

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

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Wan Chai North Outline Zoning Plan (OZP) No. S/H25/4 (**Attachment I**) as shown on the draft OZP No. S/H25/4A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the draft OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the draft OZP and is suitable for exhibition together with the draft OZP and its Notes.

2. Status of the Current OZP

On 18.2.2014, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Wan Chai North OZP, which was subsequently renumbered as S/H25/4. On 15.3.2022, the CE in C referred the approved Wan Chai North OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 25.3.2022 under section 12(2) of the Ordinance.

3. Background

Redevelopment of the existing Wan Chai Government Towers (WCGTs), Kong Wan Fire Station (KWFS) and the Gloucester Road Garden, together with part of Harbour Road

- 3.1 The convention and exhibition (C&E) industry is vital to support Hong Kong as an international trade centre. Despite the challenges brought by the pandemic, the demand for face-to-face C&E remains strong in the medium to long term. To consolidate the competitiveness of Hong Kong's C&E industry, as well as to enhance the synergies between C&E venues and facilities nearby, the Government has been proactively increasing the supply of C&E facilities, including the development of Wan Chai North as the C&E hub in Asia. The Government had announced the plan to redevelop the Wanchai Tower, Revenue Tower and Immigration Tower into C&E facilities, hotel and Grade-A office (Wan Chai North redevelopment project) in the Policy Address (PA) in 2017, and reaffirmed its implementation in the 2018, 2020 and 2021 PAs. According to the latest 2022 PA, the Government will take forward the Wan Chai North redevelopment project to substantially increase large-scale C&E spaces to consolidate the status of Hong Kong as a premier venue for large-scale international C&E activities.

- 3.2 The proposed development also provides the opportunity to improve the traffic and pedestrian arrangements in the Wan Chai North Area, including strengthening of the pedestrian network and improved connectivity with the core area in Wan Chai and the Wan Chai New Harbourfront (the harbourfront). The integration of the proposed development with the existing Hong Kong Convention and Exhibition Centre (HKCEC) will boost synergy in C&E activities and also allow convenient and more direct access for workers, visitors, and the public alike traversing from the Wan Chai hinterland to the New Central and Wan Chai North harbourfronts. Hotel facilities would complement the C&E activities, and Grade A office space could also help alleviate the market shortfall, built on top of the new C&E venue.
- 3.3 To take forward the above-said initiatives, the Commerce and Economic Development Bureau (CEDB) has commissioned the Hong Kong Trade Development Council (HKTDC) and its consultants to conduct various technical assessments for the proposed composite development comprising C&E facilities, hotels and office.
- 3.4 According to CEDB's proposal, the site of the proposed redevelopment for C&E facilities, office and hotel would cover the existing Wanchai Tower, Revenue Tower, Immigration Tower, the KWFS and the existing Gloucester Road Garden zoned "Government, Institution or Community" ("G/IC") together with part of the Harbour Road shown as 'Road' on the Wan Chai North OZP currently in force (collectively termed as 'the Site') (**Plan 1**).

4. Proposed Amendments to the OZP

Amendment Item A – Rezoning of a Site currently being WCGTs, KWFS, Gloucester Road Garden and part of Harbour Road from "G/IC" and area shown as 'Road' to "Other Specified Use (6)" ("OU(6)") annotated "Exhibition Centre with Commercial Development" (Plan 1)

The Site and its Surroundings (Plans 2 to 4c)

- 4.1 The Site (about 19,025m²) is located at the southern part of the Wan Chai North area situated between the Central Plaza at its east, Telecom House and Shui On Centre at its west and bounded by Harbour Road to the north and Gloucester Road to the south. Major portion of the Site (about 16,299m² or 85.7%) is currently occupied by the three existing government buildings (i.e. the Immigration Tower, Revenue Tower and Wanchai Tower), Gloucester Road Garden and KWFS. Remaining portion (about 2,726m² or 14.3%) at the northern part of the Site is the existing Harbour Road.
- 4.2 The surrounding area of the Site is predominantly commercial and GIC uses in nature with presence of some existing open space and has the following characteristics:
- (i) To the immediate north of the Site across Harbour Road is the existing HKCEC Phase I and commercial/hotel developments including the Convention Plaza Office Tower, Renaissance Harbour View Hotel, Grand Hyatt and Convention Plaza (with existing building heights (BHs) ranging

from 55.9mPD at the podium of HKCEC to about 185mPD for the Convention Plaza Office Tower) zoned “OU” annotated “Exhibition Centre with Commercial Development” (“OU(Exhibition Centre with Commercial Development)”), which is further connected with the HKCEC Extension via the HKCEC Atrium Link Extension zoned “OU(Exhibition Centre)”;

