



圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
RAILWAY RESERVE		鐵路專用範圍
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主水平基準上若干米)
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
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

按照城市規劃條例第5條
展示的修訂

AMENDMENT ITEM A

(參看附表)
(SEE ATTACHED SCHEDULE)

2023年1月13日 按照城市規劃條例第5條展示的
核准圖編號 S/H25/4 的修訂
AMENDMENT TO APPROVED PLAN No. S/H25/4 EXHIBITED
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON
13 JANUARY 2023

C. K. YIP 葉子季
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的灣仔北（港島規劃區第25區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
HONG KONG PLANNING AREA No. 25 - WAN CHAI NORTH - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺
METRES 100 0 200 400 600 800 METRES 米

圖則編號
PLAN No. S/H25/5



**SCHEDULE OF AMENDMENTS TO
THE APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/4
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site covering the existing Wanchai Tower, Revenue Tower, Immigration Tower, Kong Wan Fire Station and Gloucester Road Garden together with part of the Harbour Road from “Government, Institution or Community” (“G/IC”) and an area shown as ‘Road’ to “Other Specified Uses (“OU”)(6)” annotated “Exhibition Centre with Commercial Development” with the stipulation of Sub-areas on the Plan.

The completed Mass Transit Railway (East Rail Line) (formerly annotated as Shatin-to-Central Link) and Mass Transit Railway (South Island Line) authorized under the Railways Ordinance (Chapter 519) and the Central-Wan Chai Bypass (Tunnel) authorized under the Roads (Works, Use and Compensation Ordinance (Chapter 370) respectively, that shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance, are shown on the Plan for information.

The updated proposed North Island Line railway reserve and the proposed Justice Drive Extension are annotated on the Plan for information.

II. Amendments to the Notes of the Plan

- (a) Incorporation of new Remarks of the Notes for “OU(Exhibition Centre with Commercial Development)” zone to impose the total gross floor area and building height restrictions for the “OU(6)” sub-zone and its sub-areas; and to incorporate a gross floor area exemption clause for ancillary uses and facilities and a minor relaxation clause for relevant development restrictions for the “OU(6)” sub-zone.
- (b) Revision of ‘Flat’ to ‘Flat (except on land designated “OU(6)”)’ under Column 1 of the Notes for “OU(Exhibition Centre with Commercial Development)” zone.
- (c) Revision of the name of ‘Shatin-to-Central Link’ in the planning intention of the “OU(Railway Ventilation Building)” zone as ‘East Rail Line’.
- (d) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2 of the “G/IC” zone.

Town Planning Board

13 January 2023

List of Representers and Commenter
in respect of the Draft Wan Chai North Outline Zoning Plan No. S/H25/5

I. List of Representers

Representation No. (TPB/R/S/H25/5-)	Name of Representer
R1	Lau Chun Kit
R2	Yui Hang Cheng
R3	John Douglas Moore
R4	Wilhelmina Evelyn Moore
R5	Genevieve James Moore
R6	Melanie Moore
R7	Roger Emmerton
R8	Mary Mulvihill
R9	MTR Corporation Limited

II. List of Commenter

Representation No. (TPB/R/S/H25/5-)	Name of Commenter
C1	Mary Mulvihill

TOWN PLANNING BOARD

**Minutes of 710th Meeting of the
Metro Planning Committee held at 9:00 a.m. on 23.12.2022**

Present

Director of Planning
Mr Ivan M. K. Chung

Chairman

Mr Wilson Y.W. Fung

Vice-chairman

Mr Franklin Yu

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Professor Jonathan W.C. Wong

Professor Roger C.K. Chan

Assistant Commissioner (Urban), Transport Department
Mr Patrick K.H. Ho

Chief Engineer (Works), Home Affairs Department
Mr Paul Y.K. Au

Principal Environmental Protection Officer (Metro Assessment),
Environmental Protection Department
Dr Sunny C.W. Cheung

Assistant Director/Regional 1 (Acting),
Lands Department
Mr Lawrance S.C. Chan

Deputy Director of Planning/District
Mr C.K. Yip

Secretary

Absent with Apologies

Ms Sandy H.Y. Wong

Mr Stanley T.S. Choi

Mr Ricky W.Y. Yu

Mr Ben S.S. Lui

Mr Timothy K.W. Ma

Ms Bernadette W.S. Tsui

In Attendance

Assistant Director of Planning/Board
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board
Ms Johanna W.Y. Cheng

