

# TOWN PLANNING BOARD

**TPB Paper No. 11026**

**For Consideration by the  
Town Planning Board on 14.11.2025**

**DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32**

**CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/H5/32 – R1 TO R38**

**DRAFT WAN CHAI OUTLINE ZONING PLAN NO. S/H5/32**  
**CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/H5/32-R1 TO R38**

<b>Subject of Representations</b>	<b>Representers (No. TPB/R/S/H5/32-)</b>
<p><b><u>Amendments to the Plan</u></b></p> <p><b><u>Amendment Item (Item) A</u></b>            Rezoning of a site at 31-36 Sau Wa Fong and 8-12 St. Francis Street from “Residential (Group A)” (“R(A)”), “Residential (Group C)” (“R(C)”), and an area shown as ‘Road’ to “Residential (Group A)9” (“R(A)9”) with designation of 31-36 Sau Wa Fong as sub-area (a) and 8-12 St. Francis Street as sub-area (b) and the land in the north-eastern portion as non-building area (NBA)</p> <p><b><u>Item B1</u></b>            Rezoning of a site at 1, 1A, 2 and 3 Hillside Terrace, 55 Ship Street (Nam Koo Terrace (NKT)), 1-5 Schooner Street, 53 Ship Street, 18 Sau Wa Fong, Inland Lot (I.L.) 9048 and adjoining government land from “Comprehensive Development Area” (“CDA”), “R(C)” and an area shown as ‘Road’ to “Other Specified Uses” (“OU”) annotated “Residential Development with Historic Building Preserved” (“OU(RDHBP)”) with stipulation of building height (BH) restrictions and designation of the land at the northern corner as NBA</p> <p><b><u>Item B2</u></b>            Rezoning of a strip of government land on the stairs of Ship Street from “Open Space” (“O”) to “OU” annotated “Elevated Walkway” (“OU(Elevated Walkway)”)</p>	<p><b><u>Total: 38</u></b></p> <p><b><u>Support Item A (1)</u></b>  <b>R1:</b> Great Kinetic Limited; Full Glory Development Limited; and Ever Genius Limited</p> <p><b><u>Support Items B1 and B2 (1)</u></b>  <b>R2:</b> Yuba Company Limited</p> <p><b><u>Support Item B1 (2)</u></b>  <b>R3:</b> St. Francis’ Canossian College  <b>R4:</b> Individual</p> <p><b><u>Support Items A, B1 and B2 (1)</u></b>  <b>R5:</b> Individual<sup>1</sup></p> <p><b><u>Oppose Item A (3)</u></b>  <b>R6:</b> 狄志遠立法會議員辦事處 (Office of Dr. Tik Chi Yuen, Legislative Councillor)  <b>R7 and R8:</b> Individuals</p> <p><b><u>Oppose Items A and B1 (25)</u></b>  <b>R9:</b> 無障礙關注平台 (Accessibility Concern Platform)<sup>2</sup>  <b>R10:</b> 香港復康會 (Hong Kong Society for Rehabilitation)<sup>2</sup>  <b>R11:</b> Hostford Development Company Limited  <b>R12:</b> 林健忠曉陽慈善基金會 (Lam Kin Chung Morning Sun Charity Fund)  <b>R13:</b> 香港天籟敦煌樂團 (Hong Kong Gaudeamus Dunhuang Ensemble)  <b>R14 to R32, R38:</b> Individuals</p>

<sup>1</sup> R5 only indicates his support on the draft Wan Chai Outline Zoning Plan No. S/H5/32 without giving any grounds.

<sup>2</sup> R9 opposes Item A by only briefly mentioning the barrier-free public passageway in the Representation Site under Item A, while R10 opposes Item A without providing reasons; both primarily provide adverse comments on the barrier-free accessibility of NKT (i.e. Representation Site under Item B1).

Subject of Representations	Representers (No. TPB/R/S/H5/32-)
<p><b><u>Amendments to the Notes of the Plan</u></b></p> <p>(a) Deletion of the set of Notes for the “CDA” zone</p> <p>(b) Revision to the Remarks of the Notes for the “R(A)” zone to incorporate “R(A)9” sub-zone with development restrictions and requirements for its sub-area (a), sub-area (b), and a single development or redevelopment covering both sub-areas (a) and (b)</p> <p>(c) Incorporation of a plot ratio (PR) exemption clause for any floor space constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker’s office and caretaker’s quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, for sub-area (a) of the “R(A)9” sub-zone</p> <p>(d) Revision to the Remarks of the Notes for the “R(A)” zone on minor relaxation clauses</p> <p>(e) Incorporation a new set of Notes for the “OU(RDHBP)” zone with development restrictions and requirements</p> <p>(f) Revision to the Remarks of the Notes for the “R(C)” and “Residential (Group E)” zones to align with the latest Master Schedule of Notes</p>	<p><b><u>Oppose Items A, B1 and B2 (5)</u></b>  <b>R33 to R37: Individuals</b></p>

Notes: The names of the representers are attached at **Annex III**. Soft copy of their submissions is sent to the Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at [https://www.tpb.gov.hk/en/plan\\_making/S\\_H5\\_32.html](https://www.tpb.gov.hk/en/plan_making/S_H5_32.html) and the Planning Enquiry Counters of the Planning Department in North Point and Sha Tin. A set of hard copy is deposited at the Board’s Secretariat for Members’ inspection.

## 1. **Introduction**

- 1.1 On 27.6.2025, the draft Wan Chai Outline Zoning Plan (OZP) No. S/H5/32 (the Plan) at **Annex I**, together with the Notes and Explanatory Statement (ES)<sup>3</sup>, was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments to the OZP and its Notes is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**.
- 1.2 During the two-month statutory exhibition period, 38 valid representations were received. On 26.9.2025, the Board agreed to consider all the representations collectively in one group.
- 1.3 This paper is to provide the Board with information for consideration of the representations. The list of representers is at **Annex III**. The representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## 2. **Background**

*Item A – Rezoning of the Site at Sau Wa Fong and St. Francis Street for a Residential Development with Commercial Uses*

- 2.1 To take forward the Metro Planning Committee (the Committee/MPC) of the Board's decision on 22.9.2023 to partially agree to the section 12A (s.12A) application No. Y/H5/7<sup>4</sup> for a proposed residential development with commercial uses, including art facilities, the site at 31-36 Sau Wa Fong and 8-12 St. Francis Street has been rezoned from "R(A)", "R(C)", and an area shown as 'Road' to "R(A)9", with the stipulation of controls and requirements as follows:
  - (a) designation of two sub-areas within the "R(A)9" zone to avoid piecemeal high-intensity development without direct vehicular access at sub-area (a). Development at sub-area (a) only is restricted to a maximum PR of 5 and a maximum BH of 12 storeys, or the PR and height of the existing building, whichever is the greater<sup>5</sup>. For a single development or redevelopment covering both sub-areas (a) and (b) with direct vehicular access via St. Francis Street and internal loading/unloading (L/UL) facilities fronting St. Francis Street, a maximum BH of +110mPD and no PR/gross floor area (GFA) restriction are permitted. Development at sub-area (b) only is restricted to a maximum BH of +110mPD and not subject to PR/GFA restriction under the OZP<sup>6</sup>;
  - (b) designation of a NBA at Sau Wa Fong to uphold the intention of the area shown as 'Road' as recommended in the 'Review of Stepped Street Site'

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<sup>3</sup> The Notes and ES are available at the Board's website at [https://www.tpb.gov.hk/en/plan\\_making/S\\_H5\\_32.html](https://www.tpb.gov.hk/en/plan_making/S_H5_32.html).

<sup>4</sup> The MPC Paper No. Y/H5/7 and its attachments are available at the Board's website at [https://www.tpb.gov.hk/en/meetings/MPC/Agenda/727\\_mpc\\_agenda.html](https://www.tpb.gov.hk/en/meetings/MPC/Agenda/727_mpc_agenda.html).

<sup>5</sup> Same as the restrictions for "R(C)" zone.

<sup>6</sup> Same as the restrictions for "R(A)" zone.

(2012) and to avoid the terrace of Sau Wa Fong from being built over upon redevelopment, thereby preserving the existing ambience and environment of Sau Wa Fong;

- (c) provision of a public barrier-free passageway of not less than 4.5m wide connecting St. Francis Street and Sau Wa Fong for a single development or redevelopment covering both sub-areas (a) and (b) to enhance pedestrian connectivity and accessibility between St. Francis Street and Sau Wa Fong;
- (d) provision of a minimum setback of 10m from the lot boundary fronting St. Francis Street for a single development or redevelopment covering both sub-areas (a) and (b) to promote air ventilation and visual permeability; and
- (e) provision of internal L/UL facilities fronting St. Francis Street for a single development or redevelopment covering both sub-areas (a) and (b) in order to address comments from the Commissioner for Transport (C for T) during the s.12A planning application.

*Item B1 – Rezoning of the Site at Nam Koo Terrace (NKT) and Adjoining Land for a Comprehensive Residential Development with In-situ Preservation of the Historic Building of NKT for Adaptive Reuse for Cultural and Commercial Facilities, and Provision of Open Space open to the Public*

2.2 To take forward the Committee’s decision on 10.1.2025 to partially agree to the s.12A application No. Y/H5/8<sup>7</sup> for a residential development with commercial uses and in-situ preservation of NKT<sup>8</sup>, the site at 1, 1A, 2 and 3 Hill Side Terrace, 55 Ship Street, 1-5 Schooner Street, 53 Ship Street, 18 Sau Wa Fong, I.L. 9048 and adjoining government land has been rezoned from “CDA”, “R(C)” and an area shown as ‘Road’ to “OU(RDHBP)”, which is intended primarily for a comprehensive residential development with in-situ preservation of the historic building of NKT for adaptive reuse as cultural and commercial facilities, and provision of open space open to the public. There are two separate User Schedules prepared respectively for the residential development with commercial uses and the adaptive re-use of NKT. Commercial uses such as ‘Eating Place’, ‘Place of Recreation, Sports or Culture’ and ‘Shop and Services’ are always permitted below +35mPD (i.e. the highest level of the existing site platform where the forecourt of NKT is situated) of a building and in the historic building of NKT. Other development restrictions and requirements are also stipulated to effectuate the indicative scheme as follows:

- (a) maximum BHs of +120mPD at the north-western portion of the site for residential tower(s); +35mPD at the south-eastern portion of the site for the forecourt of NKT to keep it as open space for public enjoyment, to preserve open views of NKT from Queen’s Road East for public appreciation and to preserve the terraced character of the surrounding area near Schooner Street;

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<sup>7</sup> The MPC Paper No. Y/H5/8 and its attachments are available at the Board’s website at [https://www.tpb.gov.hk/en/meetings/MPC/Agenda/757\\_mpc\\_agenda.html](https://www.tpb.gov.hk/en/meetings/MPC/Agenda/757_mpc_agenda.html).

