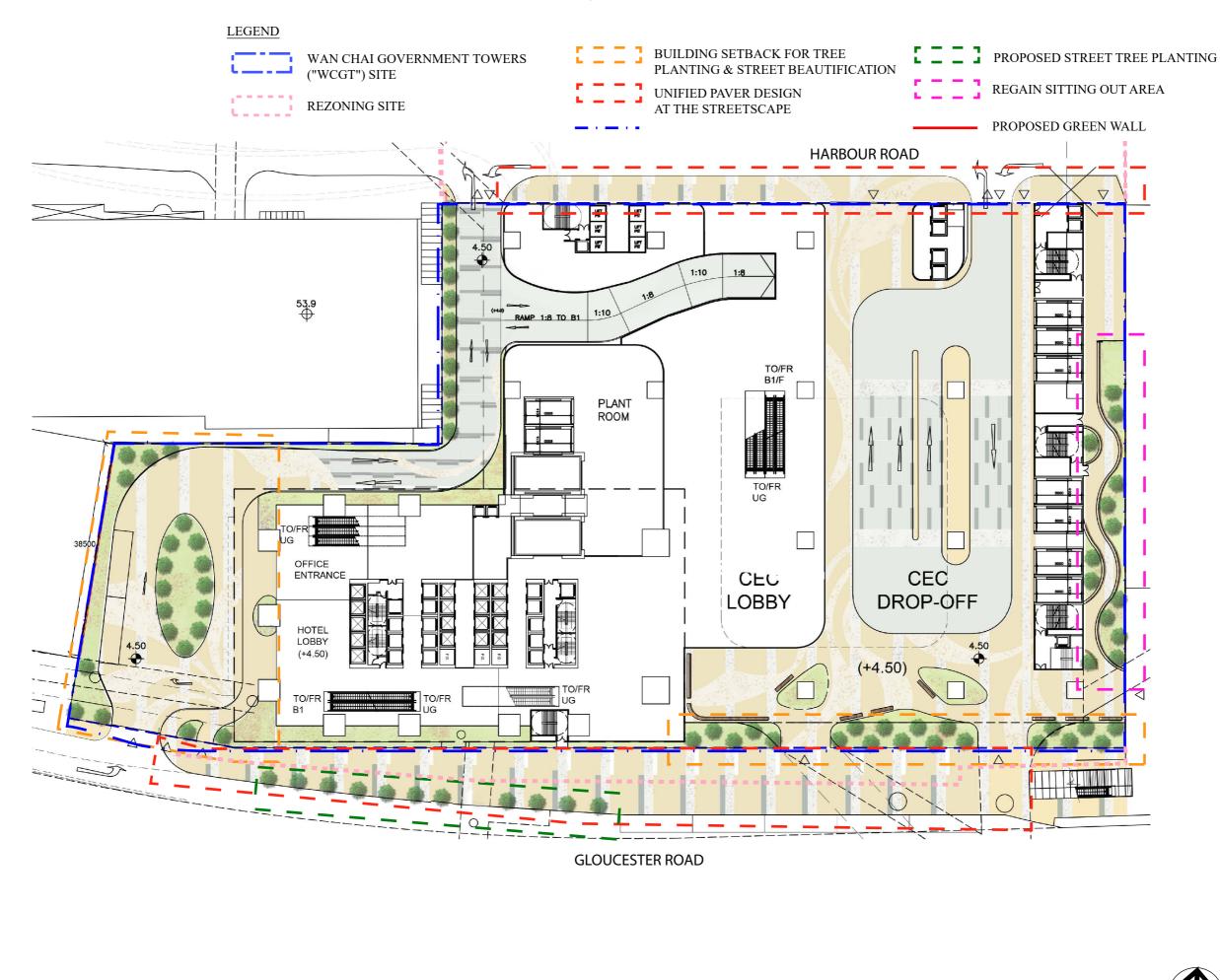


APPENDIX E

PROPOSED STREETSCAPE ENHANCEMENT

STREETSCAPE ENHANCEMENT WORKS 1

SCALE : 1:600



LANDSCAPE ARCHITECT

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香 11) Ca Te	港銅鐸灣告士打道262號中糧大度11樓 F COFCO Tower, 262 Gloucester Road useway Bay, Hong Kong ; (852) 2559 9438 Fax; (852) 2559 9641	
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ENVIRONMENTAL ASSESSMENT – EXECUTIVE SUMMARY

Environmental Assessment for Wan Chai North Redevelopment

Executive Summary

November 2022

Reviewed By	
	(Technical Director: Mr. KS Lee)
REMARKS:	

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

CINOTECH CONSULTANTS LIMITED Room 1710, Technology Park 18 On Lai Street Shatin, NT, Hong Kong Tel: (852) 2151 2083 Fax: (852) 3107 1388 Email: info@cinotech.com.hk

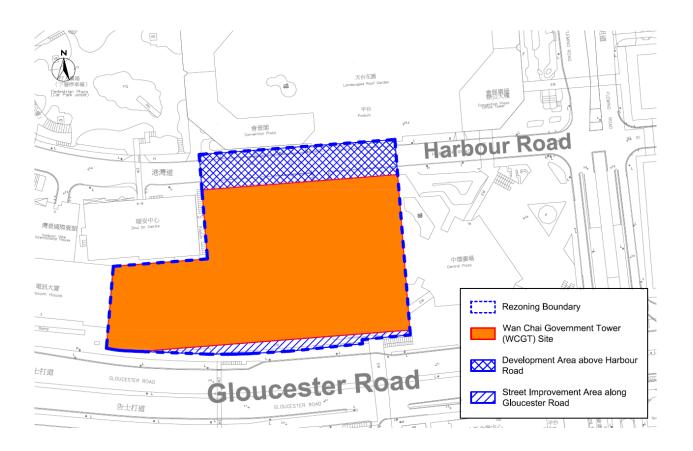
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1. INTRODUCTION

1.1 **Project Background**

- 1.1.1 The Government of the Hong Kong Special Administrative Region (the Government) planned to redevelop the Wan Chai Government Towers ("WCGT") Site consisting of three government towers in Wan Chai North, the Gloucester Road Garden and Kong Wan Fire Station into a composite development comprising convention and exhibition facilities, hotel, office and public passage (hereafter referred to as "Wan Chai Government Towers ("WCGT") Site"). The location of the WCGT Site is shown below. The Government would also take this opportunity to enhance the traffic and pedestrian infrastructure in Wan Chai North.
- 1.1.2 The Hong Kong Trade Development Council (HKTDC) will provide advice to the Government for planning the Proposed Development of WCGT Site and associated infrastructure.
- 1.1.3 To facilitate the Proposed Development, the WCGT Site and a portion of Harbour Road are proposed to be rezoned from "Government, Institution, or Community" ("G/IC") and area shown as "Road" to "Other Specified Uses" annotated "Exhibition Centre with Commercial Development" ("OU(Exhibition Centre with Commercial Development)").
- 1.1.4 The HKTDC has commissioned Cinotech Consultants Limited to undertake an Environmental Assessment (EA) to assess and envisage any potential environmental impact on the implementation of the Proposed Development and to recommend mitigation measures as necessary. This executive summary summarized the finding from the EA report.



2. DESCRIPTION OF PROPOSED DEVELOPMENT

- 2.1.1 The WCGT Site is bounded by Harbour Road to the North, Central Plaza to the East, Gloucester Road to the South, and Shui On Centre and Telecom House to the West with total area of 15,444 sq.m (excluding the Development Area above Harbour Road of approx. 2,726 sq.m and Street Improvement Area along Gloucester Road of approx. 855 sq.m).
- 2.1.2 The Proposed Development is a composite building of a total non- domestic GFA of approx. 231,660 sq.m (Plot Ration of 15) which comprises:
 - (a) convention and exhibition facilities (approx. 85,950 sq.m) to be integrated with the existing HKCEC through connecting structures over Harbour Road, underground car parking and loading/unloading facilities and open space;
 - (b) a 500-room hotel (approx. 53,350 sq.m);
 - (c) Grade A office (approx. 90,310 sq.m); and
 - (d) Public Passage (approx. 2,050 sq.m).

3. KEY FINDINGS OF THE ENVIRONMENTAL ASSESSMENT

3.1 Air Quality Impact

- 3.1.1 Major dust emitting construction activities will be the demolition of existing structures, excavation for basement construction, foundation works and construction activities. With the implementation of dust suppression measures stipulated under the Air Pollution Control (Construction Dust) Regulation and the adoption of good site practice, adverse air quality impact associated with the construction works is not anticipated.
- 3.1.2 The Proposed Development itself is not considered as an air pollution source during its operation. No industrial chimney was identified within 200 m from the site boundary. Qualitative assessment and site survey indicated that all background pollutants, vehicular emissions, portal emission and ventilation building are not expected to be a constraint on the Proposed Development when the location of fresh air intakes have been carefully designed. The fresh-air intake locations for the WCGT Site are recommended within the region outside all the buffer zones for the level below 80mPD, and no restriction for the ASRs at level on or above 80mPD (on or above the roof of C&E facility building).

3.2 Noise Impact

- 3.2.1 Considering the scale of construction work and the nature of nearby noise sensitive receivers, the construction noise level is expected to comply with the noise criteria thus no adverse noise impact is anticipated from the construction phase of the Proposed Development. The construction noise impact will be further minimized if the recommended mitigation measures are implemented.
- 3.2.2 The Proposed Development will be centrally ventilated, all the noise sensitive areas/rooms would not rely on opened window for ventilation that both traffic noise and fixed noise criteria are not applicable.
- 3.2.3 Maximum allowable Sound Power Level for building service equipment will be

incorporated into the tender document to ensure the fixed noise sources at the Proposed Development will be designed with appropriate mitigation, comply with the relevant criterion and no adverse noise impact on nearby NSRs.

3.3 Water Quality Impact

3.3.1 There is natural water body such as Victoria Harbour in the vicinity of the WCGT Site, both construction site runoff and water drainage system near the WCGT Site could carry pollutants to receiving waters. Potential water quality impact associated with the Proposed Development would be construction site runoff, sewage generated from construction staff and accidental leakage of chemicals. However, with proper implementation of mitigation measures, the impact on water quality is anticipated to be insignificant.

3.4 Waste Management Implication

- 3.4.1 A variety of wastes including inert C&D material, C&D waste, chemical waste and general refuse would be generated during the construction phase and commercial waste would be generated during operation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.
- 3.4.2 The potential land contamination issue should be reviewed during the detailed design stage. Detailed Land Contamination Assessment and Remediation, if applicable, should be conducted with reference to the Practice Guide for Investigation and Remediation of Contaminated Land prior to the development of Site.

4. CONCLUSION

- 4.1.1 The Government plans to redevelop the Wan Chai Government Towers Site ("WCGT") Site consisting of Wanchai Tower, Immigration Tower, Revenue Tower, Gloucester Road Garden and the Kong Wan Fire Station to a composite development comprising convention and exhibition facilities, hotel, office and public passage. The Government would also take this opportunity to enhance the traffic and pedestrian infrastructure in Wan Chai North.
- 4.1.2 The key environmental issues with potential environmental impacts arising from the Proposed Development are identified as construction dust impact, construction noise impact, water quality impact and waste management during the construction phase and potential operational air quality and noise impact during the operational phase.
- 4.1.3 Major dust emitting construction activities will be the demolition of existing structures, excavation for basement construction, foundation works and construction activities. With the implementation of dust suppression measures stipulated under the Air Pollution Control (Construction Dust) Regulation and the adoption of good site practice, adverse air quality impact associated with the construction works is not anticipated.
- 4.1.4 The Proposed Development itself is not considered as an air pollution source during its operation. No industrial chimney was identified within 200 m from the site boundary. Qualitative assessment and site survey indicated that all background pollutants, vehicular emissions, portal emission and ventilation building are not expected to be a constraint on the Proposed Development when the location of fresh air intakes have been carefully designed.
- 4.1.5 No adverse noise impact is anticipated from the construction phase of the Proposed Development. The construction noise impact will be further minimized if the recommended mitigation measures are implemented.
- 4.1.6 The Proposed Development will be centrally ventilated, all the noise sensitive areas/rooms would not rely on opened window for ventilation that both traffic noise and fixed noise criteria are not applicable. Maximum allowable Sound Power Level for building service equipment will be incorporated into the tender document to ensure the fixed noise sources at the Proposed Development will be designed with appropriate mitigation, comply with the relevant criterion and no adverse noise impact on nearby NSRs.
- 4.1.7 Potential water quality impact associated with the Proposed Development would be construction site runoff, sewage generated from construction staff and accidental leakage of chemicals. However, with proper implementation of mitigation measures, the impact on water quality is anticipated to be insignificant.
- 4.1.8 A variety of wastes including inert C&D material, C&D waste, chemical waste and general refuse would be generated during the construction phase and commercial waste would be generated during operation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.
- 4.1.9 The potential land contamination issue should be reviewed during the detailed design stage. Detailed Land Contamination Assessment and Remediation, if applicable, should be conducted with reference to the Practice Guide for Investigation and Remediation of Contaminated Land prior to the development of Site.



SEWERAGE IMPACT ASSESSMENT – EXECUTIVE SUMMARY

Hong Kong Trade Development Council

Proposed Redevelopment of Wan Chai Government Towers Site

Sewerage Impact Assessment Report

Executive Summary

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 270921

Ove Arup & Partners Hong Kong Ltd Level 5 Festival Walk 80 Tat Chee Avenue Kowloon Tong Kowloon Hong Kong www.arup.com

ARUP

Executive Summary

Ove Arup & Partners Hong Kong Ltd. has been commissioned by Hong Kong Trade Development Council (HKTDC) to undertake the Sewerage Impact Assessment for Wan Chai Government Towers (WCGT Site) (Proposed Development). The aim of this Sewerage Impact Assessment (SIA) Study is to assess the sewerage impacts , if any, that arise from the Proposed Development and the new proposed vehicular access tunnel on Harbour Road, and provide recommendations for mitigation measures and improvement works, where necessary.

The WCGT Site, of a site area of 15,444 m^2 (excluding Harbour Road) would be developed into a composite building with a total non-domestic GFA of about 231,660m² (P.R. 15), comprising convention and exhibition facilities (GFA of about 85,950m²) to be integrated with the existing HKCEC through a new decking over connecting structure over Harbour Road; a 500-room Hotel (GFA of about 53,350m²); Grade A office (GFA of about 90,310m²); underground car parking and loading/unloading facilities; and open space. The Proposed Development also includes an additional decking area of a site area about 2,726m² at Harbour Road and a vehicular access tunnel portal of a site area about 2,880m² located to the west of the WCGT Site.

Sewage generated from the existing development is discharged at the terminal manholes to existing public sewers on Harbour Road via FMH7007457, FMH7007462 and FLH70010887. The sewers are connected to existing 1800mm dia. trunk sewer at FSH7000122 by existing 450-525mm dia. sewers running west on Harbour Road. The existing 1800mm dia. trunk sewer running east ultimately discharges sewage to Wan Chai East Preliminary Treatment Works.

It is estimated that the sewage generated from the existing development is around peak flow of 56 L/s whilst sewage from the Proposed Development is proposed to be discharged at new terminal manhole TMH-001 into new manhole FMH-005 with a new 450mm dia. sewer. Sewage collected from upstream of existing FMH7007456 will also be collected into the FMH-005 via a new 450mm dia. sewer. The combined sewage will be further discharged via a new 600mm dia. sewer into the existing 1800mm dia. trunk sewer via a modified FSH7000121. The proposed sewerage layout is shown on enclosed **Drawing No. SIA/004**.

The capacity checking of proposed sewers was shown on the below **Table 1**. The assessment result shows that the utilisation ratio from TMH-001 to FSH7000121 does not exceed the pipe design capacity. Based on the analysis and with the support of the existing flow survey result, it is anticipated the 1800mm dia. sewer will be sufficient capacity to accommodate the flow from the Proposed Development and there will be <u>no adverse impact</u> due to the additional flow from Proposed Development.