- (ii) To the immediate east of the Site is the Central Plaza zoned “Commercial” (“C”) having an existing BH of about 305mPD (main roof) (78 storeys) (**Plan 6a**) and the Fleming Road Garden zoned “Open Space”. To the further east across Fleming Road is the China Resources Building (with BHs from 113mPD to 175mPD) and Great Eagle Centre (with BH of about 143mPD) zoned “C” on the OZP;
- (iii) To the south of the Site across Gloucester Road is the core area of Wan Chai district comprising predominantly commercial developments, such as Everbright Centre, Luk Kwok Centre, Fortis Tower, Bank of East Asia Harbour View Centre and Malaysia Building etc. (falling within the draft Wan Chai OZP No. S/H5/30 and with BH ranging from 82.4mPD to 150.9mPD), and Wan Chai MTR Station and Exhibition Centre Station are located at about 210m and 190m from the Site respectively; and
- (iv) To the immediate west of the Site are Shui On Centre zoned “C”, the Harbour View, Telecom House and Hong Kong Arts Centre zoned “G/IC” with existing building heights ranging from about 69mPD to 126mPD.

Development Proposal

- 4.3 According to CEDB, the proposed development at the Site will have a total gross floor area (GFA) of about 231,660m², which is equivalent to a plot ratio (PR) of 15 and a building height (BH) of 278mPD (sub-area (a) on the draft OZP), in which C&E and related facilities, a 500-room hotel, Grade A office, car park and public walkway would be provided. To facilitate synergies with the existing HKCEC facilities, the proposed development will be connected to HKCEC Phase I via elevated connection above Harbour Road (sub-area (b) on the draft OZP). The maximum BH of 60mPD is proposed for this elevated connection, which is in line with the existing BH of the HKCEC Phase I. A conceptual layout (**Plans 5, 6a and 6b**) and major development parameters have been drawn up to illustrate the land use mix serving as the basis of carrying out various technical assessments. The mix of commercial gross floor area (GFA), block disposition, layout and other development parameters will be subject to future design at the implementation stage. Major development parameters of the conceptual scheme are as follows:

Site Area	About 19,025m ²
Development Site Area (excluding portions fall within Harbour Road and Street Improvement Area along Gloucester Road*)	About 15,444m ²
Proposed PR	15
Proposed Total GFA ⁺ - <i>Proposed C&E GFA</i> [@]	About 231,660m ² - <i>About 85,950m²</i>

- <i>Proposed Hotel GFA (500-room)</i>	- <i>About 53,350m²</i>
- <i>Proposed Office GFA</i>	- <i>About 90,310m²</i>
- <i>Proposed Public Passage</i>	- <i>About 2,050m²</i>
Proposed Site Coverage (Podium below 24m)	Not more than 92%
Proposed Site Coverage (Podium and Tower over 61m)	Not more than 65%
No. of Blocks	1
No. of Storeys	57 storeys (42 Storeys above 10-storey Podium and 5-storey Basement)
BH (at main roof level)	Not more than 278mPD (for sub-area (a)) Not more than 60mPD (for sub-area (b)) which is above Harbour Road)
No. of Car Parking Space	884
- <i>For C&E</i>	395
- <i>For Hotel</i>	6
- <i>For Office</i>	477
- <i>For Disable</i>	6
Loading and Unloading Bay	89
- <i>For C&E</i>	37
- <i>For Hotel</i>	6
- <i>For Office</i>	46
<u>Remarks:</u> * A portion of site with area of about 2,726m ² falling within Harbour Road, and a strip of land with area about 855m ² along Gloucester Road is proposed as Street Improvement/Enhancement Area of the pedestrian zone would be excluded for GFA calculation + Calculated based on the Development Site Area @ Proposed C&E GFA includes Exhibition Halls; Convention & Meeting Space; and Supporting and BOH GFA [including Foyer and Lobby Space (including Registration; F&B; Service and Support Area; and Connection above Harbour Road (Foyer) (of which approximately 8,850m ² is located above Harbour Road))]	

Connectivity and Walkability

4.4 Opportunity will also be taken to improve the connectivity and walkability in Wan Chai. New pedestrian facilities and enhancements of the existing pedestrian facilities by the future developer/concern department(s) are as follows (**Plan 7**):