<sup>8</sup> By definition, historic buildings accorded with Grade 1 status are buildings of outstanding merit, which every effort should be made to preserve if possible. The grading system is administrative in nature and will not affect the ownership, usage, management, and development rights of the buildings that have been graded. The historic building appraisal, location, extent and grading status of the NKT are available at [www.aab.gov.hk](http://www.aab.gov.hk).

and 2 storeys to reflect the existing condition of the historic building of NKT. To allow design flexibility, any structure that is constructed or intended for use solely as pedestrian walkway and landscape features that could enhance public enjoyment of the open space, as well as overall accessibility and connectivity of the development may be disregarded when determining the maximum BH for the south-eastern portion of the site;

- (b) provision of open space of not less than 2,800m<sup>2</sup> open to the public;
- (c) provision of a NBA at the northern corner of the site, connecting to the Sau Wa Fong area (i.e. the existing 18 Sau Wa Fong). This is to respect the existing character of the Sau Wa Fong area and provide a 24-hour public passageway connecting the Sau Wa Fong area and Schooner Street;
- (d) provision of a minimum setback of 3m from the lot boundary at the street level of Schooner Street to enhance the pedestrian environment;
- (e) except for the conversion of the existing historic building to permitted uses, any new development and/or redevelopment shall be in the form of a comprehensive development. To ensure that any new development or redevelopment within the “OU(RDHBP)” zone is implemented in a comprehensive manner, piecemeal development and/or redevelopment on part of the land within this zone is not permitted unless permission is obtained from the Board under section 16 (s.16) of the Ordinance; and
- (f) permission from the Board is required for any demolition of, or addition, alteration and/or modification to (except for those minor alteration and/or modification works which are always permitted under the covering Notes) or redevelopment of the historic building of NKT to ensure the in-situ preservation of NKT.

*Item B2 – Rezoning of a Strip of Government Land on the Stairs of Ship Street for an Elevated Walkway connecting to Hopewell Mall and Hopewell Hotel*

- 2.3 To take forward the Committee’s decision on the s.12A application No. Y/H5/8 as mentioned in para. 2.2 above, the site under Item B2 has been rezoned from “O” to “OU(Elevated Walkway)” to facilitate the proposed elevated walkway spanning the stairs of Ship Street connecting the site under Item B1 to Hopewell Mall and Hopewell Hotel.

*Amendments to the Notes of the OZP*

- 2.4 In relation to the above amendment items, the Notes of the OZP has been revised accordingly. They include deletion of the set of Notes for the “CDA” zone; revision to the Remarks of the Notes for the “R(A)” zone to incorporate “R(A)9” sub-zone with development restrictions and requirements; incorporation a new set of Notes for the “OU(RDHBP)” zone with development restrictions and requirements and revision to the Remarks of the Notes for the “R(C)” and “Residential (Group E)” zones to align with the latest Master Schedule of Notes.

## *The Draft OZP*

- 2.5 On 6.6.2025, the Committee agreed that the above amendments to the approved Wan Chai OZP No. S/H5/31 were suitable for exhibition under section 5 of the Ordinance for public inspection. The relevant MPC Paper No. 5/25 is available at the Board's website<sup>9</sup> and the extract of the minutes of the Committee meeting is at **Annex IV**. Subsequently, the draft Wan Chai OZP No. S/H5/32 was gazetted on 27.6.2025.

### **3. Local Consultation**

- 3.1 During the process of the s.12A application relating to Item A, the application was published for public comment in accordance with the provision of the pre-amended Ordinance<sup>10</sup>. In considering the s.12A application on 22.9.2023, the Committee had taken into account the public comments received.
- 3.2 During the statutory exhibition period of the Plan, the Wan Chai District Council (WCDC) members were notified that members of the public could submit representations on the amendments to the Secretary of the Board. No representation from WCDC members was received.

### **4. The Representation Sites and their Surrounding Areas**

- 4.1 The representation sites have the following characteristics:

#### *Representation Site under Item A (Drawings H-1a to H-1g)*

- 4.1.1 Representation site under Item A (Item A site) (about 993m<sup>2</sup>) is currently occupied by three 3-storey residential buildings with commercial uses / eating places on the ground floor at the western portion abutting St. Francis Street (at a level of about +12mPD) (previously zoned "R(A)") at sub-area (b), and an 8-storey residential building (previously zoned "R(C)") and a pedestrian right of way (ROW)<sup>11</sup> (previously designated as an area shown as 'Road') at sub-area (a) situated on a terraced area inaccessible by vehicular traffic at the eastern portion (at a level of about +19.5mPD), known as Sau Wa Fong.
- 4.1.2 Sau Wa Fong area is a terraced area located to the south of Queen's Road East. It is an enclosed and tranquil residential area. Along St. Francis Street and to the northwest/west of the Item A site (i.e. Sun Street, Moon Street and Star Street) is a predominantly residential neighbourhood comprising mainly a mixture of old and new, low- to high-rise residential developments with some commercial uses on the lower floors. To the immediate northeast of the Item A site is a commercial development (i.e. Portwealth Centre), while to the further north across Queen's Road East is a mixture of high-rise commercial

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<sup>9</sup> The MPC Paper No. 5/25 is available at the Board's website at: [https://www.tpb.gov.hk/en/meetings/MPC/Agenda/766\\_mpc\\_agenda.html](https://www.tpb.gov.hk/en/meetings/MPC/Agenda/766_mpc_agenda.html).

<sup>10</sup> The "pre-amended Ordinance" refers to the Town Planning Ordinance as in force immediately before 1.9.2023.

<sup>11</sup> The right of way in Sau Wa Fong is under a Deed of Partition which is a private agreement among lot owners within Sau Wa Fong without government involvement.

or residential developments with commercial uses on the lower floors. To the further south of the Sau Wa Fong area is the Grade 1 historic building NKT, and to the southeast across Ship Street are mainly high-rise commercial developments such as Hopewell Centre, Hopewell Mall and Hopewell Hotel. The area is well served by different modes of public transport, and the nearest entrances of Admiralty and Wan Chai MTR Stations are about 240m and 470m from the Item A site respectively.

- 4.1.3 According to the indicative scheme (**Drawings H-1a to H-1g**) under the s.12A application No. Y/H5/7, Item A site would be developed into a single 28-storey building with a maximum BH of +110mPD, accommodating residential units on the upper 24 floors, and commercial and arts facilities and other supporting facilities on the lower four floors. The major development parameters of the indicative scheme are set out as follows:

Site Area	989.13m <sup>2</sup>
Net Site Area (excluding the existing pavement along St. Francis Street)	953.03m <sup>2</sup>
PR	10.18 <sup>(i)</sup>
- Domestic	9.63
- Non-domestic	0.55
GFA	9,704.36m <sup>2</sup>
- Domestic	9,182.09m <sup>2</sup>
- Non-domestic	522.27m <sup>2</sup>
Maximum Site Coverage (SC)	
- G/F to 1/F	Not more than 50%
- 2/F to 27/F	Not more than 40%
Maximum BH (Main Roof)	Not more than +110mPD
No. of Block	1
No. of Storeys	28
- Domestic Storeys	24
- Podium (including shops, café, art facilities, refuge floor cum podium garden)	4
No. of Units	216
Average Unit Size	About 42m <sup>2</sup>
Communal Private Open Space	Not less than 562m <sup>2</sup>
Motorcycle Parking Spaces	2

**Remarks:**

- <sup>(i)</sup> It is calculated based on the net site area of 953.03m<sup>2</sup>. As there is no PR/GFA restriction for a single development covering both sub-areas (a) and (b) in the “R(A)9” zone and the applicants assumed that the Item A site would be a Class C site, the permissible PR would be subject to the First Schedule of the Building (Planning) Regulations (B(P)R).

**Representation Sites under Items B1 and B2 (Drawings H-2a to H-2d)**

- 4.1.4 Representation site under Item B1 (Item B1 site) (about 3,101m<sup>2</sup>) is situated on sloping topography, comprising several building platforms ranging from +20mPD to +34.4mPD, and is previously zoned “CDA”, “R(C)” and designated as area shown as ‘Road’. It is generally vacant with some vegetation and is partly occupied by the vacant historic building of NKT, which was built between 1915 and 1921. The building was confirmed as a



Grade 1 historic building by the Antiquities Advisory Board on 18.12.2019. Representation site under Item B2 (Item B2 site) (about 21m<sup>2</sup>) is to the southeast of Item B1 site, within the boundary of the stairs on Ship Street and previously zoned as “O”.

- 4.1.5 To the south across Kennedy Road of the Item B1 site are some medium-rise residential developments at higher site levels of about +80mPD. To the east and southeast across Ship Street are Hopewell Centre, Hopewell Mall and Hopewell Hotel. To their further east is the high-rise commercial development of Wu Chung House intermixed with medium- to high-rise residential buildings. Several Government, institution and community (GIC) uses and open spaces are in the vicinity of the Item B1 site, including St. Francis’ Canossian School and St. Francis’ Canossian College, Hung Shing Temple, Ship Street Garden and Kwong Ming Street Children’s Playground.
- 4.1.6 According to the indicative scheme (**Drawings H-2a to H-2d**) under the s.12A application No. Y/H5/8, the proposed development at the Item B1 site would comprise (i) 24 storeys for residential use, 1 storey for mainly open space at the podium roof level, and a 3-storey podium accommodating ancillary recreational facilities, E&M facilities and shops (28 storeys in total with a BH of +119.56mPD); (ii) in-situ preservation of NKT for eating place and display of its history on its G/F and 1/F, with open spaces at its roof level and its forecourt at level comparable to the existing site platform formation level; and (iii) ground floor open space adjoining Schooner Street and Sau Wa Fong. An elevated walkway connecting the Item B1 site to Hopewell Mall and Hopewell Hotel would be provided at the Item B2 site. The major development parameters of the indicative scheme are set out as follows:

Site Area <sup>(i)</sup> (about)	3,157.6m <sup>2</sup>
Development Site Area (about) (excluding the area of the proposed elevated walkway to the Hopewell Mall and Hopewell Hotel)	3,140.7m <sup>2</sup>
Total GFA <sup>(ii)</sup> (including NKT) (about)	28,884.9m <sup>2</sup>
- Domestic	27,820.3m <sup>2</sup>
- Non-domestic (including NKT)	1,064.6m <sup>2</sup>
• <i>Retail at G/F of the composite residential and commercial development</i>	536.7m <sup>2</sup>
• <i>NKT :</i>	
➤ <i>Eating place</i>	159.6m <sup>2</sup>
➤ <i>Function space (for display of NKT history)</i>	159.6m <sup>2</sup>
• <i>Others (stairs, private lobby with lifts etc.)</i>	208.7m <sup>2</sup>
Total PR <sup>(ii)</sup> (including NKT) (about)	9.197
- Domestic	8.858
- Non-domestic (including NKT)	0.339 <sup>(ii)</sup>
SC (about)	
- Above podium roof	37.5%
- Podium (including footprint of NKT)	42.6%
BH (mPD)	+119.56mPD
BH (No. of Storeys)	28 (including 3 storeys in podium)

No. of Block (excluding NKT)	1
Average Unit Size	about 89.2m <sup>2</sup>
No. of Unit	about 312
Committed Open Space Provision (including footprint of NKT and covered pedestrian walkway at Schooner Street)	not less than 2,800m <sup>2</sup> (iii)

Remarks:

- (i) The exact site area would be subject to the setting out of the site boundary at the detailed design stage.
- (ii) The s.12A applicant assumed that recreational facilities ancillary to residential use, E&M facilities, greenery features, covered pedestrian walkway and covered open space are excluded from GFA calculation. GFA exemption will be submitted to the Buildings Department (BD) for approval at the building plans submission stage. Relaxation of the PR for the preservation of NKT under B(P)R will also be submitted to BD at the building plans submission stage. According to the applicant, the total non-domestic PR will be 0.237 if the GFA of the preserved NKT is excluded.
- (iii) According to the s.12A applicant's Indicative Scheme, a total of 3,179.9m<sup>2</sup> open space (including open-air open space together with the footprint of NKT (1,638.6m<sup>2</sup>) and covered open space underneath residential floors (1,027.7m<sup>2</sup>) at the podium roof level, and open-air open space (255.6m<sup>2</sup>) and covered pedestrian walkway (258m<sup>2</sup>) at G/F adjoining Schooner Street) will be provided. However, the applicant also indicated that this amount of open space has not fully taken into account the geotechnical, structural and other building requirements which have to be reviewed at the detailed design stage.