Town Planner/Town Planning Board
Mr Brian C.L. Chau

9. ~~After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within two months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee's consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of further information, and no further deferment would be granted unless under very special circumstances.~~

Hong Kong District

Agenda Item 6

[Open Meeting]

Proposed Amendments to the Approved Wan Chai North Outline Zoning Plan No. S/H25/4
(MPC Paper No. 15/22)

10. The Secretary reported that Ove Arup & Partners Hong Kong Limited (ARUP) and Wong & Ouyang (Hong Kong) Limited (WOHK) were two of the consultants of the Hong Kong Trade Development Council (HKTDC) that prepared the technical assessments in support of the proposed amendments. Mr Franklin Yu had declared an interest on the item for having current business dealings with ARUP and past business dealings with Wong & Ouyang (Building Services) Limited which was related to WOHK. The Committee noted that Mr Franklin Yu had not yet arrived to join the meeting. As Mr Franklin Yu had no involvement in the proposed amendments, the Committee agreed that he could join the meeting upon his arrival.

11. The following government representatives and representatives of HKTDC and their consultants were invited to the meeting at this point :

PlanD

Mr Mann M.H. Chow	-	District Planning Officer/Hong Kong (DPO/HK)
Ms Floria Y.T. Tsang	-	Senior Town Planner/Hong Kong (STP/HK)
Mr David S.T. Leung	-	Town Planner/Hong Kong (TP/HK)

Commerce and Economic Development Bureau (CEDB)

Mr Harry T.Y. Lin	-	Principal Assistant Secretary for Commerce & Economic Development 1 (PAS for Commerce & Econ Dev 1)
Mr Alec Y.P. Luk	-	Engineer(1) (E(1))

Hong Kong Trade Development Council (HKTDC)

Ms Jocelyn Chung	-	Head of Hong Kong Convention and Exhibition Centre (HKCEC) Affairs
Mr Max Ngai	-	Principal Project Manager, HKCEC Affairs

Consultants of HKTDC

Mr Albert Chan	-	WOHK
Mr Vincent Lau	-	Townland Consultants Limited
Mr Chapman Lam	}	MVA Hong Kong Limited
Mr K. C. Tong		
Mr Ringo Lee	-	Earthasia Design Group
Ms Kylie Lam	-	ARUP
Mr K. S. Lee	-	Cinotech Consultants Limited
Mr Calvin Chiu	-	Ramboll Hong Kong Limited

12. With the aid of a PowerPoint presentation, Ms Floria Y.T. Tsang, STP/HK, briefed Members on the background of the proposed amendments to the OZP, technical considerations, consultation conducted and departmental comments as detailed in the Paper. The main proposed amendment was for rezoning a site currently occupied by Wan Chai Government Towers (WCGTs), Kong Wan Fire Station, Gloucester Road Garden and part of Harbour Road (the Site) from “Government, Institution or Community” and an area shown as ‘Road’ to “Other Specified Uses (6)” annotated “Exhibition Centre with Commercial Development” (the “OU(6)” zone) (Amendment Item A).

13. As the presentation of PlanD's representative had been completed, the Chairman invited questions from Members.

14. The Vice-chairman and some Members raised the following questions :

Proposed Uses

- (a) the factors that had been taken into account when deciding on the proposed mix of convention and exhibition (C&E), hotel and office uses (the three proposed uses) and their respective gross floor area (GFA); the reason why the GFA proposed for C&E facilities was lower than that for proposed office; and whether the Site had been fully utilised to meet the demand for C&E facilities;
- (b) whether there was flexibility for the future developer to decide on the GFA mix to cater for the latest market needs;
- (c) the existing supply of C&E facilities in Hong Kong and its demand forecast;
- (d) any examples of development with the three proposed uses accommodated within one building and how management of the three proposed uses in a co-ordinated manner could be ensured;

Building Bulk

- (e) noting the substantial scale of the proposed development, how it would be compatible with the neighbouring developments and why the hotel was proposed on top of the office floors under the conceptual scheme;
- (f) how the proposed development could be a 'landmark' building in the context for ridgeline protection under the Hong Kong Planning Standards and Guidelines (HKPSG);