- (a) providing elevated public passageway in the proposed development, linking up the various footbridges and elevated walkway below;
- (b) constructing an elevated connection above Harbour Road to connect the proposed development with HKCEC Phase I;
- (c) constructing a footbridge across Harbour Road connecting the proposed development with elevated West Garden adjacent to the HKCEC, such that

pedestrians will have direct access to the harbourfront via the West Landscaped Deck (under construction);

- (d) constructing a footbridge across Fleming Road, connecting the MTR Exhibition Centre Station and HKCEC Phase 2, which will greatly alleviate the load on the at-grade pedestrian facilities at Fleming Road and Lung Wo Road during large-scale C&E events;
- (e) modifying and extending the existing footbridge adjacent to the Telecom House;
- (f) re-provisioning the existing footbridge across Convention Avenue affected by the proposed tunnel entrance;
- (g) improving the existing O'Brien Road footbridge system across Gloucester Road to enhance the accessibility between the proposed development and the MTR Wan Chai Station; and
- (h) constructing a new footbridge to replace the existing temporary footbridge across Gloucester Road outside Gloucester Luk Kwok Hong Kong to facilitate pedestrian access to the proposed development.

4.5 The above works will greatly enhance the connectivity in the vicinity, in particular from hinterland of Wan Chai to the harbourfront and from MTR stations to the proposed development and HKCEC.

Open Space Provision

4.6 While the proposed development will result in loss of an existing public open space of about 3,400m² (i.e. Gloucester Road Garden), various open space would be provided to offer diverse, attractive, vibrant and accessible open spaces and landscape areas for public enjoyment. The improved connectivity as mentioned above will help connect new open spaces and reinvigorate open spaces which are currently underutilised in the surroundings. These open spaces include the following:

- (a) a landscape deck of around 3,000m² (**Plans 2 and 8**) will be constructed by the future developer atop the proposed vehicular tunnel entrance at Fenwick Pier Street to the northwest of the Site. It will be a leisure node consisting of greening areas and sitting out areas for the general public. It will be connected by footbridge with the West Garden adjacent to the HKCEC, which will be linked up with the harbourfront and the proposed development;
- (b) based on the conceptual scheme, the proposed development will be set back (include a street improvement area) along Gloucester Road (**Plan 9**) to create a wider pedestrian path with a tree-lined boulevard¹, providing greenings and edge plantings, creating a wider and open pedestrian

¹ Tree planting is proposed along Gloucester Road (outside site boundary) where appropriate to match with the landscape character of the public open space of Fleming Road Garden (adjacent to Central Plaza), collectively forming a tree-lined boulevard for the landscape.

environment along existing bus stops at Gloucester Road. The area will be properly landscaped, paved and decorated to improve the street environment. This tree-lined boulevard will further connect the open space at Central Plaza, providing a continuous, beautified and unified walking experience for the pedestrians; and

- (c) based on the conceptual scheme, an outdoor seating area (about 638m²) near the eastern boundary of the Site (**Plan 9**) would be provided on the ground floor of the proposed development with landscaping design, providing a weather-proof, comfortable and easily accessible area ideal for public enjoyment.

Traffic Improvement

4.7 HKTDC and its consultants have been closely communicating with the Transport Department regarding the Wan Chai North redevelopment project. A series of road improvement and modification works will be implemented by the future developer/concern department(s) to improve the traffic condition in the area (**Plans 10a to 10d**), including:

- (a) constructing a vehicular tunnel along Harbour Road as the main route for vehicular access to the proposed development, with entrance set at the vicinity of Fenwick Pier Street to reduce the impact of vehicles on Harbour Road;
- (b) improving the junction of Fenwick Street and Gloucester Road by widening the eastbound lane of Gloucester Road and adding an entrance for the proposed development, such that vehicles can access the proposed development directly via the branch road of the eastbound lane of Gloucester Road without going through the junctions of Gloucester Road/Fleming Road and Fleming Road/Harbour Road, thereby reducing their traffic load;
- (c) improving the junctions in the vicinity of Harbour Road, Fleming Road and Gloucester Road to alleviate the congestion during peak hours at the junction of Fleming Road/Gloucester Road;
- (d) improving the junction at Lung Hop Street and Fenwick Pier Street;
- (e) improving the junctions in the vicinity of Convention Avenue, Harbour Road, Lung King Street (eastern portion), Fenwick Street and Fenwick Pier Street; and
- (f) providing about 884 underground car parking spaces, 89 loading/unloading (L/UL) bays and 33 pick-up/drop-off spaces based on the commercial mix of the conceptual scheme in order to relieve the parking demand in the district.