## 4.2 Planning Intentions

The planning intentions of the zones in relation to the above representation sites are as follows:

- (a) the "R(A)9" zone under Item A is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building;
- (b) the "OU(RDHBP)" zone under Item B1 is intended primarily for a comprehensive residential development with in-situ preservation of the historic building of NKT for adaptive reuse for cultural and commercial facilities, and provision of open space open to the public. Commercial uses are always permitted below 35 metres above Principal Datum of a building, and in the historic building of NKT; and
- (c) the "OU(Elevated Walkway)" zone under Item B2 is intended primarily for the development of an elevated walkway.

## 5. The Representations

### 5.1 Subject of Representations

- 5.1.1 During the two-month exhibition period, 38 valid representations were received. Among the five supportive representations, one in support of **Item A** was jointly submitted by Great Kinetic Limited, Full Glory Development Limited, and Ever Genius Limited (**R1**), and one in support of **Items B1 and**

**B2** was submitted by Yuba Company Limited (**R2**), both were the applicants of the s.12A applications No. Y/H5/7 and No. Y/H5/8 respectively. Two representations in support of **Item B1** were submitted by the nearby St. Francis' Canossian College (**R3**) and an individual (**R4**). One representation in support of all items was submitted by an individual (**R5**).

5.1.2 Among the 33 opposing representations, three in opposition to **Item A** only were submitted by a legislative councillor (**R6**), and two individuals (**R7 and R8**). 25 representations oppose both **Items A and B1**, including one submitted by Hostford Development Company Limited<sup>12</sup> (**R11**), four submitted by organisations (the Accessibility Concern Platform (**R9**), the Hong Kong Society for Rehabilitation (**R10**), the Lam Kin Chung Morning Sun Charity Fund (**R12**), and the Hong Kong Gaudeamus Dunhuang Ensemble (**R13**)), and 20 submitted by individuals (**R14 to R32, R38**), of which 13 (**R17 to R29**) used a standard template. Five individuals oppose **Items A, B1 and B2 (R33 to R37)**, among whom four (**R34 to R37**) used a standard template.

5.1.3 The major grounds and views of the representations as well as their proposals, and the Planning Department (PlanD)'s responses in consultation with the relevant government bureaux/departments (B/Ds) are summarised in paragraphs 5.2 and 5.3 below.

## 5.2 Supportive Representations

### *Item A*

Major Grounds/Views		Representation No.
(1)	The "R(A)9" zone can encourage the amalgamation of the seven small lots within the Item A site so as to fully achieve the comprehensive and efficient layout set out in s.12A application No. Y/H5/7, while avoiding piecemeal high-intensity development in the Sau Wa Fong area.	<b>R1</b>
(2)	The proposed public barrier-free passageway within the Item A site can improve accessibility by connecting St. Francis Street and Sau Wa Fong, serving as an alternative to the three staircases or the narrow and steep passage currently provided along the western side of Hoover Tower 2.	
(3)	The proposed internal L/UL facilities fronting St. Francis Street within the Item A site could reduce on-street pick-	

<sup>12</sup> A judicial review (JR) application (HCAL 2260/2023) was lodged by the Hostford Development Limited (**R11**), Dialogue in the Dark (HK) Foundation Limited, and Mr. Wong Wang Tai against the decision of the Committee to partially agree to the s.12A application No. Y/H5/7. The JR Applicants had submitted comments on the s.12A application under the pre-amended Ordinance. Their major concerns were related to pedestrian safety and provision of barrier-free access at the Item A site. The JR was heard on 26-27.8.2024 and the judgment was handed down by the Court of First Instance on 6.11.2024, dismissing the JR application. The subsequent JR appeal was dismissed on 28.7.2025.

	up/drop-off as well as L/UL activities on St. Francis Street near St. Francis Yard and the public lay-by on Star Street.	
(4)	The proposed minimum setback of 10m from the boundary of the Item A site fronting St. Francis Street for redevelopment covering both sub-areas (a) and (b) can promote air ventilation and visual permeability.	
(5)	The designation of NBA with the same PR and BH restrictions as those applied to the original “R(C)” zone for development confined to sub-area (a) of the Item A site already respects the original planning intention and the local character of Sau Wa Fong.	
(6)	The proposed development at the Item A site, with a maximum BH up to +110mPD, is compatible with the surrounding residential and commercial uses, which have maximum BH restrictions up to +120mPD, and with the ambience of the existing neighbourhood. It would not lead to any adverse visual impact.	
(7)	The rezoning of the Item A site to provide more housing units is in line with the Government’s policy of increasing housing supply.	
(8)	Technical assessments conducted by the s.12A applicants were accepted by the relevant government departments and demonstrated that no insurmountable landscape, air ventilation, traffic, drainage, sewerage, environmental, and geotechnical impacts are anticipated for the proposed development at the Item A site.	
(9)	Item A is consistent with the Committee’s decision on s.12A application No. Y/H5/7. Appropriate controls and requirements have already been stipulated in the Plan, Notes and ES of the OZP to address the Committee’s concerns.	
<b>Responses</b>		
The supportive views are noted.		

**Items B1 and B2**

<b>Major Grounds/Views</b>		<b>Representation No.</b>
(1)	The “OU(RDHBP)” zone can maximise the development potential of the Item B1 site, which is well-connected to the Wan Chai MTR Station and other modes of public transport, thereby incentivising <b>R2</b> to restore and	<b>R2</b>

	<p>conserve NKT. Under the concept of a high-density compact city, it is imperative to capitalise on the proximity to the railway station for high-density residential development, which aligns with the transport-oriented development (TOD) concept and green mobility.</p>	
(2)	<p>The rezoning of the Item B1 site to “OU(RDHBP)” is in line with the government’s policy initiatives to address housing shortages and the imbalanced spatial distribution of homes and jobs and to provide larger home spaces.</p>	
(3)	<p>Development controls under the “OU(RDHBP)” zone, such as varied BH restrictions, setbacks, NBA, two sets of schedule of uses, provisions for safeguarding comprehensive development and conservation of NKT, and an open space requirement, can ensure that the scale and design of the development at the Item B1 site are compatible with the local character.</p>	
(4)	<p>The relevant provisions in the Notes for the “OU(RDHBP)” zone can protect NKT while accommodating some non-domestic uses in the historic building for adaptive reuse, thereby preserving NKT in a financially self-sustainable manner over the long term. A non-profit-making organisation will be set up to manage NKT, oversee its daily operations, and pay the restoration cost upfront. The owners of the residential portion will be responsible for any shortfall only if the commercial elements of NKT generate insufficient income (an arrangement already established for other privately-owned historic buildings).</p> <p>The ES also reflects <b>R2</b>’s intention to preserve the associated architectural features of NKT as far as practicable.</p>	
(5)	<p>The proposed 24-hour public passageway connecting the Sau Wa Fong area and Schooner Street, with an open space at the NBA and a minimum 3m setback from the lot boundary at street level, will enhance the pedestrian environment and circulation in the area. The existing character of Sau Wa Fong is respected by enhancing passive surveillance amid the quiet neighbourhood.</p>	
(6)	<p>Technical assessments conducted by the s.12A applicant were accepted by the relevant government departments and demonstrated that no adverse traffic, sewage, drainage, air ventilation, visual, environmental and geotechnical impacts are anticipated for the proposed development at the Item B1 site.</p>	

	The Traffic Impact Assessment (TIA) has comprehensively evaluated both vehicular and pedestrian traffic and concluded that the proposed development will not cause adverse impacts to the local road and footpath networks. The L/UL needs of the development will also be supported by the adjoining Hopewell Mall and Hopewell Hotel.	
(7)	Hopewell Holdings Limited (the parent company of <b>R2</b> ) has a track record of urban renewal, heritage preservation and public realm improvement in the Wan Chai area. The genuine intention of comprehensive development at the Item B1 site and the revitalisation of NKT has been demonstrated and is also supported by the adjacent St. Francis' Canossian College and St. Francis' Canossian School.	
(8)	The "OU(Elevated Walkway)" zone at the Item B2 site could reflect <b>R2</b> 's intention to further enhance connectivity through a multi-level local open space system.	
(9)	The continued effort of Hopewell Holdings Limited to enhance the urban environment of Wan Chai South is appreciated, and it is hoped that the proposed development at the Item B1 site will continue to uphold the high standard of site management.	<b>R3</b>
(10)	The proposed development at the Item B1 site presents an opportunity to improve the surrounding environment, including the adjacent overgrown, poorly maintained government-owned slopes, and overall accessibility of the area. The improvements will also provide students with a safer and more convenient route to nearby areas.	
(11)	The proposed development at the Item B1 site can preserve the historic building of NKT.	<b>R4</b>
<b>Responses</b>		
The supportive views are noted.		

5.2.1 **R5** supports Items A, B1 and B2 without providing any grounds. The supportive view of **R5** is noted.