Table 1 – Capacity Checking of Proposed Sewers

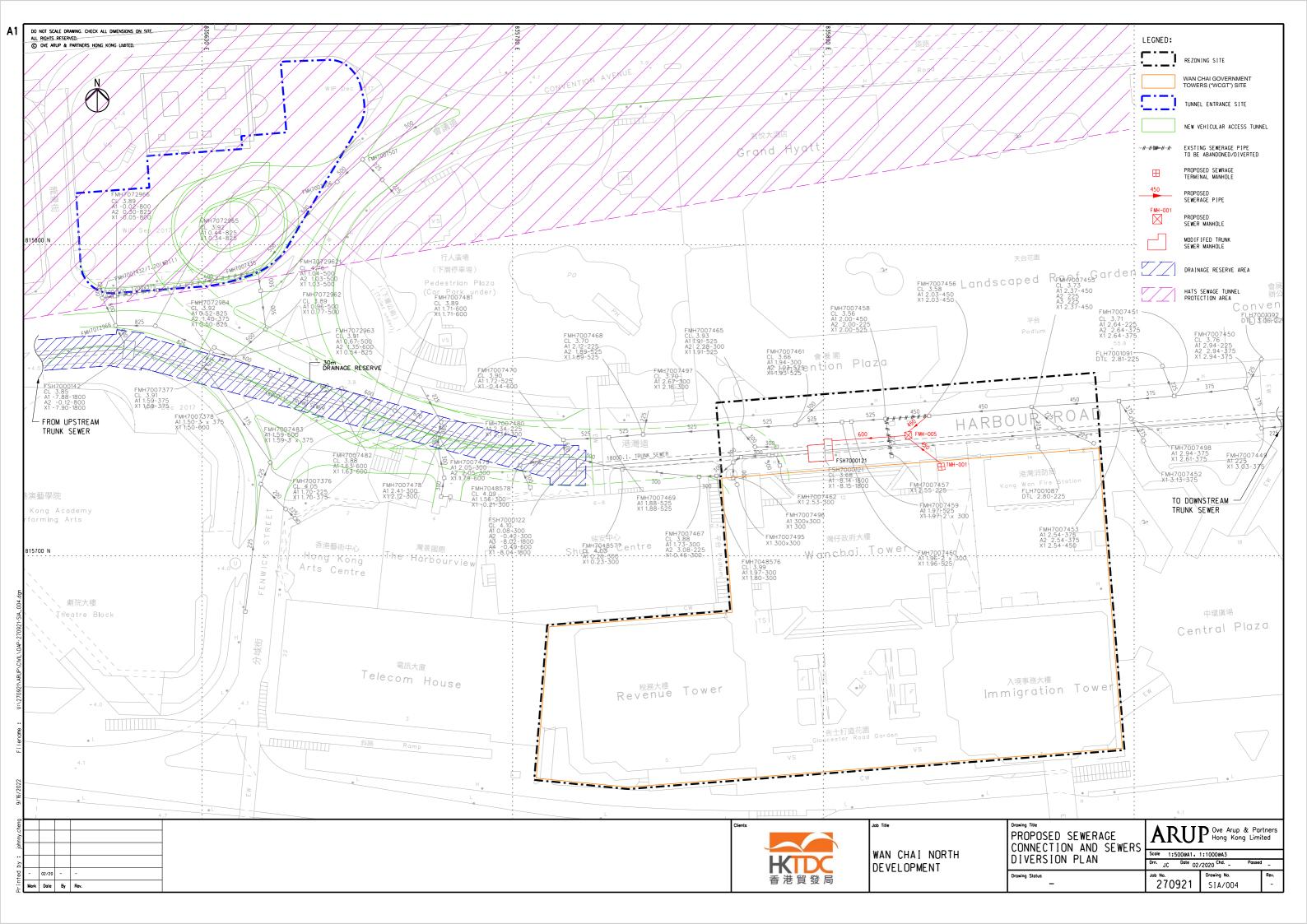
Location of Sewer (from M/H to	Source Connecity	Utilization
M/H)	Sewer Capacity	Othization

Upstream	Downstream	After Development	(m³/s)	(L/s)	After Development
FMH7007456	FMH-005	107.04	0.18	183.0	58.5%
TMH-001	FMH-005	188.94	0.26	258.9	73.0%
FMH-005	FSH7000121	274.57	0.39	392.8	69.9%

Moreover, the 1800mm dia. trunk sewer has also been checked. Based on analysis of the estimated flow using TPEDM data and unit flow factor, and the support of the flow survey result undertaken at the existing 1800mm dia. trunk sewer, it is anticipated there will be sufficient capacity to accommodate the additional flow from the Proposed Development, and there are <u>no adverse impact</u> to the 1800mm dia. trunk sewer.

The proposed sewerage works within the development boundary including the construction of new sewers connection and the proposed terminal manhole TMH-001, which will be constructed, operated and maintained by the future management agent of the developer.

The proposed diversion and sewerage connection will be undertaken by the developer. These sewers will be handed over to DSD upon completion of construction works for future maintenance as part of the public sewerage network.





DRAINAGE IMPACT ASSESSMENT – EXECUTIVE SUMMARY

Hong Kong Trade Development Council

Proposed Redevelopment of Wan Chai Government Towers Site

Drainage Impact Assessment Report

Executive Summary

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 270921

Ove Arup & Partners Hong Kong Ltd Level 5 Festival Walk 80 Tat Chee Avenue Kowloon Tong Kowloon Hong Kong www.arup.com

ARUP

Executive Summary

Ove Arup & Partners Hong Kong Ltd. has been commissioned by <u>Hong Kong</u> <u>Trade Development Council</u> (HKTDC) to undertake the Drainage Impact Assessment (DIA) for Proposed Redevelopment of Wan Chai Government Towers (WCGT) (hereinafter referred to "Proposed Development"). The aim of this DIA Study is to review the drainage network in vicinity of the Proposed Development, to assess the impact of the planned drainage facilities and to propose mitigation measures (if required) and drainage connection to facilitate the development.

The WCGT Site, of a site area of 15,444 m² (excluding Harbour Road) would be developed into a composite building with a total non-domestic GFA of about 231,660m² (P.R. 15), comprising convention and exhibition facilities (GFA of about 85,950m2) to be integrated with the existing HKCEC through a new decking over connecting structure over Harbour Road; a 500-room Hotel (GFA of about 53,350m²); Grade A office (GFA of about 90,310m²); underground car parking and loading/unloading facilities and open space. The Proposed Development also includes an additional decking area of a site area about 2,726m² at Harbour Road and a vehicular access tunnel portal of a site area about 2,880m² located to the west of the WCGT Site.

It is estimated that the total runoff generated from the Proposed Development will be $1.08m^3/s$ for 1 in 50 year rainfall event.

Runoff from the Proposed Development will be collected into existing drainage network via two new terminal manholes TSMH-02 and TSMH-03, and conveyed to SMH7007014 and SMH7007229 respectively, as shown on the enclosed **Drawing No. DIA/004**

The drainage pipe capacity checking on below **Table 1** showing that the public drain utilisation ratio from SMH7007215 to SMH7007229 exceeds the pipe design capacity. As the Proposed Development will include 15% greenery area on plan, this will change the runoff characteristics. Runoff discharges from existing development into the SMH7007229 is estimated to be reduced, it is expected there is <u>no adverse impact</u> to the existing drainage network comparing to the existing condition.

Manhole Details		Before I	Development	After Development	
USMH	DSMH	Peak Runoff	Utilization Ratio	Peak Runoff	Utilization Ratio
<u>Existing</u> Drainage Pipe		m3/s		m3/s	
SMH7007185	SMH7007208	0.85	36%	0.85	36%
SMH7007208	SMH7007211	0.85	73%	0.85	73%
SMH7007211	SMH7007214	0.98	33%	0.98	33%

Table 1 – Capacity Checking of Existing and Proposed Drainage Pipes

SMH7007214	SMH7007215	1.85	69%	1.85	69%
SMH7007215	SMH7007229	1.85	132%	1.76	125%
New Proposed					
pipe					
TSMH-01	SMH7007112	0.00	0%	0.18	94%
TSMH-02	SMH7007214	0.00	0%	0.46	70%
TSMH-03	SMH7007229	0.00	0%	0.46	70%

The proposed drainage works within the lot boundary would be constructed, operated and maintained by the future management agent of the developer. The construction of the drainage connection from the proposed terminal manholes within the development boundaries to the existing public drainage manhole will be undertaken by the future constructor of the developer. Moreover, the drainage design calculation should be updated in the detail design phase and cater the drainage design parameters at the time of future submission.



WATER SUPPLIES IMPACT ASSESSMENT – EXECUTIVE SUMMARY

Hong Kong Trade Development Council

WAN CHAI NORTH REDEVELOPMENT AND RELATED INFRASTRUCTURE

Water Supply Impact Assessment – Executive Summary

November 2022

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1. BACKGROUND

1.1 The project site is located in Wan Chai District at which the current Wan Chai Government Towers (WCGT) and Kwong Wan Fire Station are located. The land will be re-developed into a new building for commercial purposes including convention and exhibition, hotel, offices and carpark purposes.

2. WATER SUPPLIES IMPACT ASSESSMENT (WSIA)

Assessment Methodology and Design Criteria

- 2.1 The following approaches are involved in carrying out the WSIA:
 - To identify the existing waterworks facilities and the water supply network within the catchment area;
 - To assess the water demands, for the existing sub-catchments and the proposed redevelopments; and
 - To investigate the impact on existing water supply network by using computational modelling named 'H2OMAP'.
- **2.2** As to assess the impact from the proposed redevelopment to the whole water supply network, the whole catchment in Wan Chai was modelled in this assignment. The catchment in concern has been divided into sub-zones and the existing and projected freshwater demand for each sub-zone are estimated by considering its land uses within the respective sub-catchment and the population projection data as obtained from the 2016 based Territorial Population and Employment Data Matrices (TPEDM).

Review of Existing Waterworks Facilities and Network

- **2.3** The existing Eastern Fresh Water Service Reservoir (EFWSR) and Eastern No. 2 Fresh Water Service Reservoir (EFWSR No.2) are the service reservoirs supplying freshwater to the supply zone covering the proposed redevelopment area. The total capacity of EFWSR is 22,303 m³ and the total capacity of EFWSR No.2 is 45,179 m³.
- 2.4 Both reservoirs have independent outlet pipes and separate watermain routing to supply freshwater across the Wanchai catchment. The watermain system will eventually join together on Harbour Road, forming a loop water supply network to supply freshwater to the redevelopment site, as well as convey fresh water to the further downstream area along Fleming Road.

Assessment for Water Demands

2.5 The population data as listed in 2016-based TPEDM is taken as the existing control year to assess the freshwater supply condition in Wan Chai without the effect of the proposed redevelopment project. The projected population data for year 2036 in 2016-based TPEDM with due account of the water demands arising from the proposed redevelopment project is then taken project water demands scenario in 2036 for this

assessment. It could identify that the projected population in year 2036 will be less than the existing condition in 2016 scenario.

2.6 Based on the assessment on Unit Demand and Peaking Factor, the freshwater demand in Wan Chai will generally be decreasing from year 2016 to the year 2036.

Modelling Parameters and Settings

- **2.7** Two scenario cases as listed below are examined under peak flow conditions (i.e. 3x MDD), to ascertain the water impact arising from the project.
 - Base case (Year 2016) Based on the existing year, the hydraulic performance of the water distribution networks without the proposed redevelopment is examined.
 - Scenario case (Year 2036) Based on the year of projection, the hydraulic performance of the same water distribution networks with the proposed redevelopment are examined. The pressure and flow changes in the networks are reviewed.

Modelling Results

- **2.8** The hydraulic performance of the water supply networks falling in and around the vicinity of the proposed redevelopment is assessed and checked about the adequacy of fresh supply capacity. The hydraulic performance of the proposed freshwater supply network is checked under normal demand scenario with peak flow condition.
- **2.9** Though there will have a significant increase in the population arising from the Wan Chai North Redevelopment, the populations in other sub-catchments in Wan Chai district will be decreasing from 2016 to 2036. As a result, the overall water demand for the district will be decreasing. The hydraulic performance within the catchment network will be improved by increasing the residential head at the water supply points. No adverse impacts to the existing watermain networks is envisaged.

Review the Capacity of Service Reservoirs

- **2.10** By reviewing the capacity of service reservoir in current condition, the capacity of the existing service reservoirs (Eastern FWSR and Eastern No. 2 FWSR) is capable to cope with the current freshwater consumption. Based on the current salt water consumption, the capacity of existing salt water pumping station is much larger than that of current flushing water consumption in the proposed supply zone.
- **2.11** Based on the forecast total water consumption including the future WCGT development in Year 2036, the existing capacity of the Eastern FWSR and Eastern No. 2 FWSR is capable to cope with the forecast fresh water consumption in Year 2036. Based on the forecast salt water consumption including the future WCGT development in Year 2036, the existing capacity of the salt water pumping station is much larger than that of forecast flushing water consumption in the proposed supply zone in Year 2036.

3. PROVISION OF FRESH WATER FOR COOLING TOWER MAKE-UP

- **3.1** To meet with the redevelopment requirement, it is required to increase the capacity of the cooled chiller system with coolant flow rate from 1,395L/s to 3,550L/s). After exhausting all the E&M upgrading works for the chilled water system, the current configuration of the intake chambers could only accommodate the flow capacity up to 1,570 L/s. Each of the embedded 4 nos. of puddle flange has a diameter of 1000mm. For an usual design intake flow velocity of 0.5 m/s (too high intake velocity will create vortex in the wet wall), this produces a total flow capacity of 1570 L/s.
- **3.2** In addition, the carrying capacity of existing downstream seawater main is limited to about 1,600 L/s with flow rate of about 2.5m/s (which is the permissible flow rate inside the main without causing unacceptable wear and tear), and this has been maximized compared to the existing design at 2.19 m/s (existing seawater flow rate at 1395 L/s).
- **3.3** The seawater pump house and seawater main are not able to meet this demand. The design cooling tower system is therefore provided for the chiller plant due to this shortfall of heat rejection capacity.

4. <u>CONCLUSION</u>

- **4.1** Based on the assessment, it indicates that the overall population in Wan Chai district will be decreasing from 2016 to 2036. Though there will have an increase in water demands arising from the proposed redevelopment, it is envisaged that the redevelopment will have no adverse impact on the freshwater and saltwater supply network to the water supply zone.
- **4.2** No major upgrading works to the existing freshwater supply infrastructure is expected arising from the proposed development.
- **4.3** The current storage capacity for the service reservoirs / pumping station has been reviewed. It is assessed that the existing reservoirs have adequate storage capacity to cope with the water demands of the Wan Chai district even upon completion of the Wan Chai North Redevelopment and the related infrastructures.



AIR VENTILATION ASSESSMENT – EXECUTIVE SUMMARY

Prepared for

Hong Kong Trade Development Council

Prepared by

Ramboll Hong Kong Limited

WAN CHAI NORTH REDEVELOPMENT

AIR VENTILATION ASSESSMENT INITIAL STUDY – EXECUTIVE SUMMARY



Date	Nov 2022
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Project Reference	WOYWCTWERAI00
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APPENDIX

- Appendix 1 Good Design Features of the Proposed Scheme
- Appendix 2 Wind Velocity Ratio Contour Results

1. INTRODUCTION

1.1 Project Background

- 1.1.1 Ramboll Hong Kong Limited has been commissioned by Hong Kong Trade Development Council (HKTDC) to undertake the Quantitative Air Ventilation Assessment (AVA) for Proposed Redevelopment of Wan Chai Government Towers (WCGT) Site referred to ("Proposed Development"). The aim of this AVA Study is to evaluate if the Proposed Development would have any significant impact to the overall air ventilation performance of the assessment area when comparing with the Baseline Scheme.
- 1.1.2 A Final Report is prepared to consolidate the analysis of existing wind environment and site wind availability data, schemes under study, assessment methodology and assumptions, model setup and meshing, and assessment result.
- 1.1.3 This Executive Summary summarises the gist of the Final Report. **Figure 1** shows the location and the environs of the Rezoning Site.

1.2 Baseline Scheme

1.2.1 The Baseline Scheme consists of three existing government towers (i.e. Wan Chai Tower, Revenue Tower and Immigration Tower) and Kong Wan Fire Station. The maximum building height of the existing government towers is around +133 mPD to +179 mPD.

1.3 Proposed Scheme

- 1.3.1 The Proposed Scheme consists of One tower of mixed-use development. It is a composite development comprising of C&E facilities, hotel, and office uses. A Foyer is located at +17.05 mPD and is connected to the site of HKCEC Phase 1. It is confirmed that the Proposed Scheme will comply with the OZP and Sustainable Building Design (SBD) guidelines and requirements. The maximum building height is +278 mPD. The Proposed Scheme will be of same Gross Floor Area (GFA) as the Baseline Scheme.
- 1.3.2 For the Proposed Scheme, the height of the lower portion of the Tower Development is at around +53.3mPD to 83.8mPD. The lower portion of the Tower Development will be connected to HKCEC Phase 1, providing foyer connection to the Atrium of HKCEC Phase 1 and the proposed Exhibition Halls.
- 1.3.3 When compared with the Baseline Scheme, the Proposed Scheme has incorporated the changes are mainly on tower deposition and podium design in the Rezoning Site. The Proposed Scheme is designed to include 1 mixed-use development with stepped design.
- 1.3.4 Good design features have been incorporated where practical from the standpoint of AVA. Under the Proposed Scheme, more openings (about 5.1m) are provided at ground level along the eastern and western of site boundaries. It is notable that such design would be beneficial to the ventilation performance at Gloucester Road and Harbour Road and its surroundings. **Appendix 1** shows the good design features of the Proposed Scheme.
- 1.3.5 In addition, building setbacks of about 7 m to 30 m are provided at eastern and western site boundaries. These building setbacks act as a local air path for wind penetration, which can improve the wind environment quality at pedestrian level.