Land Use Compatibility and Development Intensity

- 4.8 The Site is situated at an existing built-up area in Wan Chai North. The proposed development will also be compatible with the urban setting of Wan Chai district, which is mainly comprised of high-rise commercial buildings. Taking into consideration the existing predominant commercial developments and C&E development at the surrounding areas, including the existing HKCEC facilities, Central Plaza, Shui On Centre and various commercial buildings at the Wan Chai area to the south of the Site across Gloucester Road, the proposed development with an intensity equivalent to PR 15 is considered not incompatible with the commercial development in the vicinity. The existing BH of commercial development in the surrounding range from 99mPD to 305mPD. The maximum BH of 278mPD (for sub-area (a)) and 60mPD (for sub-area (b)) is considered not incompatible with the surrounding commercial and C&E developments and suitable for its position as a new landmark in the Wan Chai North Area. The development aims to provide a distinctive, sustainable and vibrant landmark at this prestigious location, while embracing quality cityscape by transforming the area into a lively and attractive destination offering delightful experiences for people of all ages and backgrounds.

Technical Assessments

- 4.9 Technical Assessments (**Attachment V**) have been conducted for the proposed development on traffic, visual, air ventilation, landscape, environmental, infrastructural aspects. The assessments have been circulated to relevant government bureaux/departments and no insurmountable technical problem has been identified.

Traffic and Transport

- 4.10 The Traffic Impact Assessment (TIA) (**Appendix 3 of Attachment V**) indicated that with the proposed traffic improvement measures, the proposed development will not cause any insurmountable impact on the neighbourhood roads and pedestrian network. The road improvement and modification works associated with the redevelopment at the Site (**Plans 10a to 10d**) could provide additional road capacity for road network and improve the overall traffic conditions in the Wan Chai North area. Commissioner for Transport (C for T) has no objection to the proposed amendments to the OZP.
- 4.11 The Site is well-served by public transport, such as buses and MTR services (near to Wan Chai Station and Exhibition Centre Station). The capacity of the public transport will be satisfactory to serve the proposed development.
- 4.12 A net decrease in pedestrian generation for the AM peak hours is expected due to the removal of the three high pedestrian generated government towers currently at the Site. Nevertheless, the pedestrian demand at PM peak hours will increase especially during the mega exhibition event period. With the proposed pedestrian enhancements mentioned in paragraph 4.4 above, the performance for the existing footbridges will be maintained or even improved.

- 4.13 Regarding internal transport provision, whilst there is no specific provision rate of internal transport provision for C&E facilities with reference to the Hong Kong Planning Standards and Guidelines (HKPSG), the provision in the conceptual scheme of the proposed C&E facilities is made reference to the existing HKCEC, while the carparking provision of the proposed office and hotel is based on the upper end requirement of the HKPSG. The proposed parking spaces for C&E facilities (i.e. about 395 parking spaces) would be opened for public use during the non-event days. The L/UL bays for office/hotel use (i.e. about 52 parking spaces) would also be opened to public for night-time parking when there are no planned events in order to relieve the night-time parking demand for goods vehicles.

Visual

- 4.14 According to the Visual Impact Assessment (**Appendix 4 of Attachment V**), from the evaluation on 11 viewing points (“VPs”), it is evidenced that the proposed development is considered compatible with its surrounding context. The existing commercial character would remain the same upon completion of the proposed development. It will be visually compatible with greenery provision and mitigation measures. According to strategic VP 1 when viewing from the West Kowloon Cultural District, the existing Immigration Tower and Revenue Tower have already breached the ridgeline (**Plan 13a**). The proposed tower is close to the Central Plaza (+305mPD (main roof)) with similar BH and massing (**Plan 12**). Two buildings will form a building group together and add visual interest in the existing building group for viewers from strategic VP 1. With the redevelopment at the Site, although the BH of the proposed tower will protrude the ridgeline when viewing from Cultural Complex at Tsim Sha Tsui at strategic VP 2 (**Plan 13b**) and will exceed the ‘20% building free zone’ when viewed from the waterfront promenade at Kai Tak Development at strategic VP 3 (**Plan 13c**), the proposed BH is compatible with Central Plaza and the urban setting in Wan Chai district and other existing high-rise commercial buildings around the Site. The proposed tower together with the Central Plaza will become part of the Victoria Harbour view and part of the building group of backdrop of HKCEC in the foreground, creating interesting and appropriate skyline profile.
- 4.15 Whilst the HKPSG recommends that a building free zone below the ridgelines would need to be maintained from key and popular vantage points in order to preserve views to ridgelines and mountain backdrop, flexibility could be allowed for relaxation on individual merits and for special landmark buildings to give punctuation effects at suitable locations. In this connection, the proposed iconic tower will be juxtaposed with the Central Plaza and create a twinning effect via its building scale, BH and the commercial building appearance. Capitalising on the strategic location and good accessibility, the Site could be considered for development with high quality architectural/landmark building design and planning and design merits to add vibrancy to the Wan Chai North area.
- 4.16 Furthermore, a series of visual mitigation measures would be incorporated in design concepts of the proposed development to alleviate any potential adverse visual impacts, including integrating colour and finishes of the proposed development, architecture features matching with the surrounding elements, and landscape measures such as provision of landscape terraces at different levels. Providing such visual order and harmony among surrounding tall buildings would be a key