### 5.3 Opposing Representations / Adverse Views

#### *Item A*

##### 5.3.1 Land Use, Development Intensity, and Compatibility with Surrounding Areas

<b>Major Grounds/Views</b>		<b>Representation No.</b>
(1)	<p>The proposed high-density development at the Item A site, together with the patronage generated by the proposed 24-hour public passageway, will disrupt the tranquil environment and local character of Sau Wa Fong, contradicting the planning intention for the “R(C)” zone<sup>13</sup> as stipulated in the ES of the OZP.</p> <p>The original “R(C)” zoning for sub-area (a) of the Item A site has been in place since 1994 and remained unchanged in the last amendment of the Wan Chai OZP in 2023. When considering the s.12A application No. Y/H5/7, the assessment referenced the ‘Study on Redevelopment along Stepped Streets’ (1991) and ‘Review of Stepped Street Site’ (2012) primarily focused on vehicular access and fire safety. The OZP amendment appears to have been made predominantly on the basis of traffic access, with insufficient consideration of the unique local character and the need to avoid adverse visual, air ventilation and traffic impacts.</p>	<b>R11, R12, R15, R16, R33 to R38</b>
(2)	<p>The proposed intensive development at the Item A site is incompatible with the local character of the Star Street area, a historic low-rise area with ‘ladder-type streets’. The proposal fails to align with the planning intention outlined in the OZP to preserve local character and limit traffic congestion.</p>	<b>R16, R33</b>

<sup>13</sup> The paragraphs primarily referred to by the representers are:

Paragraph 8.4.1 - ‘This zone is intended for low to medium-rise residential developments subject to specific plot ratio and building height restrictions to preserve the local character and to avoid adverse visual, air ventilation and traffic impacts from more intensive development. The “R(C)” zone covers sites in the Sau Wa Fong area which is a large and well-preserved terraced area located to the south of Queen’s Road East. It is an enclosed and tranquil residential area. The streetscape and low to medium-rise residential developments in the area possess a human scale and create a different urban form in contrast with the high-rise mixed development to the north along Queen’s Road East. The generally low-rise character of the area also facilitates southerly downhill wind penetrating into Wan Chai.’

Paragraph 8.4.2 - ‘The area is inaccessible by vehicular traffic and is connected to Queen’s Road East via St. Francis Street and two stepped streets including Sik On Street and Ship Street. The Wan Chai MTR Station could be accessed within about 10 minutes’ walk. The only vehicular access to the area is via St. Francis Street which is a narrow one-way single lane access road. Cumulative effect of more intensive developments would aggravate the existing traffic problems.’

(3)	The more-than-doubling of PR and BH at the Item A site is excessive and will adversely affect the low-density neighbourhood of Sau Wa Fong. It also conflicts with the Hong Kong Planning Standards and Guidelines (HKPSG) regarding building-height profile and urban design.	<b>R11, R15, R33, R38</b>
(4)	The interface between the proposed development and Sau Wa Fong has not been adequately addressed, as there is no provision for transition such as a setback or stepped BH at the southeastern part of the Item A site. The NBA designated in the north-eastern part is inadequate to preserve the unique character and ambience of Sau Wa Fong. It merely maintains the existing terrace and fails to mitigate the negative impact of the proposed development. The minimal setbacks from Sau Wa Court will diminish openness and human scale, and the proposed planting within the development may not be implemented.	<b>R11, R15, R33, R38</b>
(5)	As the Item A site has three street frontages, it is classified as a Class C site under B(P)R <sup>14</sup> , which permits a higher PR than surrounding properties. Allowing further relaxation via a s.16 application would be unacceptable.	<b>R11</b>
(6)	Increasing the PR for the Item A site will set an undesirable precedent for other sites in Sau Wa Fong.	<b>R12</b>
(7)	Demand for private housing has declined in recent years, and the high-end residential units proposed at the Item A site will not help alleviate Hong Kong's housing shortage.	<b>R15, R33 to R37</b>
<b>Proposal</b>		
(i)	Regarding the amendments to the Notes (b) to (d), the zoning should either be reverted to that set out in the original OZP No. S/H5/31 or be revised with stricter development restrictions for a single development (or redevelopment) covering both sub-areas (a) and (b) to protect the tranquil environment of Sau Wa Fong. The suggested stricter restrictions are a PR of 6, a BH of +70mPD, and a maximum of 130 units, with no provision for a minor relaxation of the development restrictions.	<b>R11</b>
<b>Responses</b>		
(a)	In response to (1) to (7) and (i):  The Item A site was zoned "R(A)" and "R(C)" and shown as 'Road' on the	

<sup>14</sup> Domestic PR of 8 for Class A site, 9 for Class B site and 10 for Class C site, or non-domestic PR of 15.



OZP. “R(A)” zone is intended for high-density residential development with commercial uses on the lowest three floors, while the “R(C)” zone<sup>15</sup> covering the Sau Wa Fong area is intended for low- to medium-rise residential development subject to a maximum PR of 5 and a maximum BH of 12 storeys to preserve local character and avoid adverse visual, air ventilation, and traffic impacts. Terraces and stepped streets in Sau Wa Fong are shown as ‘Road’ on the OZP to prevent built-over redevelopment.

*The Committee’s Partially Agreed s.12A Application*

Item A reflects the Committee’s decision to partially agree to the s.12A application No. Y/H5/7 for rezoning the site to “R(A)9” for development intensity matching nearby “R(A)” sites in order to facilitate comprehensive residential cum commercial development with direct vehicular access from St. Francis Street. In assessing the application, the Committee (i) supported the applicants’ proposal to amalgamate small lots to avoid piecemeal development and address the traffic and fire safety concerns under the ‘Study on Redevelopment along Stepped Streets’; (ii) considered the proposed high-rise, high-density residential development with a maximum BH of +110mPD and a permissible PR under the B(P)R not incompatible with surroundings (as detailed in paragraph 4.1.2 above), provided that there will be a direct vehicular access from St. Francis Street and L/UL facilities within the Item A site; (iii) required appropriate controls ensuring comprehensive development of the whole site, no building on area previously shown as ‘Road’ to preserve the unique character of Sau Wa Fong, a 24-hour barrier-free public passageway for convenient access to Sau Wa Fong, and a 10m setback from St. Francis Street to enhance visual and air permeability.

*Technical Feasibility Demonstrated*

To support the s.12A application No. Y/H5/7, various technical assessments on visual, landscape, traffic, sewerage, environmental, air ventilation, and geotechnical impacts were submitted by the applicants, and demonstrated no adverse visual, air ventilation, traffic and other technical impacts. Relevant government departments had no adverse comments on the rezoning. The Visual Impact Assessment (VIA) concluded that the visual impact of the proposed development is slightly adverse to negligible/partly enhanced in the long term (**Drawings H-3a to 3h**). Regarding the interface with Sau Wa Court, the 10m setback already occupies a significant portion of the Item A site, making an additional setback on the southeastern portion impractical. The VIA also concluded that the view northeast from Sau Wa Fong would be slightly adverse to partly enhanced with the introduction of greenery on the building’s lower levels (**Drawing H-3f**). The Air Ventilation Assessment – Expert Evaluation (AVA-EE) found no significant

<sup>15</sup> It was the recommendation of the ‘Study on Redevelopment along Stepped Streets’ to rezone the Sau Wa Fong area from “R(A)” to “R(C)” mainly due to the lack of vehicular access. The study was commissioned by Planning Department (PlanD) in 1991 in order to assess whether, in addition to the fire safety consideration, there were planning, traffic, environmental or infrastructural reasons for retaining some control over the development intensity of sites along stepped street not accessible to vehicle. Subsequently, the Sau Wa Fong area (except those facing St. Francis Street) was rezoned to “R(C)”. The ‘Review of Stepped Street Sites’ (2012) recommended the development restrictions for the “R(C)” zone to be maintained having considered the local character, visual, air ventilation and traffic conditions of Sau Wa Fong to avoid out-of-scale developments.

air ventilation impact. CTP/UD&L of PlanD considered that the proposed development can integrate with the low- to medium-rise urban setting of Sau Wa Fong, with good design measures such as setback, NBA, and multi-level greenery enhancing amenity and permeability.

*Development Controls/Requirements Stipulated*

To take forward the Committee’s decision and address its concerns, appropriate development controls and requirement are stipulated for the “R(A)9” zone on the Plan and/or in the Notes of the OZP. Only a development that covers both sub-areas (a) and (b), or that cover sub-area (b) alone with direct vehicular access is permitted to reach a maximum BH of +110mPD with the PR permissible under B(P)R. Development covering sub-area (a) only is limited to a maximum PR of 5 and a maximum BH of 12 storeys, as with other “R(C)” sites. The OZP imposes no PR restriction on the “R(A)9” zone and hence no provision for minor relaxation of PR for “R(A)9”, future development covering both sub-areas (a) and (b) or sub-area (b) alone cannot obtain a higher PR through the planning regime. To preserve the existing ambience and environment of the Sau Wa Fong area, a NBA is designated at Sau Wa Fong to uphold the intention of the area shown as ‘Road’ and to avoid the terrace of Sau Wa Fong from being built over upon redevelopment. Moreover, a 10m setback from St. Francis Street is mandated for development covering both sub-areas (a) and (b) to enhance air passage and visual relief. Within this setback area, a 24-hour barrier-free public passage linking St. Francis Street (at +12mPD) and Sau Wa Fong (at +19.5mPD), together with an open area for passenger pick-up/drop-off and L/UL facilities, should be provided. Minor relaxation of these development controls may be considered by the Board under s.16 application of the Ordinance in exceptional circumstances.

In addition to complying with these development controls, future development should also meet the Sustainable Buildings Design (SBD) Guidelines and relevant provisions of BO to ensure that building bulk and separation are within acceptable limits.

In view of the above, the current development restrictions and controls are considered appropriate while optimising scarce land resources for housing development. There is no basis for amending the development restrictions stipulated in the OZP, as the **R11** proposal lacks any supporting technical assessments. Any amendment to the PR restriction for other “R(C)” sites in Sau Wa Fong will also be examined by the Board upon receipt of the corresponding s.12A or s.16 application in the light of the individual merits of each case.