Pedestrian Connectivity and Transport Provision

- (g) how future visitors would access the Site from the MTR Wan Chai Station and how congestion on the existing passageways and footbridges during exhibitions and events could be addressed. How accessibility to the Site, including vertical connectivity within the Site could be enhanced. Whether any resting place/seating area would be provided along the pedestrian passageway from the MTR Wan Chai Station to the Site, as well as within the Site;
- (h) noting that the existing loading/unloading (L/UL) traffic was already very congested during exhibition periods, what the L/UL arrangement for the C&E facilities in the proposed development would be;
- (i) the mechanism to ensure 24-hour public access of the pedestrian passageway and footbridge system;

Provision of Government, Institution and Community (GIC) facilities and Open Space

- (j) whether GIC facilities would be provided at the Site to promote social innovation, innovation and technology or start-ups for youth; and
- (k) the reprovisioning arrangement of the affected open space and government facilities and the overall social gain/loss brought about by the proposed development.

15. In response, with the aid of some Powerpoint slides, Mr Mann M.H. Chow, DPO/HK, Mr Harry T.Y. Lin, PAS for Commerce & Econ Dev 1 and Mr Albert Chan, WOHK made the following points :

Proposed Uses

- (a) the GFA of the C&E facilities was already maximised at the lowest 10 storeys of the proposed development. As C&E facilities required a larger footprint with specific requirements on extensive column-free

space, it was not practical to locate C&E facilities above 10-storey in view of the site coverage restrictions under the prevailing laws and regulations of the building regime and fire safety concern. To support the C&E facilities, hotel rooms were essential to provide accommodation for overseas visitors (estimated to be about 3,000 to 6,000 exhibitors during large scale exhibition events). Given the limited provision of hotel rooms in the Wan Chai North area (currently about 1,500 hotel rooms at the Renaissance Hong Kong Harbour View Hotel, Grand Hyatt Hong Kong and St Regis), visitors needed to consider alternative accommodations in other locations, including those in the Wan Chai hinterlands or even in Kowloon. Hence, a 500-room hotel was proposed on the Site. The remaining GFA calculated from the total plot ratio of 15 was then reserved for Grade A office;

- (b) to provide flexibility, only a maximum total GFA was stipulated for the “OU(6)” zone on the OZP. While there would be specific requirements on the provision of C&E facilities in land disposal, the future developer would have some flexibility to determine the GFA split of hotel and office uses;
- (c) regarding the demand and supply of the C&E facilities, the existing HKCEC (Phases 1 and 2) and the Asia World Expo provided approximately 90,000m² and 66,000m² of C&E floor space respectively. The planned extension of Asia World Expo and the proposed development of the Site would provide an additional 34,000m² and 30,000m² of C&E floor space respectively. Though the future demand for C&E facilities could not be projected with certainty, especially in view of the current pandemic situation, according to the study published by the Global Association of the Exhibition Industry, there would continuously be strong demand for tradition physical exhibitions (versus virtual exhibitions), and hence the need to provide additional C&E facilities;

Building Bulk

- (d) while there were not many examples of developments that accommodated the three proposed uses in one single development, the adjacent HKCEC was an example with C&E, hotel and office uses. The C&E facilities would be built and returned to the Government for management. The future developer would manage the office and hotel portions. There would be appropriate separation of traffic and pedestrians of the proposed uses and no adverse interface issue was anticipated;
- (e) regarding the scale of the proposed development, according to HKTDC's consultant, the footprint of the singular tower in the conceptual scheme was similar to that of the International Commerce Center (ICC). Regarding the locations of the office and hotel, reference had been made to other similar developments, including the ICC with the hotel placed on top floors above the office portion. Nonetheless, the future developer would have flexibility to determine the layout;
- (f) according to the HKPSG, whilst building free zone below ridgelines were recommended, it also stated that there should be flexibility for relaxation of building height based on individual merits and for special landmark buildings to give punctuation effects at suitable locations. In this regard, architectural design and special rooftop features could be adopted to create a more iconic design to signify the C&E cluster in Wan Chai North. The conceptual scheme was indicative and subject to detailed design of the future developer;

Pedestrian Connectivity and Transport Provision

- (g) for connection with the nearby MTR Stations, with the improvement works of the existing O'Brien Road footbridge system, the level of service for pedestrian would be improved and the estimated time for pedestrian to travel from the MTR Wan Chai Station through the Site to the HKCEC Phase 2 would be shortened. Moreover, the HKCEC can be approached from the new MTR Exhibition Centre Station. With the

proposed new footbridge connecting HKCEC Phase 2 with the MTR Exhibition Centre Station, it was anticipated that more visitors would be diverted to use the MTR Exhibition Centre Station to get to the Site in future;