2. SITE WIND AVAILABILITY

2.1 Site Wind Availability Data

- 2.1.1 According to the Planning Department's website, a meso-scale Regional Atmospheric Modeling System (RAMS) was used to produce a simulated 10-year wind climate at the horizontal resolution of 0.5 km x 0.5 km covering the whole territory of Hong Kong. The simulated wind data represents the annual, winter and summer wind condition at various levels, i.e. 200 m, 300 m, and 500 m above terrain.
- 2.1.2 It is considered an acceptable starting point to use the simulated RAMS data for site wind availability. Based on the location of the Rezoning Site, the RAMS data of the grid (X: 080, Y: 034) has been extracted from the Site Wind Availability Data of Planning Department's website.
- 2.1.3 **Figure 2** shows the relevant windrose diagram (at 500 m) representing the frequency and wind speed distribution of the district concerned for both summer and annual conditions.
- 2.1.4 **Table 2.1** sets out a summary of the simulated Rezoning Site wind availability data including probability of occurrence and average wind speed. In this quantitative AVA IS, a CFD software has been used. According to the *Technical Guide*, simplification of wind data for the initial study has been adopted. The wind directions with highest probability of occurrence are selected for AVA purposes.

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
Ν	2.2%	0.9%
NNE	6.2%	1.2%
NE	8.7%	1.7%
ENE	15.9%	3.3%
E	21.2%	10.4%
ESE	9.4%	8.1%
SE	4.8%	6.5%
SSE	4.5%	8.4%
S	5.3%	11.1%
SSW	6.6%	15.0%
SW	5.6%	13.8%
WSW	2.8%	7.1%
W	2.4%	5.3%
WNW	1.4%	2.9%
NW	1.5%	2.8%
NNW	1.3%	1.4%
Total Selected	78.9%	80.4%

 Table 2.1
 Summary of RAMS Data and Wind Direction

Note: Bold characters highlighted in grey represent the selected prevailing wind directions for CFD simulation.

3. QUANTITATIVE ASSESSMENT METHODOLOGY

3.1 Assessment Area

3.1.1 The assessment area is determined by the height (H) of the highest building within the assessment area (i.e. Proposed Development with a building height is +278mPD) and usually covers an area of 1H from the site boundary as required in the *Technical Guide*. Important pedestrian areas are identified as places that are publicly accessible where pedestrians would frequently access. These areas within the assessment area (i.e. 1H = 280 m) from the Rezoning Site's boundary include Convention Avenue, Fenwick Pier Street, Harbour Road, Gloucester Road, Arsenal Street, Fenwick Street, Luard Road, Lockhart Road, O'brien Road, Jaffe Road, Hennessy Road, Fleming Road, Stewart Road and Johnston Road.

3.2 Atmospheric Conditions

3.2.1 Simulated wind profile curves are extracted from the Planning Department's website using RAMS site wind availability data and directly adopted for this quantitative AVA. **Figure 3** shows the wind profile curves for Grid X: 080, Y: 034.

3.3 CFD Code and Major Parameters

- 3.3.1 A quantitative assessment based on requirement for Initial Study stipulated in the *Technical Guide* was conducted for the purpose to verify the air ventilation performance for the Proposed Scheme over the Baseline Scheme.
- 3.3.2 The quantitative assessment was conducted using a commercial CFD code, FLUENT. FLUENT model has been widely applied for various AVA research and studies worldwide. The accuracy level of the FLUENT model is accepted and recognised by the industry for AVA application.

3.4 Test Point Location

- 3.4.1 A total of 307 test points are selected including 31 numbers of perimeter test point (P1- P31) defined along the boundary of the Rezoning Site, and 276 numbers of overall test points (T11- T14, T22, T26, T27, T30-T40, T48 -T65, T67- T72, T76 T96, T100-T117, T123 T149, T152- T161, T163 T182, T184 T203, T209 -T216, T218, T222-T226, T228-T234, T240,T241, T256-T262, T265-T268, T300-T332, T337-T338, T343-T344, T347-T368, T386, T389-T400, T403-T415) within the assessment area.
- 3.4.2 The overall test point generally represents important pedestrian areas such as streets, open spaces and pedestrian walkway. These test points are located at 2m above ground level / podium level. **Figure 4** shows the test points selected for quantitative air ventilation assessment.
- 3.4.3 Additionally, 14 numbers of special test points (S01 to S09, S12 to S14, S20 and S21) are defined within the Rezoning Site and along waterfront promenade. These special test points are located at 2m above the podium level. Focused groups of 35 zones ae selected for analysis.

4. QUANTITATIVE ASSESSMENT RESULT

4.1 Spatial Average Wind Velocity Ratio

- 4.1.1 The wind velocity ratio (VR) under a specific wind direction at a test point is calculated by dividing the simulated wind speed at the test point under with the velocity at gradient height under the corresponding wind direction.
- 4.1.2 **Table 4.1** and **Table 4.2** below showed the site spatial average velocity ratio (SVR), local spatial average velocity ratio (LVR) and average VR of other focused areas respectively for annual and summer prevailing wind situations.

Focused Group	Spatial Average Wind Velocity	Ratio (VR)	Baseline Scheme	Proposed Scheme
	SVR (P01- P31)	0.12	0.14	
	LVR (P01 - P31, T11- T14, T22, T72, T76 - T96, T100-T117, T12 T182, T184 - T203, T209 -T216 T240, T241, T256-T262, T265- T343-T344, T347-T368, T386, T	0.13	0.13	
1	Expo Drive	T14, T22, T26, T30, T303 to T308	0.19	0.18
2	Lung Wo Road	T11 to T13, T31 to T38, T309	0.19	0.19
3	Planned Exhibition Station	T26, T27	0.15	0.14
4	Convention Avenue	T39 to T40, T69 to T72, T310 to T318	0.13	0.13
5	Arsenal Street	T138, T218, T171	0.09	0.08
6	Lung King Street	T48 to T50, T390	0.17	0.17
7	Landscaped Playground at Podium of Hong Kong Convention and Exhibition Centre	T56 to T65, T406	0.18	0.16
8	Southorn Playground	T260 - T262	0.06	0.06
9	Fenwick Pier Street	T67, T68, T76 to T78, T81	0.11	0.12
10	The Hong Kong Academy for Performing Arts	T79 to T80, T347 to T353	0.11	0.12
11	Pedestrian Plaza	T51-T55	0.11	0.07
12	Harbour Road	T82 to T96, T329 to T332, T402, T403, T404	0.15	0.15
13	Central Plaza	T139 to T143, T398 to T400	0.22	0.22
14	Harbour Centre podium	T319 to T328, T405	0.14	0.13
15	Harbour Road Garden	T146 to T149	0.09	0.09
16	Causeway Centre	T343, T344	0.19	0.18
17	Fenwick Street	T222 to T224, T240, T241, T196, T356	0.06	0.06
18	Gloucester Road	T100 to T117, T123 to T138, P13, P15, 17, P19, P21, P23	0.13	0.13
19	Luard Road	T225, T226, T357 to T361, T190, T198, T259	0.07	0.07

Table 4.1Summary of Spatial Average Wind Velocity Ratios (VR)
(Annual)



Focused Group	Spatial Average Wind Velocity	Ratio (VR)	Baseline Scheme	Proposed Scheme
20	Jaffe Road	T152 to T161, T163 -T171, T229, T354, T355	0.10	0.09
21	Lockhart Road	T172 to T181, T184 - T193, T231, T364, T356, T358	0.11	0.11
22	Hennessy Road	T194 to T203. T209- T215, T240, T360	0.11	0.12
23	Thomson Road	T256 to T258, T259, T361, T265 to T267	0.08	0.08
24	O'brien Road	T158, T211, T362 to T368, T265	0.08	0.08
25	Fleming Road	T144 to T145, T228 to T234, T209	0.13	0.12
26	Special Test point along waterfront promenade	S12 - S14	0.17	0.18
27	Special Test Point with Application Site	S01-S09, S20, S21	0.12	0.12
28	Lockhart Road Playground	T300 to T302	0.05	0.06
29	Footbridge across Gloucester Road (T391 – T393)	Т107, Т394, Т395	0.14	0.14
30	Footbridge across Gloucester Road (T109, T391 to T393	T109, T391 to T393	0.13	0.15
31	Proposed Footbridge across Gloucester Road (T109, T391 to T393	Т110, Т396, Т397	0.20	0.20
32	Special Test Point along the opening at ground level (western of Site boundary)	S3, S88, S9, S20	0.13	0.11
33	Special Test Point along the opening at ground level (eastern of Site boundary)	S1, S2, S4, S7, S21	0.14	0.12
34	Public Open Space along Convention Avenue	T407 - T413	0.16	0.18
35	Southorn Centre & Southorn Garden	T414 - T415	0.12	0.12

Note: Bold characters highlighted in grey represent higher VR in comparison.

Table 4.2Summary of Spatial Average Wind Velocity Ratios (VR)
(Summer)

Focused Group	Spatial Average Wind Velocity	Baseline Scheme	Proposed Scheme	
	SVR (P01- P31)		0.12	0.14
	LVR (P01 - P31, T11- T14, T22, T26, T27, T30-T40, T48 -T65, T67- T72, T76 - T96, T100-T117, T123 - T149, T152- T161, T163 - T182, T184 - T203, T209 -T216, T218, T222-T226, T228-T234, T240, T241, T256-T262, T265-T268, T300-T332, T337-T338, T343-T344, T347-T368, T386, T389-T400, T403-T406)		0.10	0.10
1	Expo Drive	T14, T22, T26, T30, T303 to T308	0.12	0.11
2	Lung Wo Road	T11 to T13, T31 to T38, T309	0.11	0.11
3	Planned Exhibition Station	T26, T27	0.10	0.09

Focused Group	Spatial Average Wind Velocity	Baseline Scheme	Proposed Scheme	
4	Convention Avenue	Convention Avenue T39 to T40, T69 to T72, T310 to T318		0.09
5	Arsenal Street	T138, T218, T171	0.07	0.06
6	Lung King Street	T48 to T50, T390	0.09	0.10
7	Landscaped Playground at Podium of Hong Kong Convention and Exhibition Centre	T56 to T65, T406	0.16	0.14
8	Southorn Playground	T260 - T262	0.07	0.07
9	Fenwick Pier Street	T67, T68, T76 to T78, T81	0.08	0.09
10	The Hong Kong Academy for Performing Arts	T79 to T80, T347 to T353	0.08	0.09
11	Pedestrian Plaza	T51-T55	0.07	0.05
12	Harbour Road	T82 to T96, T329 to T332, T402, T403, T404	0.11	0.12
13	Central Plaza	T139 to T143, T398 to T400	0.20	0.19
14	Harbour Centre podium	T319 to T328, T405	0.11	0.11
15	Harbour Road Garden	T146 to T149	0.08	0.08
16	Causeway Centre	Т343, Т344	0.13	0.16
17	Fenwick Street	T222 to T224, T240, T241, T196, T356	0.06	0.07
18	Gloucester Road	T100 to T117, T123 to T138, P13, P15, 17, P19, P21, P23	0.12	0.13
19	Luard Road	T225, T226, T357 to T361, T190, T198, T259	0.07	0.06
20	Jaffe Road	T152 to T161, T163 -T171, T229, T354, T355	0.07	0.07
21	Lockhart Road	T172 to T181, T184 - T193, T231, T364, T356, T358	0.08	0.07
22	Hennessy Road	T194 to T203. T209- T215, T240, T360	0.11	0.10
23	Thomson Road	T256 to T258, T259, T361, T265 to T267	0.06	0.06
24	O'brien Road	T158, T211, T362 to T368, T265	0.06	0.06
25	Fleming Road	T144 to T145, T228 to T234, T209	0.10	0.10
26	Special Test point along waterfront promenade	S12 - S14	0.07	0.10
27	Special Test Point with Application Site	S01-S09, S20, S21	0.08	0.12
28	Lockhart Road Playground	T300 to T302	0.05	0.05
29	Footbridge across Gloucester Road (T391 – T393)	Т107, Т394, Т395	0.12	0.16
30	Footbridge across Gloucester Road (T109, T391 to T393	T109, T391 to T393	0.12	0.14
31	Proposed Footbridge across Gloucester Road (T109, T391 to T393	Т110, Т396, Т397	0.16	0.16

Focused Group	Spatial Average Wind Velocity Ratio (VR)		Baseline Scheme	Proposed Scheme
32	Special Test Point along the opening at ground level (western of Site boundary)	S3, S88, S9, S20	0.09	0.14
33	Special Test Point along the opening at ground level (eastern of Site boundary)	S1, S2, S4, S7, S21	0.10	0.14
34	Public Open Space along Convention Avenue	T407 - T413	0.09	0.09
35	Southorn Centre & Southorn Garden	T414 - T415	0.11	0.11

Note: Bold characters highlighted in grey represent higher VR in comparison.

4.2 Site Air Ventilation Assessment

- 4.2.1 The SVR indicates how the lower portion of the buildings in the Subject Site may affect the wind environment of its immediate vicinity.
- 4.2.2 According to **Table 4.1** and **Table 4.2**, the predicted annual SVRs for the Baseline Scheme and the Proposed Scheme are 0.12 and 0.14 whereas summer SVRs for the Baseline Scheme and the Proposed Scheme are 0.12 and 0.14 respectively. This shows that the Proposed Scheme has better air ventilation performance under both annual and summer wind conditions when compared to the Baseline Scheme at immediate vicinity.

4.3 Local Air Ventilation Assessment

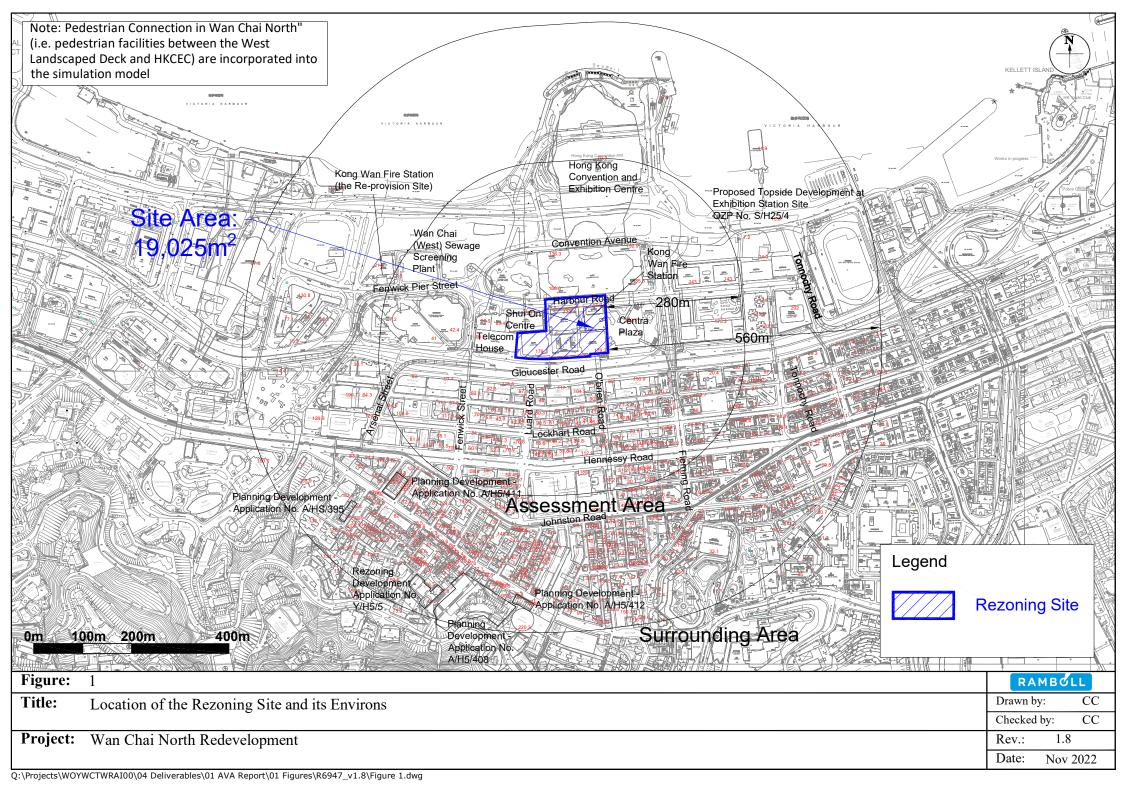
- 4.3.1 The LVR indicates how the wind environment within the local area may be affected due to the differences between the Baseline Scheme and the Proposed Scheme.
- 4.3.2 The predicted annual and summer LVR for the Proposed Scheme and the Baseline Schemes are both 0.13 and 0.10 respectively, indicating that the air ventilation performance of the Proposed Scheme would be comparable under annual and summer wind conditions within the assessment area.