5.3.2 Traffic Aspect and Barrier-free Access

Major Grounds/Views	Representation No.
(1) The increase in PR for the Item A site will raise both pedestrian and vehicular traffic, thereby aggravating	<b>R7, R8, R11, R15, R17</b> to

	road-safety concerns on St. Francis Street (a steep, one-way street serving a dense neighbourhood with schools and residential developments) by adding traffic flow on St. Francis Street and at its junction with Queen's Road East.	<b>R32</b>
(2)	<p>The submitted TIA does not include:</p> <ul style="list-style-type: none"> <li>• a junction-operational performance analysis for the St. Francis Street/Star Street intersection;</li> <li>• a pedestrian TIA;</li> <li>• a construction TIA; and</li> <li>• a detailed description of pedestrian facilities in the vicinity, nor does it identify shortcomings on St. Francis Street.</li> </ul> <p>Since St. Francis Street is inherently limited in its capacity to provide suitable pedestrian facilities, vehicular capacity, and universal access, these omissions indicate that the Item A site is not an appropriate location for high-density development.</p>	<b>R11, R12</b>
(3)	A 10 m setback for internal L/UL facilities at the Item A site is insufficient and impractical for managing the population increase generated by the proposed development and by users from Sau Wa Fong. The absence of a waiting area for queuing, combined with use of these facilities by nearby buildings and possible misuse, will exacerbate traffic on St. Francis Street and spill over onto Queen's Road East, increasing the risk of congestion and safety concerns.	<b>R11, R12, R14</b>
(4)	<p>The footpath along St. Francis Street is narrow, steep and discontinuous, posing significant risks to people with special needs (e.g. the disabled, the elderly, pregnant women, etc.) and forcing many of them to use the carriageway to reach the Item A site.</p> <p>The increase in PR for the Item A site and the corresponding population growth have not adequately considered the need for a comprehensive network of universal, barrier-free access in the area as:</p> <ul style="list-style-type: none"> <li>(i) the proposed 10m setback would only improve the pedestrian environment at the frontage of the Item A site. It would not benefit other sites along St. Francis Street; and</li> <li>(ii) the capacity of the 24-hour barrier-free passageway is inadequate to meet the needs of new residents from both the Items A and B1 developments.</li> </ul>	<b>R6, R11, R12, R14, R15</b>

(5)	The proposed development at the Item A site does not take the special needs into account and therefore infringes on their right to safe and equal use of city resources. Such considerations should be addressed comprehensively at the planning stage. By neglecting the requirement for a comprehensive, barrier-free pedestrian network in light of the disproportionate increase in development intensity, the proposal contravenes the government's commitments under the United Nations Convention on the Rights of Persons with Disabilities, the Disability Discrimination Ordinance, and Chapter 8 of the HKPSG.	<b>R6, R11, R12, R14, R15</b>
(6)	The continued management and maintenance of the 24-hour barrier-free public passageway and the turntable after the building's completion cannot be enforced through existing lands or planning mechanisms. A proposal to resolve the pedestrian and vehicular facilities and to ensure universal access on St. Francis Street between the Item A site and Queen's Road East, as well as an undertaking to construct L/UL facilities within the setback area and to ensure the ongoing management and maintenance of the barrier-free passageway and turntable before the new zoning takes effect are required.	<b>R11, R33</b>
(7)	No details are provided regarding the capacity and current occupancy of nearby parking facilities, even though the applicants claim that existing facilities can accommodate the demand generated by the proposed development at the Item A site.	<b>R33</b>
(8)	A footbridge over St. Francis Street should be provided to ensure universal access between Queen's Road East and Sau Wa Fong (via the proposed development at 3-7 St. Francis Street and 61 Queen's Road East, where a planned museum will be located) and the Item A site ( <b>Plan H-2</b> ). The Board should refrain from increasing the PR of the Items A site until the proposal is fully considered.	<b>R11, R13</b>
<b>Responses</b>		
(a)	In response to (1) and (2):  According to C for T, the scope of the TIA submitted with the s.12A application No. Y/H5/7 is acceptable given that junction operational performance assessments for eleven critical junctions near the Item A site (including the intersection of St. Francis Street / Queen's Road East) are conducted in the TIA. The assessment shows that all examined junctions can operate with capacities during peak periods with the proposed development.	

The intersection between St. Francis Street and Star Street acts primarily as a one-way street from St. Francis Street turning right onto Star Street with a short cul-de-sac leading to St. Francis' Canossian School. Apart from school pick-up/drop-off services around school starting and dismissal time, limited vehicles will enter the cul-de-sac or obstruct the traffic from St. Francis Street to Star Street. In view that the southern portion of St. Francis Street is a cul-de-sac and leads only to one development, i.e., St. Francis' Canossian School, not including this location as one of the critical junctions for assessing its junction performance is considered acceptable. Notwithstanding the above, the junction performance analysis in the vicinity, including that of St. Francis Street and St. Francis Yard, had demonstrated that junctions on or near St. Francis Street would be performing with adequate capacity after the commissioning of the proposed development.

To address the concern on pedestrian safety, the widening of footpath along the whole St. Francis Street was duly considered but assessed to be infeasible by the applicant given that the widening of footpath will either involve acquisition of other private land or obstruct the manoeuvring of emergency vehicles entering St. Francis Street from Queen's Road East. Alternatively, the proposed development will provide a 10m setback from St. Francis Street with off-street L/UL arrangement within the Item A site for passenger pick-up/drop-off and goods deliveries, as well as a 24-hour public passageway with provision of a lift for barrier-free access connecting St. Francis Street with Sau Wa Fong. This 24-hour passageway is an improvement to the existing conditions in the neighbourhood providing a barrier-free connection to the public and shortening their walking distance uphill to reach the upper part of Sau Wa Fong.

Based on the submitted pedestrian traffic analysis of the s.12A application No. Y/H5/7, there will be a maximum increase of 2-way traffic by 3 to 6 pedestrians per minute after the commissioning of the proposed development, and nearly all interviewees agreed to the proposed provision of 24-hour barrier-free connection according to the interview conducted by the applicants. Considering that (i) the majority of pedestrian travelling between St. Francis Street and Sau Wa Fong would make use of the 24-hour barrier-free access instead of walking up St. Francis Street; (ii) some residents are expected to travel by motor vehicles such as motorcycles and taxis; and (iii) the current proposal with the 10m setback with internal L/UL facilities and 24-hour barrier-free connection within the site has no impact on the existing width of the carriageway but improves the footpath portion at frontage and the overall connectivity of the neighbourhood, the proposed development at the Item A site is considered to contribute positively to the pedestrian walking environment on St. Francis Street.

With the completion of barrier-free access provided by the s.12A application No. Y/H5/8, changes to the existing pedestrian walking pattern are anticipated as residents from the Item A site and the vicinity would then have barrier-free access to the Wan Chai MTR Station. Moreover, the Level-of-services (LOS) of the adjacent footpaths, including those on Sau Wa Fong, St. Francis Street and Star Street have been assessed in the s.12A application No. Y/H5/8 taking into account the future general growth rate. The

	<p>pedestrian TIA indicated that the LOS of the footpath will remain at an acceptable level.</p> <p>TD also advised the applicants of the s.12A application No. Y/H5/7 to submit a construction-traffic impact assessment including access arrangement for demolition and construction at the detailed-design stage, taking into account other known projects in the vicinity. Construction traffic should, wherever practicable, be confined to off-peak hours to minimise the impacts to traffic flow and pedestrian safety on St. Francis Street. These submissions will be reviewed when the applicants submit their general building plans at the detailed design stage.</p>
(b)	<p>In response to (3):</p> <p>The off-street L/UL arrangement, incorporating a turntable<sup>16</sup> within the setback area fronting St. Francis Street for passenger pick-up/drop-off and goods deliveries, is supported by TD from a traffic engineering perspective when considering the s.12A application No. Y/H5/7. The s.12A applicants propose that all occupants requiring the use of the turntable for deliveries or movements involving Light Goods Vehicles (LGVs) must make a reservation with the property management of the development, except for pick-up/drop-off. L/UL activities shall be permitted during off-peak periods. Regular inspections will be coordinated with the turntable supplier to ensure continuous operational performance. Prior to any scheduled maintenance, occupants will be notified of the date and duration of the service interruption. In the event of failure or unscheduled maintenance, tenants will be immediately informed, the maintenance team will be dispatched for inspection and repair, and a staff member will be stationed to prevent vehicles from entering the turntable.</p> <p>The applicants further advise that off-street L/UL facilities eliminate curbside operations on the steep St. Francis Street and also their associated safety concerns regarding vehicles rolling backward. Therefore, no adverse impact on through traffic flow along St. Francis Street is anticipated.</p>
(c)	<p>In response to (4) and (5):</p> <p>The existing pedestrian route linking Sau Wa Fong, St. Francis Street and Queen's Road East consists of staircases and ramps that are not barrier-free, and parts of the pavement lie within private lots and are partially obstructed.</p> <p>As mentioned in response (a) above, the widening of footpath along the whole St. Francis Street was duly considered and assessed but found to be infeasible. To take forward the proposed comprehensive development at the Item A site, the current internal transport design and arrangement as required under the Notes has reasonably catered for the need of the residents of the development, addressed the safety concern on St. Francis Street, as well as improved the walking condition of St. Francis Street and enhancing</p>

<sup>16</sup> According to the indicative scheme submitted under the s.12A application, the turntable is partly outside the 10m setback area (**Drawing H1b**) and further away from St. Francis Street.

	<p>the connectivity of the Sau Wa Fong area. By integrating this barrier-free passageway via the Item B1 site that connects St. Francis Street to Sau Wa Fong to Queen’s Road East and Ship Street Garden or Hopewell Hotel, pedestrian connectivity and walkability in the Wan Chai South area will be further enhanced for residents and visitors (<b>Plan H-6</b>). The proposed barrier-free public passageway is an improvement to the existing conditions in the neighbourhood and TD supports this proposal from a traffic engineering perspective.</p> <p>It is government policy to provide a barrier-free environment for persons with disabilities with a view to enabling them to access premises and use facilities and services on an equal basis with others, thereby facilitating independent living and fully community integration. All new private buildings and any alterations or additions to existing private buildings are required to comply with the barrier-free design requirements as set out in the prevailing B(P)R and the <i>Design Manual: Barrier Free Access 2008</i>, unless exempted.</p> <p>For pedestrian traffic impact, response (a) in paragraph 5.3.2 above is relevant. Regarding enhanced pedestrian linkages in the Wan Chai South area, response (b) in paragraph 5.3.6 below is relevant.</p>
(d)	<p>In response to (6):</p> <p>The applicants of s.12A application No. Y/H5/7 have committed to providing, managing, and maintaining the 24-hour public passageway (including the lift, staircases, and open-air section within the Item A site) and the turntable.</p> <p>At the Committee’s meeting on 22.9.2023, the applicants confirmed that the passageway will be designed and constructed by them and managed and maintained as part of the non-domestic portion of the proposed development. Relevant development controls and requirements for provision of the barrier-free public passageway and internal L/UL facilities are incorporated in the Notes of the “R(A)9” zone on the OZP, and the provision will be ensured through vetting of the general building plans.</p>
(e)	<p>In response to (7)</p> <p>According to the TIA submitted with the s.12A application No. Y/H5/7, surveys of three nearby car parks (East Town Building, Shanghai Industrial Investment Building and The Avenue) show that vacant spaces are sufficient to meet the parking demand from the proposed developments at the Item A site and two adjacent developments lacking internal transport facilities (i.e. 3-7 St. Francis Street &amp; 61 Queen’s Road East, and 21-23 Wing Fung Street).</p>
(f)	<p>In response to (8)</p> <p>The footbridge proposal, initially suggested by <b>R11</b> as a public comment on the s.12A application, includes only a preliminary layout largely outside the Item A site without technical details. As a result, relevant government departments were unable to provide further comment.</p>

	<p>If the owner of the Item A site agrees to the footbridge proposal which will have implications on its proposed development, and the footbridge is subsequently proved to be technically feasible and supported by relevant government departments, the developers of the proposed development at Item A site and the proposed development at 3-7 St. Francis Street and 61 Queen's Road East could still proceed with the footbridge which is always permitted under the covering Notes of the OZP.</p> <p>Response (a) in paragraph 5.3.1 above is relevant to the considerations for increasing the development intensity of the Item A site.</p>
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### 5.3.3 Fire Safety