- (h) it was not practical to provide resting place/seating area along the O'Brien Road footbridge as it would conflict with the busy pedestrian flow. The landing level of the footbridge within the Site would mainly be used for pedestrian circulation space but there might be scope to provide some seating area thereat. Visitors could also use the seating out area at ground level near the eastern boundary of the Site;
- (i) to enhance the connectivity and create better synergy effect with the existing C&E facilities in the HKCEC, an elevated connection was proposed across Harbour Road to provide same level connection to the existing facilities at the HKCEC. Also, barrier free access would be provided within the proposed development to enhance vertical accessibility within the Site and convenient connection to the entire footbridge system that linked with the Wan Chai hinterland and the waterfront area;
- (j) an underground vehicular tunnel would be constructed along Harbour Road as the main route for vehicular access to the proposed development with entrance to the tunnel in the vicinity of Fenwick Pier Street. There would be sufficient space for goods vehicles to queue up inside the tunnel to wait for L/UL without causing congestion to the local roads;
- (k) as the existing HKCEC and the proposed development were/would be managed by the Government or quasi-government organisation (i.e. HKTDC for HKCEC Phase 1), the footbridge connections and pedestrian facilities within the Site would be managed in a coherent manner;

Provision of GIC facilities and Open Space

- (l) regarding the possibility to incorporate other GIC facilities, ‘social welfare facility’ and ‘office’ uses were always permitted under the proposed zoning of the Site and no planning permission would be required from the Town Planning Board for the provision of premises to facilitate social innovation, innovation and technology or start-ups for youth. The possibility to provide additional GIC facilities at the Site could be further assessed at the detailed design stage;
- (m) regarding the provision of open space, a landscape deck of about 3,000m² would be provided atop the proposed vehicular tunnel entrance in the vicinity of Fenwick Pier Street to the northwest of the Site. Also, under the conceptual scheme, an outdoor seating area near the eastern boundary of the Site would be provided on the ground floor with landscaping design that would provide a comfortable and easily accessible space ideal for public enjoyment. Setback along Gloucester Road was also proposed to create a wider pedestrian path with a tree-lined boulevard that linked up with the existing open space at Central Plaza; and
- (n) the existing government facilities at the WCGTs would be relocated to other districts, including the new Inland Revenue Tower in Kai Tak, new Immigration Headquarters in Tseung Kwan O as well as the new District Court at Caroline Hill Road. With the proposed footbridge system, the general public could benefit from the enhancement in pedestrian connectivity between the Wan Chai hinterland and the waterfront. In this regard, a footbridge across Harbour Road connecting the Site with the elevated West Garden adjacent to the HKCEC was proposed such that pedestrians would have direct access to the harbourfront via the West Landscaped Deck (across Lung Wo Road/Expo Drive) which was already under construction.

[Mr Franklin Yu and Mr Paul Y.K. Au joined the meeting during the question and answer session.]

16. The Chairman remarked that the proposed amendment only stipulated the total GFA and building height restrictions under the “OU(6)” zone while flexibility was allowed for the future developer to determine the detailed land use mix.

17. After deliberation, the Committee decided to :

- (a) agree to the proposed amendments to the approved Wan Chai North Outline Zoning Plan (OZP) No. S/H25/4 and that the draft Wan Chai North OZP No. S/H25/4A at Attachment II of the Paper (to be renumbered to S/H25/5 upon exhibition) and its Notes at Attachment III of the Paper were suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance; and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Wan Chai North OZP No. S/H25/4A (to be renumbered to S/H25/5 upon exhibition) as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP and the revised ES would be published together with the OZP.

18. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Town Planning Ordinance. Any major revision would be submitted for the Board’s consideration.

[The Chairman thanked the government representatives and representatives of HKTDC and their consultants for their attendance to answer Members’ enquiries. They left the meeting at this point.]

Extracted

(Translation)

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

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>	<u>Departure Time</u>
<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-ye, Peggy, MH (Temporary Chairperson)	10:00 a.m.	12:35 p.m.
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 Government 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), 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, 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

Ms CHIU Ting-ting, Teresa Executive Officer (District Council) 3,
Wan Chai District Office, Home Affairs Department

~~The Secretary 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~~

~~39. Mr Ivan WONG 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. The Temporary Chairperson 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. The Temporary Chairperson 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.)~~

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

42. The Temporary Chairperson 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, 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), 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, Townland Consultants Ltd.
Mr Edmond CHU	Technical Director, MVA Hong Kong Ltd.
Mr K. S. LEE	Technical Director, Cinotech Consultants Ltd.