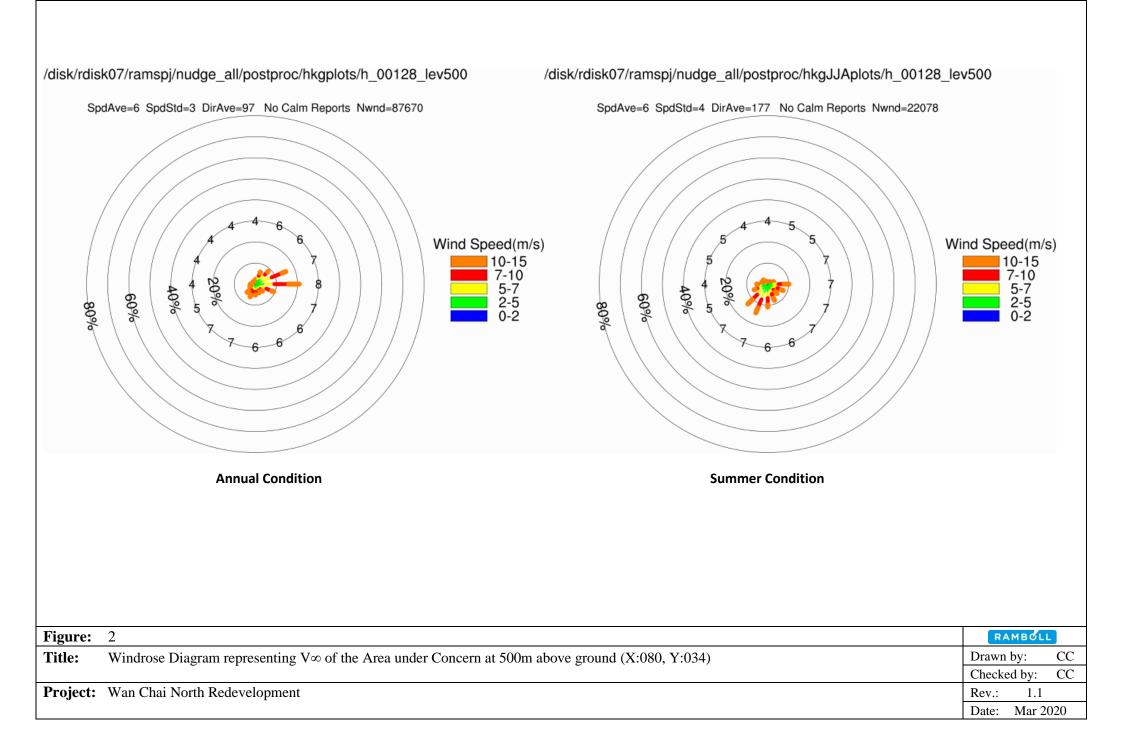
5. CONCLUSION

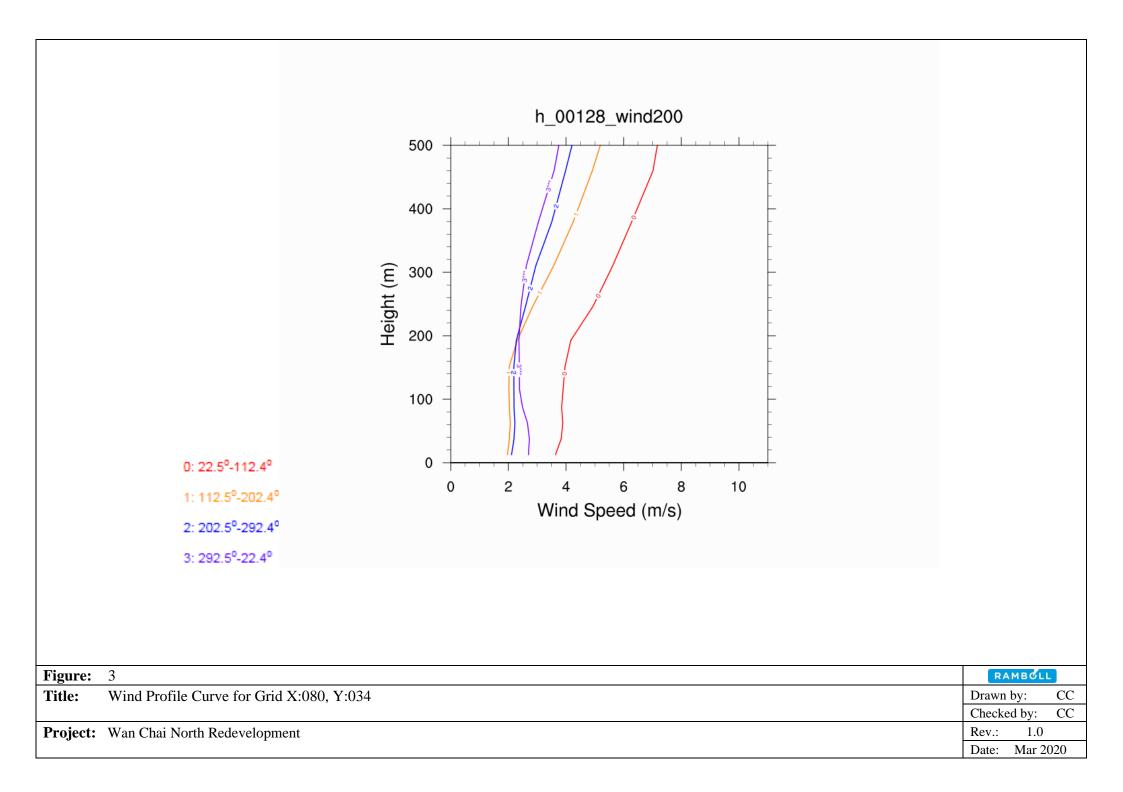
- 5.1.1 The Baseline and Proposed Schemes at the Rezoning Site have been evaluated from an air ventilation standpoint. Proposed Scheme complies with relevant statutory requirements such as OZP and SBD guidelines as confirmed by Project Architect.
- 5.1.2 The Rezoning Site is surrounded by a number of existing high-rise developments and the site wind flow pattern would be significantly influenced by this surrounding built environment. For instance, the annual and summer prevailing winds towards the Rezoning Site would be partially blocked by the existing high-rise developments. Hence, relatively calm wind environment is anticipated.
- 5.1.3 According to the Quantitative Assessment results, the predicted SVR for the Baseline Scheme and the Proposed Scheme under annual wind situations are 0.12 and 0.14 respectively whereas summer SVRs for the Baseline Scheme and the Proposed Scheme are 0.12 and 0.14 respectively.
- 5.1.4 The predicted LVR for Baseline Scheme and the Proposed Scheme under annual and summer wind situations are both 0.13 and 0.10 respectively.
- 5.1.5 Good design features have been incorporated where practical from the standpoint of AVA. Under the Proposed Scheme, more openings (about 5.1m) are provided at ground level along the eastern and western of site boundaries. It is notable that such design would be beneficial to the ventilation performance at Gloucester Road and Harbour Road and its surroundings. **Appendix 1** shows the good design features of the Proposed Scheme.
- 5.1.6 In addition, building setbacks of about 7 m to 30 m are provided at eastern and western site boundaries. These building setbacks act as a local air path for wind penetration, which can improve the wind environment quality at pedestrian level.
- 5.1.7 To conclude, the modelling results show that the Proposed Scheme maintains comparable or even better wind performance at the pedestrian level of the area around the Rezoning Site when compared with the Baseline Scheme generally. No significant air ventilation difference is found for the Rezoning Site. This study demonstrates that the Proposed Scheme will perform no worse than the Baseline Scheme from an air ventilation standpoint.