<b>Major Grounds/Views</b>		<b>Representation No.</b>
(1)	No emergency vehicular access (EVA) is provided for the Item A site. This requirement should not be waived merely due to site constraints.	<b>R15, R16</b>
<b>Responses</b>		
(a)	<p>In response to (1):</p> <p>According to the s.12A application No. Y/H5/7, to address the absence of an EVA, enhancement of fire service installations shall be provided to the satisfaction of the Fire Services Department (FSD) in the detailed design stage. Relevant measures and detailed fire safety requirements will be formulated upon the receipt of formal submission of general building plans. FSD has no objection in principle to this approach.</p>	

### 5.3.4 Heritage Conservation and Arts and Cultural Development

<b>Major Grounds/Views</b>		<b>Representation No.</b>
(1)	The proposed turntable conflicts with the historic well located at the Item A site, which should be preserved. However, the current OZP amendment provides no discussion of the well.	<b>R11, R33 to R37</b>
(2)	The floor space allotted to the Asia Art Archive is insufficient to accommodate its art facilities and therefore cannot be regarded as a planning merit.	<b>R16</b>
(3)	The floor space for art facilities could easily be repurposed for other commercial uses.	<b>R33</b>
(4)	District planning, including any increase in PR for the Item A site, should adopt a macro perspective and consider the broader development of arts and culture in the area.	<b>R12, R13</b>



<b>Responses</b>	
(a)	<p>In response to (1):</p> <p>According to the Antiquities and Monuments Office (AMO), the well within the Item A site (<b>Plan H-2</b>) is neither a graded item nor a new item pending grading assessment. The applicants confirmed that preserving the well in the backyard of 12 St. Francis Street for incorporation into the new development is not feasible. In view that the well is a testament to the post-war use of well water for flushing, the applicants of the s.12A application No. Y/H5/7 have been advised, as far as possible, to provide traces of the well and interpretive materials to explain its history and relationship to the associated buildings, as well as to conduct detailed recording of the well, including photographic, cartographic, video recording and 3D scanning, prior to commencement of any on-site works. The applicants will consider appropriate design measures to provide traces of existence of the well in the detailed design stage and conduct detailed recording of the well before its demolition.</p>
(b)	<p>In response to (2) to (4):</p> <p>The applicants' indicative scheme under the s.12A application No. Y/H5/7 to provide art facilities on the 1/F and 2/F of the proposed development at the Item A site was reviewed by the Committee. Members of the Committee generally considered that, since the Item A site would be zoned "R(A)9" for residential development, the provision of art facilities constitutes a bonus and flexibility should be allowed. 'Place of recreation, sports or culture' use, including art studio, art gallery and art centre, is always permitted in the "R(A)9" zone at the Item A site. The current zoning thus provides flexibility for incorporating arts and cultural facilities into the development. To reflect the above intention and the Committee's views, the ES of the OZP stipulates that the "R(A)9" zone is intended "<i>for a residential development with commercial uses (including art facilities)</i>".</p>

**Items B1 and B2**

5.3.5 Land Use, Development Intensity, and Compatibility with Surrounding Area

<b>Major Grounds/Views</b>	<b>Representation No.</b>
<p>(1) The high-density development proposed at the Item B1 site, together with the increased visitors attracted by the proposed open space open to the public at 18 Sau Wa Fong, will disrupt the tranquil environment and local character of Sau Wa Fong. The "R(C)" zoning has been in place since 1994 and remains effective in the last amendment to the Wan Chai OZP in 2023. There is a reasonable expectation that this tranquil environment will be preserved.</p>	<p><b>R11, R33, R38</b></p>

(2)	Intensive development at the Item B1 site conflicts with the historic low-rise fabric of the Star Street area, which is characterised by its narrow ‘ladder-type streets’, and breaches the planning guidelines of the OZP aimed at preserving local character and reducing traffic congestion. The decision to increase development intensity at the Item B1 site without direct vehicular access and L/UL facilities contradicts the Board’s earlier approval of high-density development at the Item A site, which was primarily based on the provision of these facilities.	<b>R16, R33 to R37</b>
(3)	The more-than-doubling of PR and BH at the Item B1 site is disproportionate and would overwhelm the low-density neighbourhood of Sau Wa Fong as well as the Grade I historic building of NKT and its architectural features. The interface between the proposed development and NKT has not been adequately examined, despite the development potential at the Item B1 site already being maximised to incentivise conservation work on NKT.	<b>R11, 16</b>
(4)	The proposed development will build over the granite plinth of NKT, blocking its view from Queen’s Road East and Ship Street. This would diminish NKT’s visual prominence and erode the cultural context of the original harbour vista.	<b>R15, R33 to R37</b>
(5)	The former hillside open space at the Item B1 site would be replaced by tiered concrete platforms surrounded by high walls. No visual presentation has been provided to illustrate the development’s interface with the neighbouring Hopewell Mall and Hopewell Hotel, leaving the impact on the surrounding urban fabric unclear.	<b>R33</b>
(6)	Increasing the PR for the Item B1 site would set an undesirable precedent for other sites in Sau Wa Fong, encouraging similarly high-density proposals.	<b>R12</b>
(7)	The residential block at the Item B1 site is located directly adjacent to St. Francis’ Canossian College. Its massing would shade the school, reducing natural sunlight, and raise security and traffic concerns for the students.	<b>R15, R33</b>
(8)	As the Item B1 site has frontages on two streets, it is classified as a Class B site under the B(P)R, which permits a higher PR than surrounding properties. Allowing further relaxation via a s.16 application would be unacceptable.	<b>R11</b>

(9)	The projected increase of 68 residents at the Item B1 site assumes larger average unit size and smaller household size. To mitigate traffic impact on St. Francis Street, the maximum number of units should be capped. However, no mechanism currently exists to control the number of units at the Item B1 site, raising the risk that actual supply will exceed projections and intensify local impacts.	<b>R11</b>
(10)	Demand for private housing has declined in recent years, and the high-end residential units proposed at the Item B1 site will not help alleviate Hong Kong's housing shortage.	<b>R15, R33 to R37</b>
<b>Proposal</b>		
(i)	Regarding amendments to Notes (a) and (e), the zoning should either be reverted to that in the original OZP No. S/H5/31 or revised with stricter development restrictions. This would include a PR of 6, a BH of +100 mPD for the southwestern portion of the Item B1 site, and a maximum of 205 units, with no provision for minor relaxation of development restrictions.	<b>R11</b>
<b>Responses</b>		
(a)	<p>In response to (1) to (8), (10) and (i):</p> <p>The previous maximum PR of 5 for the Item B1 site was imposed based on the 'Review of Stepped Street Sites' (2012) having regard to the traffic, air ventilation, visual, and local character concerns of the area (for the part previously zoned "R(C)") and the approved rezoning application No. Y/H5/5 which sought to increase the PR of the "CDA" portion to the level permissible at the "R(C)" portion.</p> <p><i>The Committee's Partially Agreed s.12A Application</i></p> <p>Items B1 and B2 reflect the Committee's latest decision to partially agree to another s.12A application (No. Y/H5/8) for rezoning the site to "OU(RDHBP)" and "OU(Elevated Walkway)" to facilitate a comprehensive residential development with commercial uses, in-situ preservation of the historic building of NKT for adaptive reuse as cultural and commercial facilities, open space open to the public, and an elevated walkway connecting to Hopewell Mall and Hopewell Hotel. In assessing the application, the Committee (i) generally agreed the scheme improved through amalgamation of 18 Sau Wa Fong, designating it as a NBA to provide at-grade open space, opening up the narrow right of way between Sau Wa Fong and Schooner Street, and enhancing east-west barrier-free pedestrian circulation; (ii) considered the proposed high-rise, high-density residential and commercial uses with a maximum BH of +120mPD and a permissible PR under the B(P)R acceptable after taking into account the planning gains of the scheme, compatibility with surrounding PR and BH (as detailed in paragraph 4.1.5 above), and no significant technical issues in traffic and air ventilation; and (iii) requested development controls and requirements including BH</p>	

restrictions, a NBA at 18 Sau Wa Fong, a minimum 3m ground floor setback from the lot boundary fronting Schooner Street, and a minimum provision of open space open to the public of 2,800m<sup>2</sup>, as well as other appropriate controls to ensure in-situ preservation and adaptive reuse of historic building of NKT, to avoid piecemeal/standalone development on the application site, and to encourage the preservation of the associated architectural features outside the grading boundary of NKT.

*Technical Feasibility Demonstrated*

To support the s.12A application No. Y/H5/8, the applicant submitted technical assessments on traffic, landscape, air ventilation, drainage, sewerage, environmental and geotechnical impacts, demonstrating no adverse impacts. Relevant government departments raised no objections to the rezoning. The assessments confirmed the indicative scheme was technically feasible with no insurmountable impacts in any aspects. Regarding visual impact, considering that the Item B1 site is situated at the upper platform of +35mPD, a maximum BH of 120m is considered an appropriate transition from Hopewell Centre (BH restriction of +220mPD), Hopewell Mall and Hopewell Hotel (BH restriction of +210mPD) to the proposed development (BH restriction of +120mPD) and the residential areas zoned “R(C)” (BH restriction of 12 storeys) in the Wan Chai South area (**Plan H-7**). The VIA shows that, from the six designated viewpoints, the proposed development is rated from “moderately adverse” or “significantly adverse” to “enhanced” (**Drawings H-4a to H-4i**). CTP/UD&L of Plan D commented that the increased PR and BH will result in a bulkier building mass that may pose a larger contrast with the medium-density residential neighbourhood and the two schools in the vicinity. Design measures to reduce or soften the visual bulkiness, such as setting back of the residential tower from the site boundary fronting Schooner Street, façade treatments, and landscaped buffer, should be adopted as far as practicable.