43. Mr Harry LIN 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. Ms Sabina KOO 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. Miss Clarisse YEUNG 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. The Temporary Chairperson 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. Mr Ivan WONG 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. Mr Anson LAM 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. The Hon Paul TSE 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.
- ii. 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.
- iii. 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. Mr Harry LIN 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. Mr LI Wai-cheong 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. Mr Harry LIN 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. Mr Edmund CHU 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.
- ii. 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. The Temporary Chairperson 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. Mr Edmund CHU 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. Miss Clarisse YEUNG made the following comments and enquiries:

- i. 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. Ms Sabina KOO 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. The Temporary Chairperson announced the meeting was resumed and invited Ms Sabina KOO to continue to speak.

59. Ms Sabina KOO 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.
- iii. 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. Mr Ivan WONG 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. The Hon Paul TSE 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 Tsuen Kwan O and believed Tsuen 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. Mr Harry LIN 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.
- ii. Currently there were activities held at HKCEC all year round, with business-to-business 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 duration. Also, the underground of the Exhibition Station was covered with 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. Mr LI Wai-cheong 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.

- ii. 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. Mr Jackson WAI 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. Mr Edmund CHU 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. Miss Clarisse YEUNG enquired about the area of Community Emergency Preparedness Experience Centre.

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

68. The Temporary Chairperson 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. The Temporary Chairperson 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. The Temporary Chairperson 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 WDCD with the revised plan.

71. Ms Sabina KOO 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. Mr Jackson WAI 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. Ms Sabina KOO said it was hoped that ArchSD provided the Committee with a detailed plan for the reprovisioning of Kong Wan Fire Station.

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

75. Mr Jackson WAI 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. The Temporary Chairperson 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. The Temporary Chairperson 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

Present (online)

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)

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

In Attendance

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)

For Agenda Item 4

Mr Harry LIN	Principle Assistant Secretary for Commerce & Economic 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	Senior Division Officer (Planning Group), Fire Services Department
Mr Albert CHAN	Executive Director, Wong & Ouyang (HK) Ltd.
Mr Edmond CHU	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 Joel 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~~

~~4.1 Mr Frankie NGAN nominated and Si 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 south-western 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.

Item 5 Any Other Business

(Mr Ivan HO resumed the Chairmanship)

5.1 **The Chairman** said that the Secretariat would inform Members of the date of the next meeting in due course.

5.2 There being no other business, the meeting adjourned at 4:36 p.m.

Secretariat

Task Force on Harbourfront Developments on Hong Kong Island

Harbourfront Commission

May 2022

**Provision of Major Government, Institution and Community Facilities and Open Space
in Wan Chai North Planning Area - S/H25/5**

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	Requirement based on OZP planned population	OZP Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	0.26 ha	3.19 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 [#] (assessed on a district basis)	0	1	1	1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons [#] (assessed on a district basis)	0	1	1	1
Swimming Pool Complex – standard	1 complex per 287,000 persons [#] (assessed on a district basis)	0	1	1	1
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons (assessed on a district basis)	0	0	0	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons (assessed on a regional basis)	0	0	0	0
Community Hall	No set standard	N.A	0	0	N.A.

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	Requirement based on OZP planned population	OZP Provision		Surplus/ Shortfall against OZP planned provision
			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	Requirement based on OZP planned population	OZP Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing 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 basis [^])
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	0	0	0	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

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	Requirement based on OZP planned population	OZP Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing Provision)	
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#] (assessed by SWD)	N.A.	0	0	N.A.
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 [#] (assessed by SWD)	N.A.	0	0	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above [#] (assessed by SWD on a district basis)	14 places	4 places	4 places	-10 places* (A long-term target assessed on a wider spatial 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 [#] (assessed by SWD on a district basis)	0 places	0 places	0 places	0 places

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	Requirement based on OZP planned population	OZP Provision		Surplus/ Shortfall against OZP planned provision
			Existing Provision	Planned Provision (including Existing 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 places	0 places	-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 places	0 places	-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 number of hospital beds required by the planned population in WCDC area under HKPSG requirements, 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.

JULY 2023