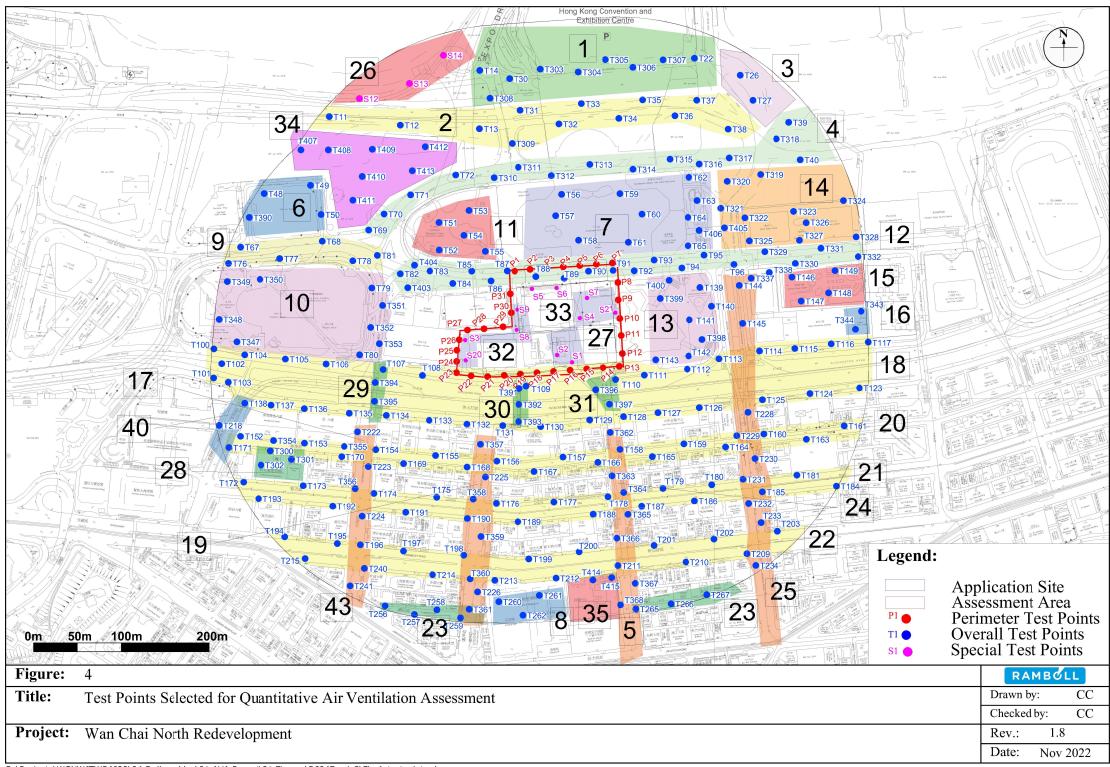
Figures









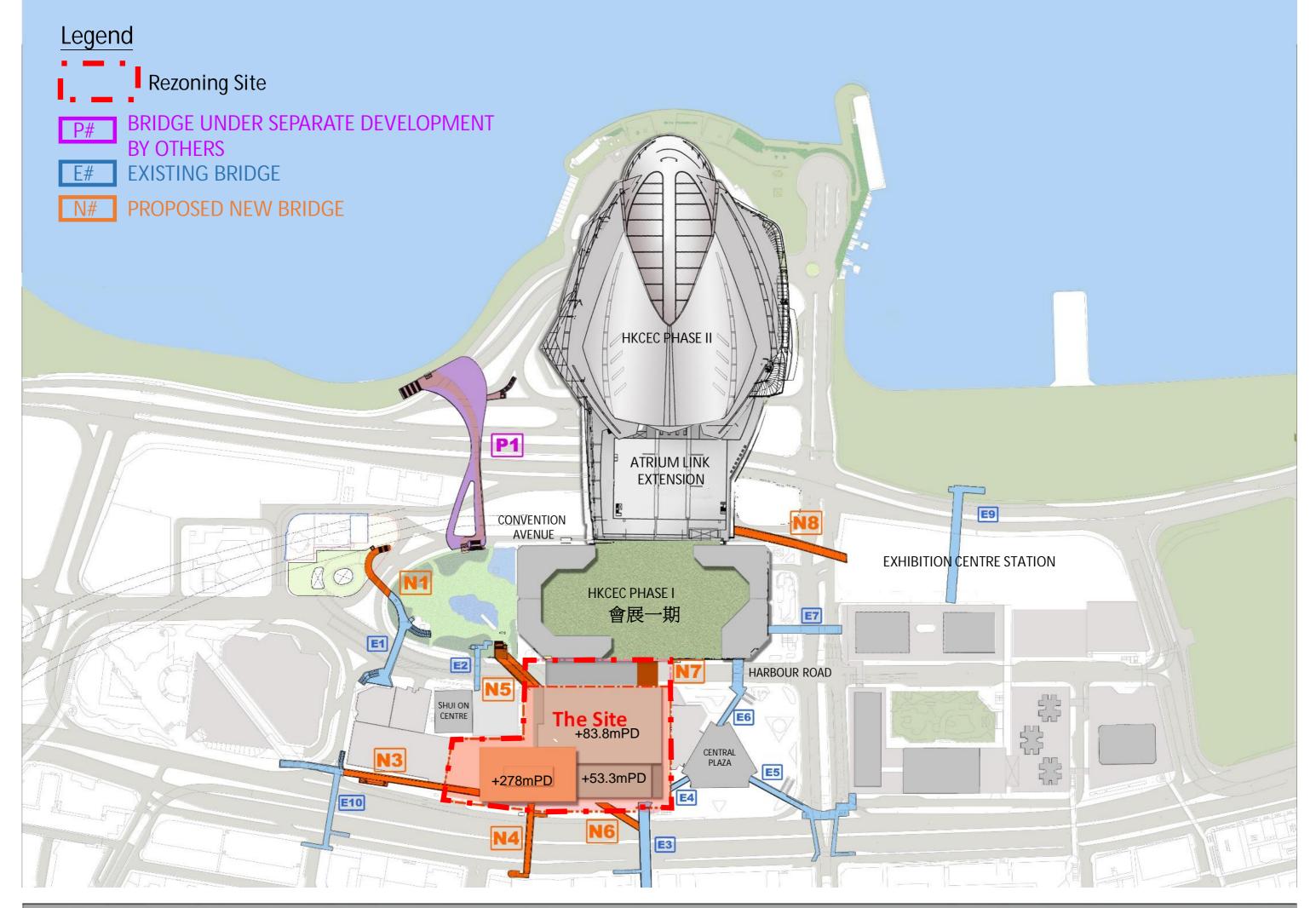


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Appendix 1

Good Design Features of the Proposed Scheme

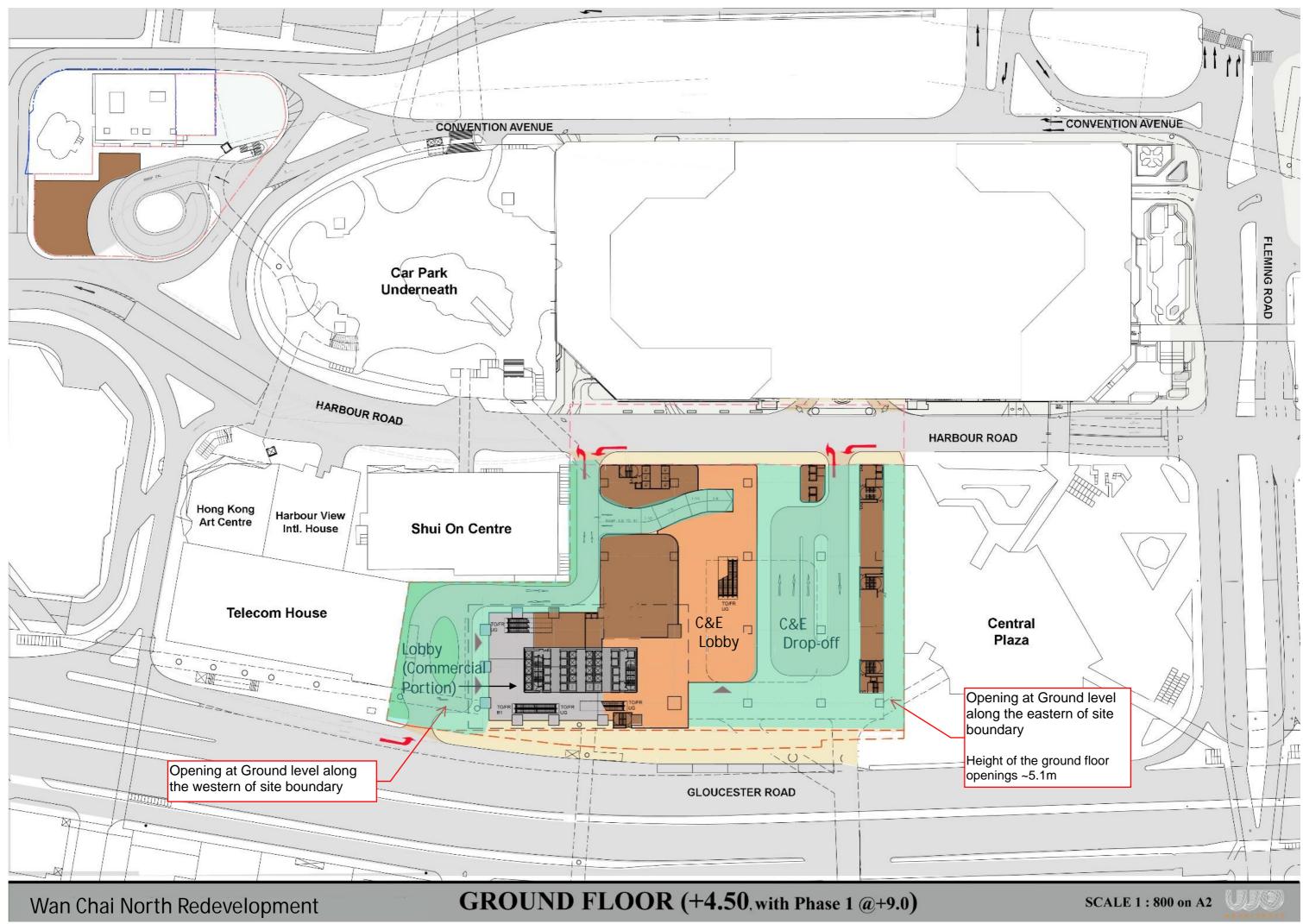


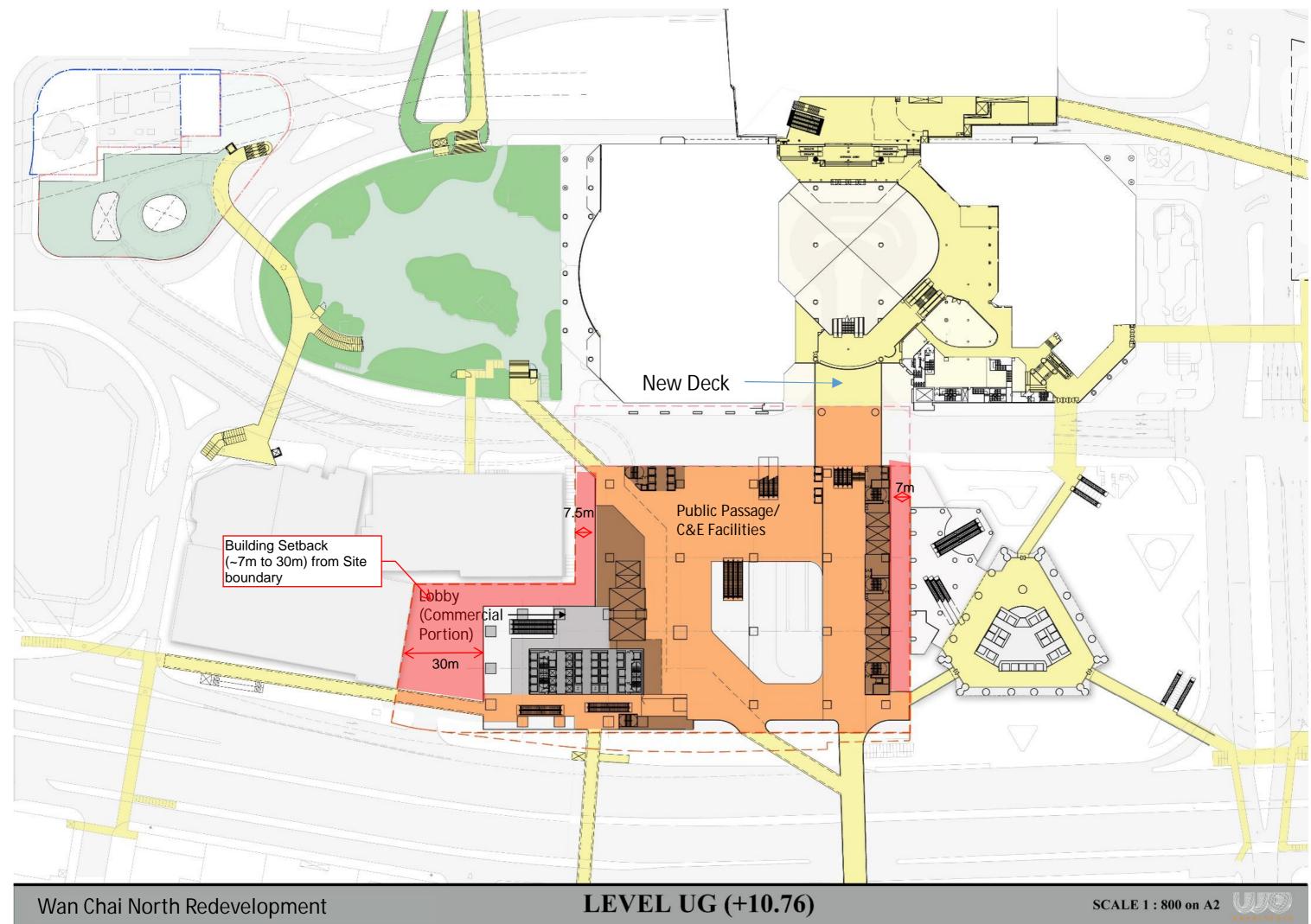


Wan Chai North Redevelopment

PROPOSED BLOCK PLAN

SCALE 1 : 800 on A2

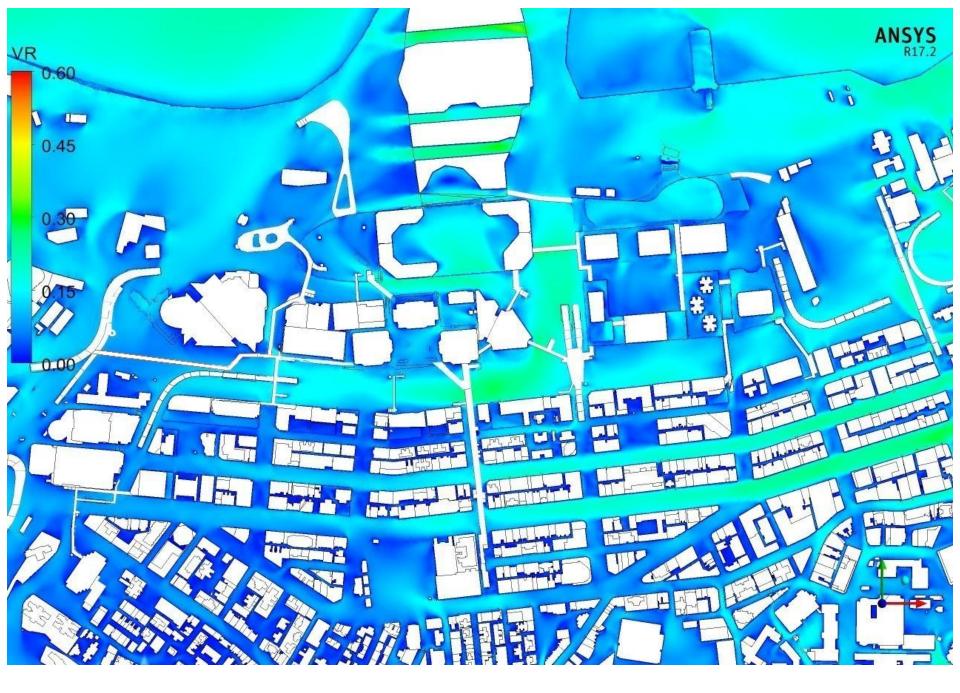




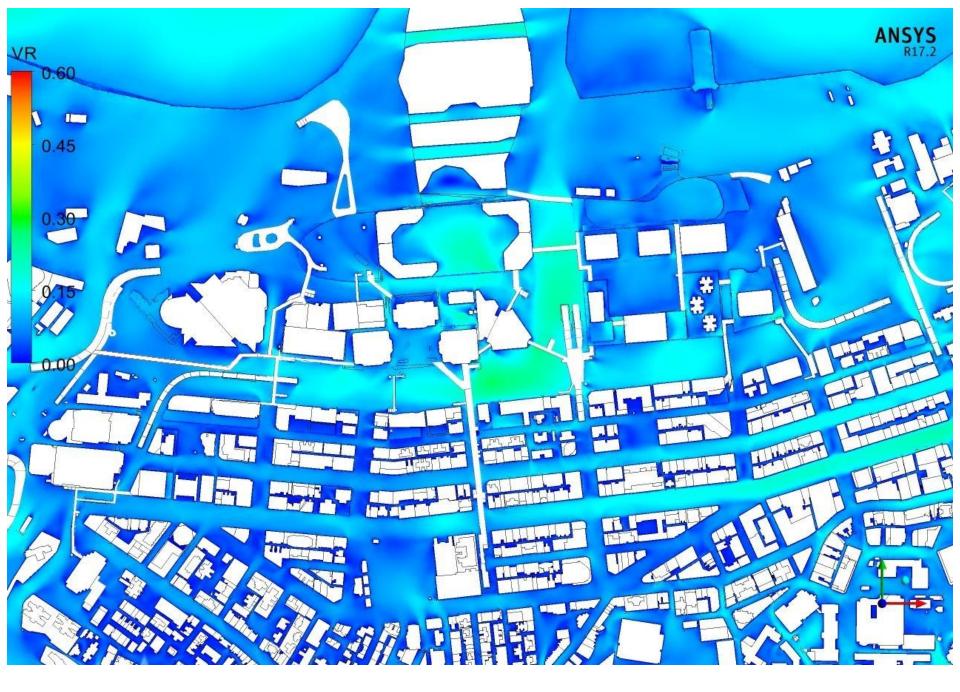
Appendix 2

Wind Velocity Ratio Contour Results





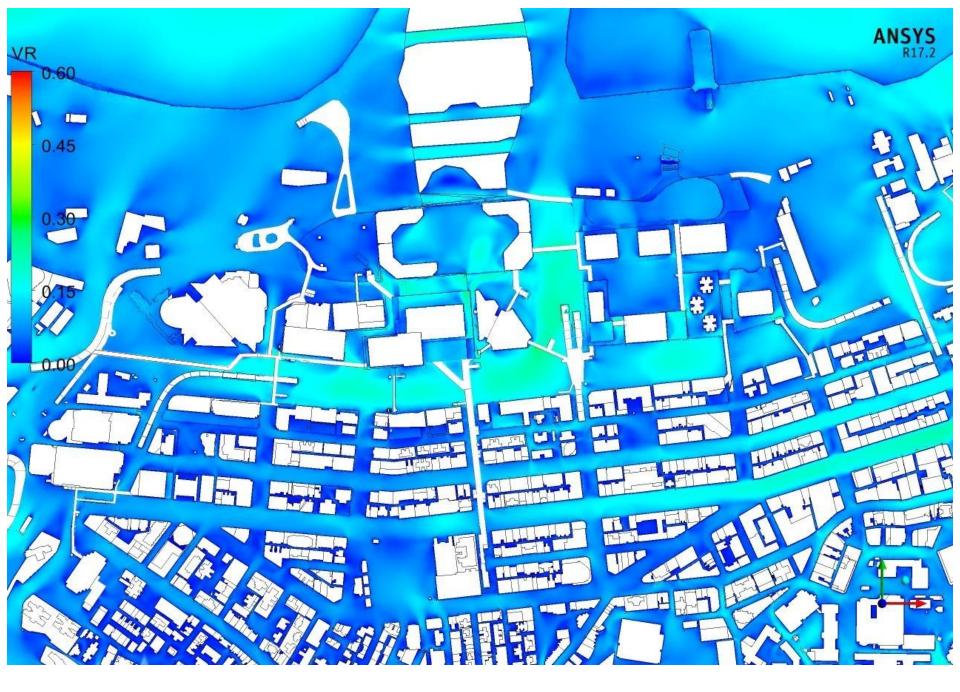
Baseline Scheme – Annual weighted average VR contour plot at pedestrian level / podium level



Baseline Scheme –Summer weighted average VR contour plot at pedestrian level / podium level



Proposed Scheme – Annual weighted average VR contour plot at pedestrian level / podium level



Proposed Scheme – Summer weighted average VR contour plot at pedestrian level / podium level

<u>Provision of Major Government, Institution and Community Facilities and Open Space</u> <u>in Wan Chai North Planning Area - S/H25/4A</u>

	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements		OZP Pı	ovision	
Type of Facilities		Requirement based on OZP planned population	Existing Provision	Planned Provision (including Existing Provision)	Surplus/ Shortfall against OZP planned provision
District Open Space	10 ha per 100,000 persons [#]	0.26 ha	1.99 ha	3.84 ha	3.58 ha
Local Open Space	10 ha per 100,000 persons [#]	0.26 ha	2.53 ha	2.19 ha	1.93 ha
Sports Centre	1 per 50,000 to 65,000 persons [#]	0	1	1	1
	(assessed on a district basis)				
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons [#]	0	1	1	1
	(assessed on a district basis)				
Swimming Pool Complex – standard	1 complex per 287,000 persons [#]	0	1	1	1
	(assessed on a district basis)				
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
	(assessed on a regional basis)				
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
	(assessed on a district basis)				
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
	(assessed on a regional basis)				
Community Hall	No set standard	N.A	0	0	N.A.

	Hong Kong Dlanning	D	OZP Pr	ovision	Surplus/ Shortfall against OZP planned provision
Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	Requirement – based on OZP planned population	Existing Provision	Planned Provision (including Existing Provision)	
Library	1 district library for every 200,000 persons (assessed on a district basis)	0	0	0	0
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6 [#]	0 classroom	0 classrooms	0 classrooms	0 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11 [#] (assessed by EDB on a district/school network basis)	2 classrooms	0 classrooms	0 classrooms	-2 classrooms (Sufficient at present based on EDB's assessment on a district basis ^{&})
Secondary School	1 whole-day classroom for 40 persons aged 12-17 [#] (assessed by EDB on a territorial-wide basis)	2 classrooms	0 classrooms	0 classrooms	-2 classrooms (Sufficient at present based on EDB's assessment on a territory- wide basis ^{&})

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	_	OZP Provision		<i>(</i>
		Requirement based on OZP planned population	Existing Provision	Planned Provision (including Existing Provision)	Surplus/ Shortfall against OZP planned provision
Hospital	 5.5 beds per 1,000 persons (assessed by Hospital Authority on a regional/cluster basis) 	37 beds	0 beds	0 beds	-37 beds [@] (to be reviewed under the Second Ten-year Hospital Development Plan based on HA's assessment on a cluster
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	0	0	0	basis^) 0
Child Care Centre	100 aided places per 25,000 persons [#] (assessed by SWD on a local basis)	10 places	0 places	10 places	-10 places* (A long-term target assessed on a wider spatial context by SWD*)
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#] (assessed by SWD on a local basis)	0	0	0	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#] (assessed by SWD on a service boundary basis)	0	0	0	0

	Hong Kong Planning	D • • •	OZP Pı	ovision	G 1 /
Type of Facilities	Standards and Guidelines (HKPSG) Requirements	Requirement based on OZP planned population	Existing Provision	Planned Provision (including Existing Provision)	Surplus/ Shortfall against OZP planned provision
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#]	N.A.	0	0	N.A.
	(assessed by SWD)				
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	N.A.	0	0	N.A.
	(assessed by SWD)				
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above [#] (assessed by SWD on	14 places	4 places	4 places	-10 places* (A long-term target assessed on a wider spatial
	a district basis)				context by SWD*)
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above [#] (assessed by SWD on a cluster basis)	17 beds	0 beds	0 beds	-17 beds* (A long-term target assessed on a wider spatial context by SWD*)
Pre-school Rehabilitation Services	23 subvented places per 1,000 children aged $0 - 6^{\#}$	0 places	0 places	0 places	0 places
	(assessed by SWD on a district basis)				

	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	.	OZP Provision		
Type of Facilities		Requirement based on OZP planned population	Existing Provision	Planned Provision (including Existing Provision)	- Surplus/ Shortfall against OZP planned provision
Day Rehabilitation Services	 23 subvented places per 10,000 persons aged 15 or above[#] (assessed by SWD on a district basis) 	4 places	0	0	-4 places* (A long-term target assessed on a wider spatial context by SWD*)
Residential Care Services	36 subvented places per 10,000 persons aged 15 or above [#] (assessed by SWD on a cluster basis)	7 places	0	0	-7 places* (A long-term target assessed on a wider spatial context by SWD*)
Community Rehabilitation Day Centre	1 centre per 420,000 persons [#] (assessed by SWD on a district basis)	0	0	0	0
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons [#] (assessed by SWD on a district basis)	0	0	0	0
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons [#] (assessed by SWD on a district basis)	0	0	0	0

Note:

The planned population of Wan Chai North Planning Area is about 2,570. If including transients, the overall planned population is about 6,850.