*Development Controls and Requirements Stipulated*

To take forward the Committee’s decision and address its concerns, appropriate development controls and requirements are stipulated for the “OU(RDHBP)” zone on the Plan and/or in the Notes of the OZP. To preserve the terraced character of the podium and open up views of NKT from Queen’s Road East, a maximum BH of +35mPD is stipulated for the southeastern portion of the “OU(RDHBP)” zone covering the forecourt of NKT. To further safeguard NKT, permission from the Board is required for any demolition of, or addition, alteration and/or modification to (except for those minor alteration and/or modification works) or redevelopment of the historic building of NKT to ensure the in-situ preservation of NKT. Moreover, to ensure that any new development or redevelopment within the “OU(RDHBP)” zone is implemented in a comprehensive manner, piecemeal development and/or redevelopment on part of the land within this zone is not permitted unless permission is obtained from the Board under s.16 of the Ordinance. To ensure that development is in keeping with the local setting, the Notes for the “OU(RDHBP)” zone also stipulate (i) the designation of a NBA for open space at street level adjoining Sau Wa Fong; (ii) the provision

	<p>of open space of not less than 2,800m<sup>2</sup> open to the public; and (iii) a minimum ground floor setback of 3m from the lot boundary fronting Schooner Street.</p> <p>There is no PR restriction at the Item B1 site stipulated on the OZP. The development intensity will be controlled by the permissible PR under the B(P)R. Since the OZP imposes no PR restriction on the Item B1 site and hence no provision for minor relaxation of PR, future development cannot obtain a higher PR through the planning regime. Minor relaxation of other development controls or requirements, such as NBA and setbacks, may be considered by the Board on application under s.16 application of the Ordinance under exceptional circumstances.</p> <p>In addition to OZP requirements, future developments must comply with the SBD Guidelines and relevant provisions of the BO to ensure acceptable building bulk and separation.</p> <p>In view of the above, the current development restrictions and controls are considered appropriate while optimising scarce land resources for housing development. There is no basis for amending the OZP restrictions, as the <b>R11</b> proposal lacks any supporting technical assessments. Any amendments to the PR restrictions for other “R(C)” sites in Sau Wa Fong will be examined by the Board upon receipt of a corresponding s.12A or s.16 application in the light of the individual merits of the case.</p>
(b)	<p>In response to (9):</p> <p>At the Committee meeting on 10.1.2025 for the s.12A application No. Y/H5/8, the applicant confirmed that the maximum number of flats could be stipulated in relevant document(s) during the land exchange process. This requirement, subject to approval by the appropriate authority and any conditions imposed by relevant government departments, will be incorporated through administrative means.</p>

### 5.3.6 Traffic Aspect and Barrier-free Access

	<b>Major Grounds/Views</b>	<b>Representation No.</b>
(1)	<p>The TIA underestimates these impacts:</p> <p><i>Pedestrian traffic</i></p> <ul style="list-style-type: none"> <li>(i) the assumption that pedestrian volumes on St. Francis Street will not increase due to the undesirable walking environment;</li> <li>(ii) the assumption that only 5 % of future pedestrian generation will use Star Street underestimates demand since Star Street is the main route to Admiralty MTR Station;</li> <li>(iii) the claim that the LOS on St. Francis Street in 2031 shows no difference between “no</li> </ul>	<b>R11</b>

	<p>development” and “development” scenarios is incorrect, given that the proposed development at the Item A site is scheduled for completion by 2026;</p> <p>(iv) the southern kerb of Star Street is projected to deteriorate from LOS B to LOS C by 2031, which will aggravate the existing constraints on St. Francis Street; and</p> <p>(v) the capacity of the barrier-free link connecting Sau Wa Fong with St. Francis Street (through the Item A site) to serve both new residents and planned patronage has not been demonstrated.</p> <p><i>Vehicular traffic</i></p> <p>(i) no quantitative assessment is provided for existing or future conditions on St. Francis Street and Star Street, despite the significant increase in development intensity at the Item B1 site;</p> <p>(ii) assuming generated traffic follows current distribution patterns is inappropriate; and</p> <p>(iii) the evaluation of the two lay-bys on Star Street relies on current availability and fails to account for impacts from the proposed development at the Item A site.</p>	
(2)	The increase in PR from 5 to 9 at the Item B1 site, with exits onto St. Francis Street, will exacerbate traffic chaos and create pedestrian safety risks.	<b>R17 to R29, R31, R32</b>
(3)	Without dedicated vehicular access to the Item B1 site, daily operational traffic (including L/UL for residential, retail, and refuse) will adversely affect traffic flow on Queen’s Road East.	<b>R33</b>
(4)	The NKT preservation and redevelopment scheme is commended for improving barrier-free facilities. However, only one lift is provided between Ship Street Garden and the Queen’s Road East, which is insufficient to serve the increased number of residents and tourists. Alternative routes are either indirect and poorly signposted (via Hopewell Mall and Hopewell Hotel) or unsafe (St. Francis Street). The Board and the developer should provide additional direct barrier-free routes between NKT and Queen’s Road East to ensure a safe, convenient, and resilient network.	<b>R9, R10, R15</b>
(5)	The effectiveness of the proposed barrier-free route from Ship Street (a typical inner street in Wan Chai) to NKT is doubtful. A direct link from NKT to St. Francis Street, and therefore connecting to the commercial and cultural	<b>R9</b>

	areas of the Star Street District and Admiralty, would be more effective and offer an alternative travel experience.	
(6)	Converting 18 Sau Wa Fong into a public passage will channel pedestrians from Sau Wa Fong to St. Francis Street en route to Admiralty MTR Station, likely causing traffic chaos during school-peak hours.	<b>R30</b>
(7)	The developer should come up with a proposal to (i) enhance barrier-free universal access between Sau Wa Fong and St. Francis Street near Hoover Tower 2; and (ii) resolve pedestrian, vehicular, universal access issues on St. Francis Street between the Sau Wa Fong stairs and Star Street. Undertakings should be provided by the applicant to construct and complete these enhancements before the new zoning takes effect.	<b>R11</b>
(8)	The impact of the proposed development on the disabled community cannot be fully assessed due to the absence of an institutionalised framework for evaluating barrier-free access and accessibility with a Social Impact Assessment. The Board should require a specific assessment of barrier-free connectivity, set clear standards, and consult relevant organisations when reviewing planning applications.	<b>R10</b>
(9)	The proposed refuse transfer by trolley to the Star Street Refuse Collection Point will conflict with pedestrian flow and compromise sanitation.	<b>R11, R14</b>
(10)	The Board should refrain from increasing PR at the Item B1 site until the footbridge proposal over St. Francis Street, which provides universal access between Queen's Road East and Sau Wa Fong via the planned museum at 61 3-7 St. Francis Street and 61 Queen's Road East, is fully considered.	<b>R13</b>
<b>Responses</b>		
(a)	In response to (1) to (3):  According to the TIA submitted with the s.12A application No. Y/H5/8, residents and visitors of the proposed development will primarily use public transport, and with the provision of barrier free access via Ship Street Garden newly constructed under HCII project, the majority of pedestrian traffic from Item B1 are expected to travel to Queen's Road East and Wan Chai MTR Station via the more direct and user friendly routes including (i) via Ship Street Garden and Ship Street; (ii) via Ship Street Garden and Hopewell Hotel; and (iii) via Sik On Street, which has a more desirable walking environment. For Admiralty MTR Station, pedestrian could travel via (i) Sik On Street to Queen's Road East; or (ii) via Sau Wa Fong and Star	

Street. Taking into account the walking environment of all alternative routes, insignificant amount of pedestrian traffic from the Item B1 site will be induced to use St. Francis Street. Besides, considering residents of Sau Wa Fong could make use of the 24-hour barrier-free access in the Item A site to travel between St. Francis Street and Sau Wa Fong as required under the Notes for “R(A)9” zone pertinent to Item A site, the pedestrian condition of St. Francis Street is expected to improve after the implementation of the proposed development at the Item A site by diverting some existing pedestrian traffic between those two streets rather than overwhelming St. Francis Street. The modest increase of pedestrian traffic to Star Street with a Level “C” LOS remains acceptable and TD has no in-principle objection to the assessment.

For vehicular traffic, it is noted that vehicular access is impractical due to site constraints. The TIA presents that additional car parking and L/UL demand can be met by existing car parking spaces in nearby developments and adjacent L/UL facilities in the vicinity primarily along Queen’s Road East or Kennedy Road, and significant traffic volume or impact adding onto St. Francis Street and Star Street from the Item B1 site is not expected. In particular, to meet the operational L/UL need arising from the proposed development, the lot owner of the adjacent Hopewell Mall and Hopewell Hotel has provided an undertaking at the s.12A application stage to allow L/UL and related access through their internal transport facilities, lifts and access in Hopewell Mall and Hopewell Hotel to meet the operational L/UL needs arising from the proposed development. As the proposed development at the Item A site is equipped with internal pick-up/drop-off and L/UL facilities, traffic arose from the Item A site is not expected to materially affect the utilisation rate of the two lay-bys on Star Street, which are available for use about 37 % of the time surveyed.

The TIA also includes a junction-capacity assessment for the signalised junctions of Queen’s Road East/Spring Garden Lane and Queen’s Road East/Kennedy Road. The assessment shows that both junctions retain sufficient reserve capacities during peak hours after completion of proposed development under s.12A application No. Y/H5/8.

(b) In response to (4) to (7):

A comprehensive barrier-free pedestrian network will be established in Wan Chai South through new accesses to be implemented at Items B1 and B2 sites (**Plan H-6**). Barrier-free accesses via Lifts A and B, and the new Lift C within the Item B1 site, combined with the new elevated walkway at the Item B2 site connecting to Hopewell Mall and Hopewell Hotel with comprehensive signage scheme, will address level differences between Kennedy Road (+63.63mPD) and Queen’s Road East via Schooner Street (+19mPD) and Ship Street (+7mPD). These will serve as critical nodes in the comprehensive barrier-free pedestrian network.

Currently, pedestrians must navigate narrow alleys between buildings in Sau Wa Fong to reach St. Francis Street. With the demolition of the existing building and the introduction of an open space at 18 Sau Wa Fong (which is



	<p>designated as a NBA on the OZP for the “OU(RDHBP)” zone), a wider pedestrian passageway will be created. Combined with the 3m ground floor setback from Schooner Street, this will enhance east-west pedestrian circulation across Star Street, St Francis Street, Sau Wa Fong, Schooner Street, the Items A and B1 sites, and Hopewell Mall and Hopewell Hotel.</p> <p>The pedestrian TIA conducted for the s.12A application No. Y/H5/8 assesses the LOS of nine footpaths adjacent to the Item B1 site, including the kerbs of Ship Street and Star Street. Considering that the walking environment of barrier-free access to Queen’s Road East via Ship Street or Hopewell Hotel is more desirable, the TIA assumed that only 5% of the generated pedestrian traffic would be directed to Star Street via Sau Wa Fong and the result indicates that the LOS of the footpath on Star Street with the highest pedestrian traffic will remain at an acceptable level of Level “C”. Noting also that the school starting and dismissal time is staggered with the working population of the residential or commercial developments, it is therefore considered acceptable to conclude that the proposed development will not cause significant impact to the nearby pedestrian network. TD has no comment on the pedestrian TIA.</p>
(c)	<p>In response to (8):</p> <p>At the Items B1 and B2 sites, apart from the preservation of the historic building of NKT, the scheme also proposes to provide at least 2,800m<sup>2</sup> of new open space for the public. Barrier-free pedestrian access within the Items B1 and B2 sites will complement that at the Item A site, forming an improved comprehensive network linking Queen’s Road East, NKT, Kennedy Road, Ship Street and St. Francis Street. These planning merits and societal benefits have been agreed by the relevant B/Ds and considered by the Board at the s.12A application stage.</p>
(d)	<p>In response to (9):</p> <p>The applicant of the s.12A application No. Y/H5/8 proposes daily refuse transfer to the Star Street Refuse Collection Point via trolley on Star Street, conducted once daily during off-peak hours. The Food and Environmental Hygiene Department (FEHD) has no comment on the proposed refuse collection method, provided that no environmental nuisance is generated to the surrounding area, and would closely monitor the cleansing condition and take appropriate action if necessary.</p>
(e)	<p>In response to (10):</p> <p>The response (f) in paragraph 5.3.2 above is relevant.</p>