Remark:

- # The requirements exclude planned population of transients.
- & The deficit in provision is based on OZP planned non-transient population in Wan Chai North Area while according to the Education Bureau (EDB), general speaking, the provision of public sector primary school places is planned on a district basis and the public sector secondary school places is on a territory-wide basis. Under the prevailing mechanism, EDB will make reference to the school-age

population projections, which are compiled based on the population projections updated regularly by the Census and Statistics Department, and take into account the actual number of students at various levels as well as the latest demographic changes (including the number of newly-arrived children from the Mainland) in estimating the future demand for school places and related resources. EDB will consider factors such as the latest projections, other factors that may affect the demand for school places in certain districts, different options to increase the supply of school places in particular districts, the prevailing education policies (including to enhance teaching and learning environment through reprovisioning) etc. before deciding whether it is necessary to allocate school premises for setting up new school(s) or reprovisioning of existing school(s). According to EDB's assessment, at present, there are sufficient number of primary and secondary school places for the eligible school-aged population in Wan Chai District.

- [@] Based on the number of planned hospital beds in the Wan Chai District Council (WCDC) area against the planned population in WCDC area, there is currently a surplus of about 1,270 beds.
- ^ The deficit in provision is based on OZP planned population while the Hospital Authority (HA) plans its services on a cluster basis and takes into account a number of factors in planning and developing various public healthcare services. The Hong Kong East Cluster (HKEC) provides services for residents in Eastern and Wan Chai Districts and outlying Islands (excluding Lantau Island). There is hospital redevelopment project planned in the Second Ten-year Hospital Development Plan (HDP), which will provide additional beds for serving the population in HKEC. The Second Ten-year HDP is currently under review in view of the Government's latest development strategies. HA will continue to review its service provisions to address the public healthcare needs on a cluster basis.
- * The deficit in provision is based on OZP planned population while the Social Welfare Department (SWD) adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

DECEMBER 2022

Extracted

(Translation)

Minutes of the 8th Meeting of the Development, Planning and Transport Committee 6th Wan Chai District Council <u>Hong Kong Special Administrative Region</u>

Date	:	13 July 2021 (Tuesday)
Time	:	10:00 a.m.
Venue	:	District Council Conference Room, Wan Chai District Office.
		21/F, Southorn Centre, 130 Hennessy Road, Wan Chai, Hong Kong

<u>Present</u>	<u>Arrival Time</u>	Departure Time	
<u>Members</u>			
Ms KOO Kwok-wai, Sabina	10:00 a.m.	12:35 p.m.	
Mr LAM Wai-man, Anson	10:00 a.m.	12:14 p.m.	
Ms LEE Pik-yee, Peggy, MH	10:00 a.m.	12:35 p.m.	
(Temporary Chairperson)			
The Hon Paul TSE Wai-chun, JP	10:21 a.m.	12:00 p.m.	
Mr WONG Wang-tai, Ivan, MH	10:00 a.m.	11:53 a.m.	
Miss YEUNG Suet-ying, Clarisse	10:00 a.m.	12:35 a.m.	

Representatives of Government Departments

Mr CHUNG Chun-wai, Nick	Assistant District Officer (Wan Chai),
	Home Affairs Department
Mr MAK Hon-sum, Ronnie	Senior Estate Surveyor/HKE(2),
	Lands Department
Ms TSANG Yik-ting, Floria	Senior Town Planner/HK 3,
	Planning Department
Ms Jacqueline YU	Officer-in-charge, Special Duties Squad, Wan Chai District,
	Hong Kong Police Force
Mr LEE Nai-yeung, Eric	Officer-in-charge, District Traffic Team (Wan Chai),
	Hong Kong Police Force
Mr FU Ting-hong, Derek	Senior Transport Officer/Wan Chai (Acting),
	Transport Department
Ms FONG Hau-yin, Fiona	Engineer/Wan Chai 1,
	Transport Department
Mr LEE Hon	Senior Engineer/9 (South),
	Civil Engineering and Development Department
Mr CHAN Kai-yin	District Engineer/Wan Chai,
	Highways Department

Mr YEUNG Chun-kit	Engineer/ HK (Distribution 4), Water Supplies Department		
Representatives of Other Govern	nment Departments and Organisations		
Mr Sunny FU	Engineer/Eastern 1,		
	Drainage Services Department		
Mr TANG King-wah, Eddie	Officer-in-charge, District Traffic Team (Eastern District), Hong Kong Police Force		
Mr Harry LIN	Principle Assistant Secretary for Commerce & Economic		
	Development (Commerce & Industry),		
	Commerce and Economic Development Bureau		
Mr Alec LUK	Engineer,		
	Commerce and Economic Development Bureau		
Mr Jackson WAI	Senior Project Manager,		
	Architectural Services Department		
Mr LI Wai-cheong	Senior Divisional Officer (Planning Group), Fire Services Department		
Mr CHAN Ho-tak	Divisional Officer (Planning Group),		
WI CHAN HO-tak	Fire Services Department		
Ms Jocelyn CHUNG	Head of HKCEC Affairs,		
Wis Jocelyn Chlorid	Hong Kong Trade Development Council		
Mr Max NGAI	Project Manager, HKCEC Affairs,		
	Hong Kong Trade Development Council		
Mr Albert CHAN	Executive Director,		
	Wong & Ouyang (HK) Ltd.		
Ms Cindy TSANG	Director,		
	Townland Consultants Ltd.		
Mr Edmond CHU	Technical Director,		
	MVA Hong Kong Ltd.		
Mr K. S. LEE	Technical Director,		
	Cinotech Consultants Ltd.		
Absent with apology			
Mr LEUNG Pak-kin	Member		
Secretary			
<u>Secretary</u>			
Ms CHIU Ting-ting, Teresa	Executive Officer (District Council) 3,		
	Wan Chai District Office, Home Affairs Department		

<u>The Secretary</u> reported that Mr MAK King sing had informed the Secretariat he was unable to attend the meeting today, and the position of Vice-Chairperson of the Development, Planning and Transport Committee (DPTC) was vacant. According to Section 35(3) of the Standing Orders of Wan Chai District Council, the Chairperson of a committee should preside at the meeting of the committee. If both the Chairperson and Vice-Chairperson were unable to attend a meeting of the committee, the members present should elect from amongst themselves by a simple majority vote a member as the Temporary Chairperson to preside at the meeting. The Temporary Chairperson should have all the powers conferred by the <u>Mr Ivan WONG</u> said the deterrent effect of enforcement actions by means of mobile

video recording on drivers would be amplified if complemented with publicity campaigns and education. He hoped that HKPF could continue taking enforcement actions by means of mobile video recording at places where illegal parking was especially serious and step up its effort with publicity.

40. <u>The Temporary Chairperson</u> said it was hoped that HKPF could consider conducting enforcement actions by means of mobile video recording at the illegal parking blackspots Members had expressed concerns with to combat illegal parking.

41. <u>The Temporary Chairperson</u> thanked Mr Eddie TANG, representative of HKPF for attending the meeting.

(Mr Eddie TANG of HKPF left the meeting after the discussion of this item)

<u>Item 6: Redevelopment of the Sites of Wan Chai Government Towers and Kong Wan</u> <u>Fire Station and Reprovisioning of Kong Wan Fire Station</u> (DPTC Paper No. 35/2021)

42. <u>The Temporary Chairperson</u> welcomed the following representatives to the meeting:

Mr Harry LIN	Principle Assistant Secretary for Commerce &
	Economic Development (Commerce & Industry),
	Commerce and Economic Development Bureau
Mr Alec LUK	Engineer,
WI THEE LOIX	Commerce and Economic Development Bureau
Mr Jackson WAI	Senior Project Manager,
WII JUCKSOII WIII	Architectural Services Department
Mr LI Wai-cheong	Senior Divisional Officer (Planning Group),
	Fire Services Department
Mr CHAN Ho-tak	Divisional Officer (Planning Group),
	Fire Services Department
Ms Jocelyn CHUNG	Head of HKCEC Affairs,
	Hong Kong Trade Development Council
Mr Max NGAI	Project Manager, HKCEC Affairs,
	Hong Kong Trade Development Council
Mr Albert CHAN	Executive Director,
	Wong & Ouyang (HK) Ltd.
Ms Cindy TSANG	Director,
5	Townland Consultants Ltd.
Mr Edmond CHU	Technical Director,
	MVA Hong Kong Ltd.
Mr K. S. LEE	Technical Director,
	Cinotech Consultants Ltd.

43. <u>Mr Harry LIN</u> of Commerce and Economic Development Bureau (CEDB) introduced Members with presentation slides to the redevelopment of the sites of Wan Chai Government Towers and Kong Wan Fire Station and the reprovisioning of Kong Wan Fire Station.

- 44. <u>Ms Sabina KOO</u> made the following comments and enquiries:
 - i. Knowing that convention and exhibition facilities might be an important element of the redevelopment project, she hoped to know whether the schedule of Hong Kong Convention and Exhibition Centre (HKCEC) in the next one or two years had been occupied and asked whether CEDB proposed accordingly to redevelop ten floors of the building into convention and exhibition facilities.
 - ii. The site above the Exhibition Station of the Shatin to Central Link was originally designated for the development of a new convention centre. She asked what the use of the site above the Exhibition Station would be.
 - iii. The Kong Wan Fire Station would be located near the sea after reprovisioning and be distant from the centre area of Wan Chai District. She was concerned that the traffic at the surrounding roads would be congested during major exhibition events and therefore causing impacts to the provision of emergency medical services in Wan Chai District.
- 45. <u>Miss Clarisse YEUNG</u> made the following comments and enquiries:
 - i. The reprovisioned Kong Wan Fire Station included a new Community Emergency Preparedness Experience Centre ("社區應急準備體驗館") as well as Hong Kong Licensing Office of Fire Services Department (FSD), it was believed that many people from other districts would visit the fire station for touring or making license application, inevitably leading to an increased traffic. Traffic congestion remained an issue in Wan Chai District, however, the redevelopment plan did not suggest any measures to divert traffic flow. In this light, she was worried the increased traffic resulted from the redevelopment would intensify the existing traffic issues and questioned if it was necessary of FSD to provide that many facilities in one fire station.
 - ii. She hoped FSD could explain the considerations behind the establishment of an Inter-departmental Operation Command Centre ("跨部門行動指揮中心") and asked whether it was necessary for FSD to establish an operation command centre at the reprovisioned Kong Wan Fire Station.
 - iii. Would more facilities be provided at the reprovisioned Kong Wan Fire Station as the area of the site for reprovisioning was larger?

- iv. Had FSD considered other sites for the reprovisioning of the Kong Wan Fire Station? How big the site should be for Kong Wan Fire Station? Was the area of the site of Fleet Arcade larger than that required for building fire station?
- v. The Servicemen's Guides Association had submitted to the Committee hoping that the Fleet Arcade be conserved, thence she hoped to know if the Government could reserve part of the site for the Servicemen's Guides Association to enable the reprovisioning of the Fleet Arcade in Wan Chai North.
- vi. She worried that proposed facilities in the redevelopment plan, including hotels, convention and exhibition facilities and commercial facilities, would result in increased traffic in Wan Chai District and opined that the proposal had not suggested any measures to respond to the increased traffic.
- 46. <u>The Temporary Chairperson</u> made the following comments and opinions:
 - i. She understood the development of exhibition industry in Hong Kong was necessary, nevertheless she pointed out that currently AsiaWorld-Expo (AWE) as another existing exhibition venue in Hong Kong had continuously registered a low usage and that the Government had also reserved the site near AWE for extension.
 - ii. Many hotel owners such as the Excelsior had applied for the redevelopment of hotels into commercial buildings, and it was expected that the hotel at Hopewell Centre II would provide more than 1 000 rooms. She opined that the Government should evaluate the needs of hotel industry before proceeding to considering whether it was necessary to include the provision of hotel in the development project of Wan Chai North.
 - iii. Currently there was no official civic centre in Wan Chai District. She hoped the Government could consider reserving space for the establishment of a civic centre in the redevelopment project to provide relevant organisations with a formal and professional venue for performance.
 - iv. Where was the entrance of the proposed road tunnel located at?
- 47. <u>Mr Ivan WONG</u> made the following comments:
 - i. Following the development of exhibition industry in Guangzhou and Shenzhen, the Hong Kong exhibition community was facing tougher competition than ever, with the advantages that led to former success fading away. The Government should include a more flexible design in the proposal that maximised the flexibility for convention and exhibition facilities to change the usage in response to the potential decline of the needs of exhibition industry in the future.

ii. He hoped to know in which area the service targets of Kong Wan Fire Station were mainly located at and was concerned if the officers of the Fire Station could arrive at the incident site as immediate as they previously did after the reprovisioning. Moreover, he opined that FSD should take into consideration the service needs of the harbour area in the future in lights of the design of the reprovisioning plan.

48. <u>Mr Anson LAM</u> enquired about the views FSD held towards the proposal of the reprovisioning of Kong Wan Fire Station and whether FSD was supportive of relocating Kong Wan Fire Station to the site at Fenwick Pier Street and Lung Hop Street.

- 49. <u>The Hon Paul TSE</u> made the following comments:
 - i. In fact, the venues of HKCEC in Wan Chai were currently unable to meet the high demand and people should not make overwhelmingly pessimistic evaluation about the development of exhibition industry in Hong Kong. The low demand for AWE venue, however, might be resulted from traffic issues.
 - The supply of hotels in Wan Chai would be reduced following the redevelopment of some hotels (such as the Excelsior, Hong Kong) into commercial buildings and therefore he was generally supportive of the proposal to build new hotels. Nevertheless, he was concerned about the impacts of the redevelopment project brought to the traffic in Wan Chai District.
 - According to the redevelopment project proposal, the Government had planned to provide another entrance at Gloucester Road. He suggested providing an additional exit at Gloucester Road to avoid concentrated traffic flow at Harbour Road.
 - iv. After the reprovisioning of Kong Wan Fire Station, fire officers were still able to gain access to everywhere in Wan Chai via Lung Wo Road where the traffic was clearer, so it did not worry him that the reprovisioning project might adversely affect the efficiency of fire officers to arrive at the incident sites.
 - v. The reprovisioned Kong Wan Fire Station could use more functions than the existing one, that more people were expected to visit there for the application of license and touring activities. He hoped to know whether the Government had considered the needs of pedestrians and provided ancillary transport facilities to bring enhanced convenience.

- vi. The parking spaces in HKCEC would be inadequate during major exhibition events but the demand for them was rather low in the off-season. Although the relevant authority had made arrangements in response to the on-and-off demand for parking spaces by renting them out, many of which still remained vacant. Knowing that additional hundreds of parking spaces would be made available under the redevelopment project, he hoped to know if the Government had any flexible arrangement for parking spaces to reduce the vacancy as much as possible.
- 50. <u>Mr Harry LIN</u> of CEDB replied as follows:
 - i. Regarding the concern as to whether the establishment of convention and exhibition facilities in Wan Chai was necessary, he said before the COVID-19 epidemic took place the exhibition community had shown keen demand for the venues of HKCEC and AME. For some of the most large-scaled international exhibitions in Hong Kong, such as the Jewellery Show and the Electronics Fair, many exhibitors were still placed on the waiting list even if the organisers had reserved the two above-mentioned venues for the events.
 - ii. As far as the present was concerned, HKCEC in Wan Chai boasted a total area of approximately 90 000 square metres and additional venues with total area of approximately 30 000 square metres were expected to be provided under the redevelopment project. For AWE, it currently covered an area of approximately 66 000 square metres which would increase by another approximately 34 000 square metres after the second phase of expansion. Upon the completion of both the redevelopment and expansion projects, the total area of all exhibition venues combined would grow by almost 40%.
 - iii. Comparing to the neighbouring areas, the exhibition industry in Hong Kong still boasted a competitive edge as an international city that attracted global buyers and suppliers to run their business. In order to address the demands, CEDB believed it would be necessary to provide more conventional and exhibition venues in Hong Kong. Having considered that the demands of exhibition industry might change in the future, the exhibition hall was designated to serve multiple purposes, and change of use in the future was available when necessary.
 - iv. Concerning the purpose of the site above Exhibition Station, he said the Chief Executive had mentioned in the 2020 Policy Address that the Government had decided to use the site for other purposes in view of the technical difficulties involved, the uncertainties concerning the construction period and concerns about cost-effectiveness. Relevant departments were at the present carrying out studies regarding the use of that site and he had no relevant information available.

- v. CEDB had considered other places in Wan Chai North for the reprovisioning of Kong Wan Fire Station, and upon review they were of the view that the site of existing Fleet Arcade was the most suitable for the reprovisioning of the Fire Station. CEDB had also maintained close communication with FSD in the course of consideration.
- vi. The Government would commission a series of road improvement works under the redevelopment project for which it was expected to cause no significant impact to the traffic in Wan Chai North, and the representative of consultancies would later provide supplementary information in that regard.
- vii. Regarding the location of the entrance of the road tunnel, he said it was located at the Convention Avenue, opposite the podium of Grand Hyatt Hong Kong, and the exit was at Harbour Road.
- viii. Having regard to Members' concern over the increased traffic and passenger flow brought by the reprovisioned fire station, he said the representatives of FSD would later give their remarks in relation to the operational arrangements of the Hong Kong Licensing Office and Community Emergency Preparedness Experience Centre.
- 51. <u>Mr LI Wai-cheong</u> of FSD replied as follows:
 - i. The Kong Wan Fire Station after reprovisioning would be 400 metres away from the existing one. FSD had also reviewed the site location and was of the view that the reprovisioning would not cause any impact to the provision of emergency medical services by Kong Wan Fire Station.
 - ii. Concerning the issue mentioned by Members that fire officers were caught up in traffic congestion on their way to the incident site, FSD had a mobilising system in place to monitor the situation at scene and if necessary, vehicles from other nearby fire stations would be sent to the incident site to secure a standard operation efficiency.
 - iii. Given that applicants of license were required to make appointment and the number of contractors applying for licenses was limited, assumingly the licensing office would not cause a significant surge to the passenger flow. Similarly, appointment was also required for organisations or individuals visiting the Community Emergency Preparedness Experience Centre. Moreover, there were also drop-off points set up at the fire station and the visitors would be led by fire officers to experience the variety of anti-disaster facilities. Towards this end, the establishment of the Centre would not result in overwhelming traffic and passenger flow.

- iv. Many major events such as major exhibitions and flag-raising ceremony were held in Wan Chai and upon review, FSD believed it would be most appropriate to establish the Inter-departmental Operation Command Centre at the reprovisioned Kong Wan Fire Station.
- v. In response to the comments that the reprovisioned Kong Wan Fire Station could co-exist with the Fleet Arcade, he said the Kong Wan Fire Station would be upgraded to fire station cum ambulance depot after the reprovisioning, with an increased capacity of up to 8 ambulances against 2. In view of the various factors relating to operational efficiency and public health, including the needs to maintain emergency medical services, the daily operation of fire station and sanitisation and cleaning procedures in the fire station after the handling of confirmed cases of COVID-19, FSD believed it would not be appropriate to have the fire station and the Fleet Arcade on the same site.
- vi. Although the Kong Wan Fire Station would cover a larger area after reprovisioning, sections of MTR tunnel had been found below part of the site and a special tree situated on the site must also be preserved, therefore significantly reducing the usable area of that site and imposing many restrictions to the project design.
- 52. <u>Mr Harry LIN</u> of CEDB added the following comments:
 - i. Currently there were no standard paramedic facilities available at the existing Kong Wan Fire Station and the Government hoped to implement the reprovisioning of the Fire Station at the site near Fenwick Pier Street and Lung Hop Street in order to provide standard fire and paramedic facilities.
 - ii. As the representative of FSD mentioned, the reprovisioning of Kong Wan Fire Station was caught up with considerable technical limitations, which included the existence of the underground MTR tunnel, and such factors had collectively diminished the usable spaces of the site. Additionally, the site could not accommodate any buildings used for other purposes bearing in mind the operational needs of the fire station.

53. <u>Mr Edmund CHU</u> of MVA Hong Kong Ltd. replied as follows:

- i. To minimise the impacts of the increased traffic caused by the reprovisioning on the traffic condition in Wan Chai, they had submitted a number of proposals for traffic improvement works, among which included the provision of a road tunnel near Fenwick Pier Street and Convention Avenue. The road tunnel concerned would be connected to the basement under the project in which vehicles would be allowed to enter the building via Central – Wan Chai Bypass without having to cross centre areas such as Gloucester Road and Fleming Road. As such, the burden brought by the project to the traffic in Wan Chai North could be greatly relieved.
- Two entrances would be provided at Harbour Road and one at Gloucester Road under the redevelopment plan to prevent concentration of traffic at a single point. Regarding the suggestion proposed by the Hon Paul TSE to provide an additional exit at Gloucester Road, he said their Company had also carried out studies in this regard but was of the view that the measure would instead cause traffic congestion considering Gloucester Road as a strategic route.
- iii. Considerable new pedestrian links and refinement of the existing pedestrian links (such as O'Brien Road Footbridge) were part of the reprovisioning to improve the pedestrian environment in Wan Chai District.

54. <u>The Temporary Chairperson</u> said more than 800 parking spaces would be provided under the redevelopment project, and referring to the comments raised by Members that the parking spaces at HKCEC were vacant during off-season, she asked whether there would be measures proposed in the design plan that addressed the vacancy of parking spaces.

55. <u>Mr Edmund CHU</u> of MVA Hong Kong Ltd. said sufficient parking spaces must be provided under the redevelopment project to meet the high demands of parking spaces during peak season. When there were no major conventions or exhibitions, the parking spaces in the car park could be open for public use. He believed the car park under the project would attract more users following the improvement of the pedestrian linkage in Wan Chai District.

56. <u>Miss Clarisse YEUNG</u> made the following comments and enquiries:

 Currently many facilities were provided in Wan Chai District that attracted considerable visitors from other districts and caused unnecessary traffic flow. FSD should consider establishing the Community Emergency Preparedness Experience Centre in Kowloon and New Territories such as Kai Tak, which were highly populated areas, to avoid causing ever-increasing traffic and passenger flow to Wan Chai.

- ii. What was the floor area for the Inter-departmental Operation Command Centre, Hong Kong Licensing Office and Community Emergency Preparedness Experience Centre respectively?
- iii. Would the Government consider designating some spaces under the redevelopment project for the provision of community hall and the reprovisioning of the Fleet Arcade?
- iv. The Government had said on occasions that the Wan Chai Sports Ground might be potentially used for development and she enquired what the latest plan was.

57. <u>Ms Sabina KOO</u> asked if there were any measures suggested in the reprovisioning plan that addressed the traffic issues caused by major exhibition events, and if the Government had any support scheme in case of car accidents happening in the surrounding areas.....

(The meeting was adjourned for five minutes due to fire alarm.)

58. <u>The Temporary Chairperson</u> announced the meeting was resumed and invited <u>Ms</u> <u>Sabina KOO</u> to continue to speak.

- 59. <u>Ms Sabina KOO</u> continued to make the following comments and enquiries:
 - i. Did the Government have any contingency plan in response to any car accident happened in the surrounding area?
 - ii. For the remarks made by the representative of CEDB that the establishment of a new convention centre at the site above Exhibition Station was not cost-effective, she said that under the reprovisioning project, new buildings were also going to be constructed on the same site and that she was confused over why the cost of establishing a new convention centre at the site above Exhibition Station would be higher.
 - The development of Wan Chai District was predominantly centred around commerce and exhibition industries. From the perspective of urban planning, the Government should promote a diversified development, such as culture development.
 - iv. Regarding the remarks made by the representative of FSD that fire station was not compatible with any building used for other purposes, she said there was a building in other countries where both a fire station and a small museum were located at and two entrances were provided for the fire station and the public, and opined that the Government should allow the Servicemen's Guides Association to reprovision the Fleet Arcade together with Kong Wan Fire Station at the existing site of the Fleet Arcade.

60. <u>Mr Ivan WONG</u> said the Government should include some facilities in the project design for public use, such as open spaces and restaurants, that the people could also use such facilities when there were no conventions or exhibitions, with the ultimate aim to marshal public support towards the project. He emphasised that the Government must have a clear picture at the phase of design instead of only conducting study after the facilities had been put in operation.

- 61. <u>The Hon Paul TSE</u> made the following comments and enquiries:
 - i. He was supportive with FSD's notion to provide standard paramedic facilities given the significant responsibility the fire officers had on their shoulder. Nevertheless, he believed that the area of the site for reprovisioning was larger than what was actually required for a fire station, and as a result FSD had to provide additional facilities to fill the remaining spaces.
 - ii. What was the land area and floor area of the existing Kong Wan Fire Station?
 - iii. The auditorium and Community Emergency Preparedness Experience Centre were dispensable and FSD could consider providing such facilities in regions other than Wan Chai with larger spaces.
 - iv. He had visited the Fire and Ambulance Services Academy at Pak Shing Kok in Tsueng Kwan O and believed Tseung Kwan O District, with high population and sufficient land mass, would be more appropriate for the provision of the Experience Centre. Despite that Pak Shing Kok being relatively remote compared to Wan Chai, visitors might take the tour as a relaxing half-day trip.
 - v. He understood the need of the Government to set up an Inter-departmental Operation Command Centre, yet he hoped to know to what extent the necessity was to relocate the operation command centre to the reprovisioned Kong Wan Fire Station and asked where the existing operation command centre was located at.
- 62. <u>Mr Harry LIN</u> of CEDB replied as follows:
 - i. Regarding the comments made by Mr Ivan WONG, he said the proposed exhibition hall was multi-purposed and could be used for holding exhibitions, conventions and concerts, etc.
 - Currently there were activities held at HKCEC all year round, with business-tobusiness exhibition events being the focus in every March to April and September to October and business-to-customer exhibition events, such as Book Fair, Animation-Comic-Game Hong Kong and Food Expo, in the rest of a year.

- iii. Relating to the enquiry put forth by Ms Sabina KOO, he said it must be ensured the operation of Exhibition Station remained unaffected, therefore the limitations encountered for the construction of buildings on the site above Exhibition Station were more than that for the redevelopment project, along with an extended work Also, the underground of the Exhibition Station was covered with duration. railways, so the convention and exhibition facilities could only be constructed above the ground. However, according to the outline zoning plans, the building height restrictions of the site above Exhibition Station was 50 metres and the inter-floor height of relevant facilities was generally higher than that of most buildings, so the buildable floor area was very limited. Overall speaking, the provision of convention and exhibition facilities on the site above Exhibition Station was not cost-effective. On the contrary, the site of the Government Towers in Wan Chai North could enable the provision of car park thereunder and create synergy effects owing to its location, that was opposite HKCEC.
- iv. Regarding the enquiry put forward by Miss Clarisse YEUNG, he said it was mentioned in the 2017 Policy Address that the Government had suspended the project to use the site of Wan Chai Sports Ground for convention and exhibitions and had no plan to demolish Wan Chai Sports Ground.
- v. For Members' suggestion to reprovision Fleet Arcade together with Kong Wan Fire Station on the same site, he said the site concerned had been associated with a number of technical restrictions; the suggestion was also not feasible judging from the perspective of the operation of a fire station.
- vi. In the light of the traffic issues of the provisioning, he said the Government had already taken into consideration the traffic flow and passenger flow that came along with the major events (such as Book Fair, Food Expo, etc.), which were generally held between July and August. In addition, business-to-business exhibitions were targeted at mostly industry insiders, implying a relatively fewer count of visitors.
- 63. <u>Mr LI Wai-cheong</u> of FSD replied as follows:
 - i. With reference to overseas experience on disaster prevention education, FSD decided to introduce the first Community Emergency Preparedness Experience Centre at the reprovisioned Kong Wan Fire Station and provide interactive facilities, with which the people could get a hands-on experience to respond to natural disasters, such as windstorm and flooding, in order to enhance the public's awareness on disaster prevention and the capability to handle emergencies. FSD was also planning to set up other centers of similar nature in Kowloon and New Territories.

- Presently speaking, a number of FSD offices were rented offices in private buildings, while some of which required FSD's operational facilities. With a notion to make better use of the land resources under the redevelopment plan, FSD had thereby proposed establishing the Hong Kong Licensing Office in the reprovisioned Kong Wan Fire Station. Moreover, a place for training and exchange among FSD officers was lacking in Hong Kong Island, and the auditorium would be dedicated to providing training.
- iii. Regarding Members' enquiry about the areas of all facilities in the reprovisioned Kong Wan Fire Station, he said ArchSD was deliberating the outline plan with the consultancies. According to the preliminary information, the Hong Kong Licensing Office had an area of approximately 326 square metres; the auditorium had an area of around 329 square metres; the Inter-departmental Operation Command Centre and Fire Operation Command Centre had a total area of approximately 720 square metres; the training facilities had an area of approximately 1 100 square metres; and the Community Emergency Preparedness Experience Centre had an area of approximately 3 400 square metres, which enabled the provision of large simulators and motorised facilities. He explained that the Fire and Ambulance Services Academy in Tseung Kwan O was almost occupied. Given that FSD was aiming at providing with officers in Hong Kong Island Headquarters more customised simulation for training that vividly resembled the actual work environment, such as the compartments of commercial buildings, exhibition facilities and hotels, the training facilities were expected to cover a larger area.
- iv. Concerning the suggestion raised by a Member to reprovision both Kong Wan Fire Station and the Fleet Arcade at the same place, he reiterated that FSD must always take the efficiency of rescue operation into account and restrictions on the development at the site concerned were also encountered. With this in mind, it would not be suitable to place a fire station next to another facility for other purposes. Additionally, FSD had expressed concerns over the public health issues arising from allowing unlimited public access to fire station.
- v. If the officers of a fire station had encountered traffic congestion on their way to the incident site, FSD would send officers from another fire station to the incident site via other routes and arrange fire motorcycles as well as emergency medical assistant motorcycles to the site when necessary.

64. <u>Mr Jackson WAI</u> of Architectural Services Department (ArchSD) replied as follows:

- i. Speaking from the perspective of architectural design, the site used for the reprovisioning of Kong Wan Fire Station had involved a number of technical difficulties, which could be attributed to the South Island Line railway under the site and the trees which required reservation. Although the Kong Wan Fire Station after reprovisioning should have a coverage of more than 4 000 square metres, only around 2 000 square metres were buildable and the actual area of Kong Wan Fire Station was in fact smaller than that required for a standard fire station.
- ii. There were many facilities which should be provided on the ground, such as drill towers, the parking spaces for fire trucks and ambulances. Moreover, heavy equipment and apparatus like oxygen tank must also be stored on the ground floor for the purpose of minimising the time firefighters needed to move the equipment. The above-mentioned facilities and storage would collectively take up the majority of spaces on the ground. Even if the Fleet Arcade was located above the fire station, certain ground area must also be designated to provide entrances and an unloading area, and the increased traffic and passenger flow would cause substantial obstruction to the fire station for the dispatchment of vehicles.

65. <u>Mr Edmund CHU</u> of MVA Hong Kong Ltd. said they had already considered the worst situation possible during the course of traffic assessment and had submitted a number of proposals for traffic improvement works accordingly.

66. <u>Miss Clarisse YEUNG</u> enquired about the area of Community Emergency Preparedness Experience Centre.

67. <u>Mr LI Wai-cheong</u> of FSD replied that the area of Community Emergency Preparedness Experience Centre was approximately 3 400 square metres.

68. <u>The Temporary Chairperson</u> said all Members had shared their views regarding the initial outline plan of the two projects, which included enabling a more flexible use of car park, providing more public facilities such as a civic centre, platforms for cultural performances, etc. and it was hoped the relevant authorities could take their views into consideration. She continued to point out that traffic issues had always been the subject of concerns for Members and hoped that the reprovisioning, whether during the course of construction or upon completion, would not further burden the traffic in Wan Chai District.

69. <u>The Temporary Chairperson</u> asked Members to vote on the initial outline plan of the two projects by a show of hands. The voting results were as follows:

Support: 1 vote (Mr Ivan WONG)

Object: 0 vote Abstain: 4 votes (Ms Sabina KOO, Mr Anson LAM, Ms Peggy LEE, Miss Clarisse YEUNG)

70. <u>The Temporary Chairperson</u> said it was the first time for the Committee to learn about the plan and Members had also made their comments and enquiries in that regard. She asked the government departments to consider Members' opinions seriously, optimise the plan and consult WCDC with the revised plan.