### 5.3.7 Fire Safety

<b>Major Grounds/Views</b>		<b>Representation No.</b>
(1)	The lack of space for fire services and EVA at the Item B1 site could lead to fire safety hazards. The requirement for EVA provision should not be waived merely due to site constraints.	<b>R15 to R17, R33</b>
<b>Responses</b>		
(a)	<p>In response to (1):</p> <p>Although the Item B1 site is not directly accessible by fire engines, it is located in close proximity to a nearby public road or the EVA of adjacent developments (e.g. Hopewell Mall and Hopewell Hotel). According to the s.12A application No. Y/H5/8, to address the absence of an EVA due to site topography, compensatory fire safety measures under an enhanced fire engineering approach will be required, which may include measures such as provision of pressurisation of staircase or natural venting of staircase, a direct line to the Fire Services Communication Centre and connected to the sprinkler alarm system and manual fire alarm system, enhancement to the size of water tank / inflow rate for sprinkler or fire hydrant/hose reel system tank, etc. Relevant measures and detailed fire safety requirements will be formulated upon the receipt of formal submission of general building plans. FSD has no objection in principle to this approach.</p>	

### 5.3.8 Arts and Cultural Development

<b>Major Grounds/Views</b>		<b>Representation No.</b>
(1)	District planning, including any increase in the PR for the Item B1 site, should adopt a macro view and consider the development of arts and culture in the area.	<b>R12, R13</b>
<b>Responses</b>		
(a)	<p>In response to (1):</p> <p>Within the “OU(RDHBP)” zone for Item B1 site, ‘Place of recreation, sports or culture’ use, including art studio, art gallery and art centre, is always permitted at level below +35mPD or within the historic building of NKT. The current zoning provides flexibility for incorporating arts and cultural facilities into the development.</p>	

5.3.9 Provision of GIC facilities and Open Space

Major Grounds/Views		Representation No.
(1)	The Item B1 site was originally zoned “O” with no PR provision, forming part of an at-grade public open space network in Wan Chai South. However, the current proposal deviates from this intention by allowing development on the Item B1 site, with the open space confined to the podium level and the area underneath the tower block being inaccessible and unwelcoming. The opening hours for the space are also unclear, and conflicts between residents and open-space users are anticipated. By incrementally increasing the development intensity of the Item B1 site, and potentially relaxing the BH restrictions in the future, the requirements of “O” have been completely disregarded.	<b>R15, R33</b>
(2)	NKT should not be considered part of the open space at the Item B1 site, as public access requires advance booking and the building will be used for commercial and exhibition purposes.	<b>R33 to R37</b>
(3)	The amount of open space proposed at the Item B1 site has been reduced, since much of it consists of covered open space or pedestrian walkways. The covered area will be exempted from GFA calculation.	<b>R33 to R37</b>
(4)	No GIC facilities are provided at the Item B1 site, even though government land is included within the site.	<b>R33</b>
(5)	The rezoning from “O” to “OU(Elevated Walkway)” is an erosion of the public realm.	<b>R33 to R37</b>
Responses		
(a)	In response to (1) to (3):  According to the Notes of the OZP for the “OU(RDHBP)” zone, an open space of not less than 2,800m <sup>2</sup> open to the public shall be provided within the Item B1 site, which is larger than the original “O” zone (including the footprint of the NKT building) at the site (about 2,040m <sup>2</sup> ). The open space will comprise the street-level open space adjoining Sau Wa Fong, a 3m ground-floor setback area from Schooner Street with an all-weather canopy, an open-air open space integrated with the historic building of NKT at the podium roof level, the roof floor of the NKT building and a covered, all-weather landscape area underneath the residential tower ( <b>Drawing H-2b</b> ). In the s.12A application, the applicant stated that it will endeavour to provide open space open to the public beyond 2,800m <sup>2</sup> as far as practicable, and this will be reviewed at the detailed design stage.	

	<p>The ground-level open space will be open to the public 24 hours a day, while the remaining areas will be accessible during reasonable hours (0600 - 2300 daily) for public enjoyment.</p> <p>The open spaces and pedestrian connections proposed at the Items B1 and B2 sites can extend and create a multi-level open space network in the area, linking up various points of interest, i.e. the Ship Street Garden, the private open space in Hopewell Mall and Hopewell Hotel (i.e. The Park), and Kwong Ming Street Children’s Playground (<b>Plan H-6</b>).</p>
(b)	<p>In response to (4):</p> <p>As shown in the summary table (<b>Annex V</b>), the existing and planned provision of major GIC facilities are generally adequate to meet the demand of the overall planned population based on the requirements of HKPSG and relevant B/D’s assessment. Although there will be shortfalls in some child care, elderly and rehabilitation services/facilities in Wan Chai District, the HKPSG requirements for these facilities are long-term goals, and the actual provision would be subject to consideration of the Social Welfare Department (SWD) in the planning and development process as appropriate. These services/facilities will be carefully planned/reviewed by relevant B/Ds, and premises-based GIC facilities could be incorporated in future development/redevelopment when opportunities arise. Noting the applicant’s confirmation that welfare facilities could not be incorporated due to site constraints, SWD has indicated that it has no comment on the s.12A application No. Y/H5/8.</p>
(c)	<p>In response to (5):</p> <p>The “OU(Elevated Walkway)” zoning is intended primarily for the development of an elevated walkway. An elevated walkway spanning across the existing Ship Street Staircase will be constructed to facilitate the implementation of a barrier-free pedestrian network for the benefit of local community, which would not affect the daily operation of the staircase.</p>

## 6. **Departmental Consultation**

6.1 The following B/Ds have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:

- (a) C for T;
- (b) CTP/UD&L, PlanD;
- (c) D of FS;
- (d) Chief Building Surveyor/Hong Kong East and Heritage, Buildings Department;
- (e) Director of Food and Environmental Hygiene;
- (f) Commissioner for Heritage, Development Bureau; and
- (g) Executive Secretary (Antiquities and Monuments), Development Bureau.

6.2 The following B/Ds have no comment on the representations:

- (a) District Lands Officer/Hong Kong East, Lands Department;
- (b) Chief Architect/3, Architectural Services Department;
- (c) Director of Environmental Protection;
- (d) Chief Highway Engineer/Hong Kong, Highways Department;
- (e) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department;
- (f) Chief Engineer/Construction, Water Supplies Department;
- (g) Chief Engineer/Hong Kong & Islands, Drainage Services Department;
- (h) Director of Leisure and Cultural Services;
- (i) Director of Social Welfare;
- (j) Director of Electrical and Mechanical Services;
- (k) Commissioner of Police; and
- (l) District Officer (Wan Chai), Home Affairs Department.

## **7. Planning Department's Views**

7.1 The supportive views of **R1** on Item A, **R2** to **R4** on Items B1 and/or B2, and **R5** on Item A, B1 and B2 are noted.

7.2 Based on the assessments in paragraph 5.3 above, the Planning Department does not support **R6** to **R38** and considers that the OZP should not be amended to meet the representations for the following reasons:

- (a) Items A, B1 and B2 are to take forward two section 12A applications which were agreed by the Metro Planning Committee of the Town Planning Board taking into consideration the compatibility of the proposed developments with the surrounding areas in terms of land use and development intensity, findings of relevant technical assessments and comments from the relevant government bureaux/departments (B/Ds). The proposed amendments are considered appropriate (**R6** to **R38**);
- (b) relevant technical assessments on traffic, environmental, visual, air ventilation, landscape, heritage, geotechnical, drainage, sewerage, and water supply aspects have been conducted under the two section 12A applications and confirmed that there are no insurmountable technical impacts arising from the proposed developments with the implementation of appropriate mitigation/improvement measures. The development details and other technical aspects of the proposed developments would be subject to the scrutiny of concerned government departments in subsequent development stage of building plan submissions and/or land exchange application (**R6** to **R38**);
- (c) with the completion of proposed developments at the Items A, B1 and B2 sites, there will be a new barrier-free pedestrian network connecting Queen's Road East to St. Francis Street through Sau Wa Fong serving the local residents and visitors of the area (**R6**, **R9** to **R15**, **R30** and **R33**); and
- (d) the overall provision of open space is considered generally adequate to meet the demand of planned population, and new open space open to public would

also be provided in the proposed development at the Item B1 site to meet the needs of the local residents in the area. The existing and planned provisions of Government, Institution and Community (GIC) facilities are generally sufficient to meet the demand of the planned population in Wan Chai District Council Area in accordance with the requirements of the Hong Kong Planning Standard and Guidelines, except for child care centre, community care services facilities, residential care homes for the elderly, day rehabilitation services and residential care services (**Annex V**). These services/facilities will be carefully planned/reviewed by relevant government B/Ds, and premises-based GIC facilities could be incorporated in future development/redevelopment when opportunities arise. The provisions of GIC facilities will be closely monitored by the relevant B/Ds (**R15** and **R33** to **R37**).

## **8. Decision Sought**

- 8.1 The Board is invited to give consideration to the representations taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.
- 8.2 Should the Board decide that no amendment should be made to the Plan to meet the representations, Members are also invited to agree that the OZP, together with the Notes and Explanatory Statement<sup>17</sup>, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

## **9. Attachments**

<b>Annex I</b>	Draft Wan Chai OZP No. S/H5/32 (Reduced Size)
<b>Annex II</b>	Schedule of Amendments to the Approved Wan Chai OZP No. S/H5/31
<b>Annex III</b>	List of Representers
<b>Annex IV</b>	Extract of Minutes of the 766th Metro Planning Committee's Meeting held on 6.6.2025
<b>Annex V</b>	Provision of Major Community Facilities and Open Space in Wan Chai District
<b>Drawings H-1a to H-1g</b>	Indicative Scheme of the Proposed Development under Item A
<b>Drawings H-2a to H-2d</b>	Indicative Scheme of the Proposed Development under Items B1 and B2
<b>Drawings H-3a to H-3h</b>	Photomontages of the Proposed Development under Item A
<b>Drawings H-4a to H-4i</b>	Photomontages of the Proposed Development under Items B1 and B2
<b>Plan H-1</b>	Location Plan of the Representation Sites
<b>Plan H-2</b>	Site Plan of the Representation Sites

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<sup>17</sup> The Notes and ES are available at the Board's website at [https://www.tpb.gov.hk/en/plan\\_making/S\\_H5\\_32.html](https://www.tpb.gov.hk/en/plan_making/S_H5_32.html)

<b>Plan H-3</b>	Aerial Photo of the Representation Sites
<b>Plans H-4a and H-4b</b>	Site Photos of the Representation Site under Item A
<b>Plans H-5a to H-5d</b>	Site Photos of the Representation Sites under Items B1 and B2
<b>Plan H-6</b>	Plan showing Pedestrian Access to Items A, B1 and B2 Sites
<b>Plan H-7</b>	Existing BH and BH Restrictions under OZP
<b>Plan H-8</b>	Existing PR and PR Restrictions under OZP

**PLANNING DEPARTMENT  
NOVEMBER 2025**