71. <u>Ms Sabina KOO</u> said the representative of ArchSD had just made a remark that some spaces of the site could not be used for development and hoped ArchSD could further explain the reason thereof. Besides, she opined that the Government should consider adopting innovative approach for architectural design, such as horizontal development, etc.

72. <u>Mr Jackson WAI</u> of ArchSD explained that the works under the reprovisioning project had faced restrictions due to the trees at the site and the South Island Line under the ground. Since buildings would impose loading on the railway underground, construction of structures in the areas of South Island Line should be prevented to minimise the impact on its structure and operation.

73. <u>Ms Sabina KOO</u> said it was hoped that ArchSD provided the Committee with a detailed plan for the reprovisioning of Kong Wan Fire Station.

74. <u>The Temporary Chairperson</u> asked whether ArchSD could provide a more detailed plan to Members for their reference.

75. <u>Mr Jackson WAI</u> of ArchSD replied that he could provide a plan which showed the restrictions of the development of the site to Members for their reference after the meeting.

(Post-meeting note: ArchSD had submitted a plan relating to the reprovisioning of Kong Wan Fire Station after the meeting for Members' reference.)

76. <u>The Temporary Chairperson</u> asked all government departments to note Members' opinions about the initial outline plan and review the plan for improvement.

Item 7: Written question: Development of Wan Chai North (DPTC Paper No. 36/2021)

77. <u>The Temporary Chairperson</u> said the written question concerned was related to the item of which the discussion had just ended and asked Members to refer to the written replies of CEDB and Development Bureau (DEVB).

Extracted

Harbourfront Commission Task Force on Harbourfront Developments on Hong Kong Island

Minutes of Fortieth Meeting

Date	:	7 September 2021
Time	:	3:00 pm
Venue	:	Conference Room, 15/F, North Point Government Offices,
		333 Java Road, Hong Kong

Present (in person)

Mr Vincent NG	Chairman, Harbourfront Commission
Mr Ivan HO	Chairman, Task Force on Harbourfront Developments
	on Hong Kong Island
Mr LEUNG Kong-yui	Representing Chartered Institute of Logistics and
	Transport in Hong Kong
Mrs Margaret BROOKE	Representing Business Environment Council
Mr Winston CHU	Representing Society for Protection of the Harbour
Mr Anthony CHEUNG	Representing Hong Kong Institute of Architects
Ir Victor CHUENG	Representing the Hong Kong Institution of Engineers
Sr Francis LAM	Representing Hong Kong Institute of Surveyors
Dr Vivian WONG	Representing Friends of the Earth (HK) Charity
	Limited
Ir Janice LAI	Individual Member
<u>Present (online)</u>	
Mr Joel CHAN	Representing Hong Kong Institute of Urban Design
Ms Sam LOK	Representing Hong Kong Institute of Planners
Mr Desmond NG	Representing the Real Estate Developers Association of
	Hong Kong
Mr Mac CHAN	Individual Member
Mr Karl KWOK	Individual Member
Mr NGAN Man-yu	Individual Member
Ms Angela SO	Individual Member
Hon Tony TSE	Individual Member

Official Members (attending in person)

Mr Albert CHAN

Mr Edmond CHU

Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour), Development Bureau (DEVB)
Mr Horace HONG	Chief Traffic Engineer/Hong Kong, Transport Department (TD)
Mr Raymond LEE	Chief Engineer/South 3, Civil Engineering and Development Department (CEDD)
Mr Henry WONG	Assistant Director (Leisure Services) 2 (Acting), Leisure and Cultural Services Department (LCSD)
Mr Louis KAU	District Planning Officer/Hong Kong, Planning Department (PlanD)
Ms Angora NGAI	Secretary
<u>In Attendance</u>	
Mr Steven LEE	Assistant Secretary (Harbour) 2, DEVB
Mr William CHAN	Project Manager (Harbour), DEVB
Mr Carlos FUNG	Senior Engineer (Harbour)1, DEVB
Mr NG Shing-kit	Senior Engineer (Harbour) 2, DEVB
Absent with Apologies	
Dr CHUNG Shan-shan	Representing The Conservancy Association
Mr Paul CHAN	Representing Hong Kong Institute of Landscape Architects
Mr Alan LO	Individual Member
Ms Anny TANG	Senior Manager (Tourism) 21, Tourism Commission
,	(TC)
<u>For Agenda Item 4</u>	
Mr Harry LIN	Principle Assistant Secretary for Commerce & Economic
5	Development (Commerce & Industry) 1, Commerce and
	Economic Development Bureau (CEDB)
Mr Alec LUK	Engineer (1), CEDB
Mr Edward WONG	Chief Project Manager 202, ArchSD
Mr LI Wai-cheong	
0	Senior Division Officer (Planning Group), Fire Services
	Senior Division Officer (Planning Group), Fire Services Department

Executive Director, Wong & Ouyang (HK) Ltd.

Technical Director, MVA Hong Kong Ltd.

Ms Jocelyn CHUNG

Head of HKCEC Affairs, Hong Kong Trade Development Council

Action-

Welcoming Message

- **Mr Vincent NG**, Chairman of the Harbourfront Commission (HC) welcomed all to the meeting, in particular the following new Members who were appointed on 1 July 2021 and attending the Task Force meeting for the first time-
- (a) Mr) oel CHAN Cho-sing, representing Hong Kong Institute of Urban Design;
- (b) Mr Sam CHOW Man-sang, representing the Chartered Institute of logistics and Transport in Hong Kong;
- (c) Mr Jacky CHEUNG Hoi-fo, representing Hong Kong Institute of Architects;
- (d) Ir Ringo YU Shek-man, representing Hong Kong Institution of Engineers;
- (e) Mr Jeff TUNG, representing the Real Estate Developers Association of Hong Kong; and
- (f) Mr Ivan HO, who had been appointed as an individual member since 1 July 2021.
- He also informed the meeting that -
- (a) Mr Horace HONG had taken over the post of Chief Traffic Engineer/Hong Kong of the Transport Department, from Mr Alex AU; and
- (b) Mr Henry WONG, Acting Assistant Director (Leisure Services) 2 of the Leisure and Cultural Services Department (LCSD), attended on behalf of Mr Benjamin HUNG, Assistant Director (Leisure Services) 2, who was on duty visit.

Item 1 Election of the Task Force Chairman

MI Frankie NGAN nominated and Sr Francis LAM as well as Ir Victor CHEUNG seconded Mr Ivan HO to be the Chairman of the Task Force. Mr Ivan HO accepted the nomination and officially took over the chairmanship of the meeting.

Item 2 Confirmation of Minutes of the 39th Meeting

2.1 The draft minutes of the 39th meeting were circulated to Members on 1 September 2021. Since no comments were received, the minutes were confirmed at the meeting.

Item 3 Matters Arising

3.1 No matters arising were raised at the meeting.

Item 4 Redevelopment of the Sites of Wan Chai Government Towers and Kong Wan Fire Station and Reprovisioning of Kong Wan Fire Station (Paper No. TFHK/02/2021)

Introduction

- 4.1 **The Chairman** welcomed representatives of the Commerce and Economic Development Bureau (CEDB), Architectural Services Department (ArchSD), Fire Services Department (FSD), the Hong Kong Trade Development Council (HKTDC), Wong &Ouyang (HK) Limited and MVA Hong Kong Limited to the meeting
- 4.2 Upon **the Chairman**'s invitation, **Ms Angora NGAI** briefed Members on the background of the project as follows:
 - (a) in the Policy Address in 2017, the Government announced the plan to redevelop the site of the three government towers in Wan Chai North and the Kong Wan Fire Station (KWFS) into Convention and exhibition (C&E) facilities, hotel and Grade A office (thereafter referred as the Wan Chai North Redevelopment), and reaffirmed its implementation in the Policy Address in 2020;
 - (b) to take forward the project, the Government was gradually vacating the concerned government towers to make way for the Wan Chai North Redevelopment;

- (c) CEDB had commissioned the HKTDC and its consultants to conduct a series of technical studies and would brief Members on their initial schematic scheme for the proposed redevelopment;
- (d) to tie in with the Wan Chai North Redevelopment, the existing KWFS would be upgraded and reprovisioned. The relevant departments will brief Members on the location selection and its schematic design; and
- (e) to familiarise Members with the project before the meeting, a site visit was held on 27 August 2021 and representatives from CEDB, HKTDC, FSD, ArchSD and Planning Department, as well as the project consultant joined and briefed members on site the proposal.
- 4.3 **The Chairman** informed Members that the item would consist of two parts, (a) redevelopment of the sites of Wan Chai Government Towers and KWFS; and (b) reprovisioning of KWFS. He further declared that his company was involved in the project of reprovisioning of KWFS and decided that he would not participate in the discussion of the reprovisioning of KWFS. **The Chairman** proposed and Members had no objection that Mr Vincent NG, the Chairman of HC, would take over the Chairmanship of the discussion of (b) regarding the reprovisioning of KWFS.
- A. Redevelopment of the sites of Wan Chai Government Towers and Kong Wan Fire Station (KWFS)

Presentation by the Project Proponent

4.4 With the aid of a PowerPoint, **Mr Harry LIN** presented to Members the proposal.

Discussion

Connectivity

4.5 **Sr Francis LAM** expressed concerns about the high pedestrian flow of the existing footbridge at O'Brien Road, since it was the major pedestrian route linking Wan Chai MTR station to the Hong Kong Convention and Exhibition Centre (HKCEC). Instead of upgrading the existing footbridge at Gloucester Road near the Gloucester Luk Kwok Hotel, he suggested providing an additional footbridge from Luard Road to the redeveloped complex, which

could facilitate people walking from Hennessy Road to harbourfront by passing through Luard Road to West Garden and West Landscape Deck. **Mr Harry LIN** responded that the existing footbridge across Gloucester Road outside Gloucester Luk Kwok Hong Kong would be enhanced to facilitate pedestrian access to the redeveloped complex.

- 4.6 Apart from strengthening the connection between the Wan Chai MTR station to the redevelopment complex and HKCEC, **Mr LEUNG Kong-yui** stressed that it was also important to improve the pedestrian connection between the Admiralty MTR station to the redeveloped complex and HKCEC. As Admiralty Station was an inter-change station to various lines travelling towards Kowloon and Hong Kong Island South, he said that visitors who participated in convention and exhibition at HKCEC could travel to other destination around Hong Kong easily. The existing hotels located at Admiralty could also serve to ease the hotel service demand during high season of exhibition period.
- 4.7 Mr Anthony CHEUNG considered that the O'Brien Road footbridge had been overloaded especially during exhibition period and it was essential to improve the pedestrian connectivity, for example widening the existing footbridge or providing additional connection to connect the hinterlands and the redeveloped complex as well as HKCEC. He also suggested providing a 24-hour public access inside the redeveloped complex and HKCEC so that the public could access to harbourfront. Ms Jocelyn CHUNG replied that it would be difficult to provide an 24-hour public access inside HKCEC especially during exhibition period due to security concerns. A public access would be provided for public to go to the harbourfront via the HKCEC during normal days. The Chairman further asked if a clause for providing a 24-hour public access could be added in the lease condition to the redeveloped complex. Mr Harry LIN responded that pedestrians could reach the harbourfront via the proposed footbridge across Harbour Road, which would connect the redeveloped complex and the elevated West Garden adjacent to the HKCEC, and the West Landscaped Deck.
- 4.8 **Mr Joel CHAN** suggested constructing a double-deck footbridge in order to solve the problem of high pedestrian flow of O'Brien Road footbridge. He also commented that at-grade pedestrian connection between the hinterlands and the redeveloped complex and HKCEC should be further improved and greenery at-grade should be provided. **Mr Harry LIN** responded that the redeveloped complex would be set back along Gloucester Road to

create a wider pedestrian path with a tree-lined boulevard, providing greenings & edge plantings, creating a wider and open pedestrian environment along existing bus stops at Gloucester Road. The setback area would be properly landscaped, paved and decorated to improve the street environment.

- 4.9 **Mr Winston CHU** opined that the Harbour Road was busy with traffic and the existing at-grade pedestrian crossing was dangerous. He considered that a proper at-grade pedestrian crossing should be provided to ensure road safety. **Mr Edmond CHU** responded that they would liaise with Transport Department to study the at-grade crossing at Harbour Road. **Mr Harry LIN** supplemented that an elevated walkway above Harbour Road would be constructed to connect the redeveloped complex with HKCEC Phase 1. **Mr Edmond CHU** supplemented that two elevated walkways with a width of about 10m and 5m respectively would be constructed across Harbour Road and they would be able to absorb high pedestrian flow during exhibition period.
- 4.10 **Mr Harry LIN** noted Members' concern about the capacity of the existing O'Brien Road footbridge. The existing O'Brien Road footbridge would be enhanced and the first floor of the redeveloped complex would provide a spacious area for pedestrians walking from the Wan Chai MTR station to the harbourfront via the existing O'Brien Road footbridge. In addition, a footbridge would be constructed across Fleming Road, connecting the future MTR Exhibition Centre Station and HKCEC Phase 2. Pedestrians could enjoy direct access from MTR Admiralty, Wan Chai and Exhibition Centre Stations to the redeveloped complex and HKCEC instead of relying solely on the O'Brien Road footbridge connecting to the MTR Wan Chai Station.

Provision of underground car parking facilities

4.11 Noting that there were heavy loading/unloading activities along Harbour Road during exhibition period, **Mr LEUNG Kong-yui** considered that sufficient loading/unloading and parking facilities for lorry should be provided in order to meet with the future demands when the newly developed C&E facilities was opened. **Mr Anthony CHEUNG** concurred his views and further suggested constructing an underground carpark that would be connected with various buildings around Harbour Road to allow greater flexibilities for diverting traffic and avoid traffic congestion. **Mr Joel CHAN** shared his views.

- 4.12 **Mr Harry LIN** responded that the proposed redeveloped complex would provide 89 loading / unloading bays to relieve the parking demand in the district. There was also an off-site marshalling area in Tsing Yi for lorries waiting for loading/unloading at HKCEC.
- 4.13 Mr Albert CHAN replied that further widening of the pedestrian's footbridges & decks would lead to increase in sizes of the supporting columns and foundations, which would affect the already congested existing underground utilities and the proposed diversion of the existing sewage pipe for the underground vehicular tunnel on Harbour Road. From the pedestrian flow's point of view, the proposed widths of the pedestrian's footbridges & decks were based on the level-of-service (LOS) in the pedestrian assessment and the proposed widths would be sufficient.

Other comments

4.14 Ms Sam LOK enquired about the development model of the proposed redeveloped complex. She considered that the redevelopment could make use of space to extend and promote the C&E facilities, for example, adding more signage, exhibition information board along the way from the hinterlands to the newly developed C&E facilities. Mr Harry LIN responded that the development model of the redeveloped complex was still being studied. It was expected that the construction of the redeveloped complex, the improvement of connectivity and walkability would be developed as a whole. The C&E facilities and the carpark of the redeveloped complex would be owned by the Government and managed by an operator engaged by open tender process.

Way forward

4.15 **The Chairman** concluded that while members supported the proposal in-principle, the improvement of connectivity including the suggestions of constructing additional footbridge from Luard Road to the redeveloped complex, providing 24-hour public access inside the redeveloped complex at the subject site and providing underground carpark were heard. He asked the project team to take into account members' comments and work out a possible plan which could facilitate the public to enjoy the harbourfront.

B. Reprovisioning of KWFS

(Note: *Mr Vincent NG* took over the Chairmanship at this juncture.)

Presentation by the Project Proponent

4.16 With the aid of a PowerPoint, **Mr Harry LIN** presented to Members the proposal.

Discussion

- 4.17 **Mr LEUNG Kong-yui** appreciated the need to reprovision KWFS in Wan Chai North and supported the project. He asked for opening the area where the old tree would be retained for public use, with a view to improving pedestrian experience when people walk along the Fenwick Pier Street to Wan Chai and providing an open space for public enjoyment.
- 4.18 **Mr Vincent NG** opined that the at-grade pedestrian connection between the hinterlands and the harbourfront was not ideal and should be improved. He asked whether the site boundary would be fenced off which might affect the walking experience of pedestrian. He also enquired if the facilities planned at the southwestern part of the site area could be relocated so that the relevant space could be released for public use. **Mr LI Wai-cheong** replied that decontamination facilities would be provided at the entrance of the KWFS that was planned at the south-western part of the site area. **Mr Harry LIN** supplemented that they would further study if more area could be released for public use.

Way forward

4.19 In conclusion, **Mr Vincent NG** concluded that Members acknowledged the reprovisioning need of the KWFS and supported the proposal in principle on the condition that the project team would critically consider releasing the south-western part of the site to provide an open space for public use and widening the passageway to improve pedestrian walking experience along Fenwick Pier Street. The project team should report their revised proposal to the Task Force where necessary.