factor for ensuring aesthetically pleasing skylines. While the proposed development with innovative technologies and building materials would re-form the city skyline, the iconic building would also reflect its economic and global standing, and notable for its shape, lightness, transparency, colors, elegance, and iconicity.

Air Ventilation

- 4.17 An quantitative Air Ventilation Assessment – Initial Study (AVA-IS) by Computational Fluid Dynamics (CFD) has been conducted for the development proposal (**Appendix 9 of Attachment V**). Baseline scheme (representing the existing condition of the Site) and conceptual scheme (which has incorporated various building designs and setbacks, including two openings with 5.1m clear headroom (one at the western boundary and one across the eastern boundary of the Site from Harbour Road and Gloucester Road) at ground floor level (+4.5mPD), a 7.5m – 30m building setback from the western site boundary, and a 7m building setback from the eastern site boundary at upper ground level (+10.76mPD) and above) are assessed under the annual and summer wind conditions. The annual prevailing wind is mainly east and east-northeast, and the summer prevailing wind is mainly south-southwest and southwest.
- 4.18 According to the AVA-IS, under both annual and summer conditions, the overall performances of the pedestrian wind environment in the surrounding areas under both baseline scheme and the conceptual scheme are comparable, while enhancement at the immediate vicinity of the Site would be found under the conceptual scheme. No significant air ventilation differences are identified at the Site. As such, the proposed development will perform no worse than the existing condition from air ventilation point of view.

Landscape

- 4.19 According to the tree preservation and tree removal proposal (**Appendix 2 of Attachment V**), 78 trees (mostly common species in Hong Kong) are surveyed within the Site. No Registered Old and Valuable Trees are found within the Site. The 78 trees are all affected by the demolition works of the existing buildings, excavation works, provision of underground car parks and utilities as well as the construction of the deck over structure in the Site. Among which, 60 are assessed not suitable to be transplanted and proposed to be felled, and the remaining 18 trees are to be transplanted. A total of 65 new trees will be planted at the ground floor within the Site. However, given that the proposed development are subject to detailed design by the future developer, the number of trees to be felled/transplanted at this stage is only an initial estimate for reference. Nonetheless, the future developer is required to follow the corresponding Technical Circulars of the Development Bureau and the Practice Notes of the Lands Administration Office to minimise the impact of the proposed development on the existing trees as far as possible and provide appropriate landscape measures as well as feasible tree protection and compensatory planting proposals. Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the proposed amendments to the OZP from landscape planning perspective.

- 4.20 A new landscape deck (above the portal of underground vehicular tunnel) (**Plans 2 and 8**) is proposed at Fenwick Pier Street to provide a public open space of about 3,000m². The landscape deck is proposed to be the receptor site of transplanted trees.

Environment

- 4.21 An Environmental Assessment (EA) has been undertaken to assess the potential environmental impacts including traffic noise, air quality, water and solid waste management (**Appendix 5 of Attachment V**). The development proposal will not cause significant adverse impact on the environment as per EA conducted. The awarded contractor is required to implement suitable mitigation measures during construction works to reduce any environmental pollution. These measures include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities; frequent cleaning and watering of the site, and the provision of wheel-washing facilities for dust nuisance control. In this connection, Director of Environmental Protection (DEP) has no adverse comment on the EA and no objection to the proposed amendments to OZP.

Infrastructure Aspects

- 4.22 A Sewerage Impact Assessment (SIA), Drainage Impact Assessment (DIA) and Water Supply Impact Assessment (WSIA) have been carried out (**Appendices 6 to 8 of Attachment V**). The SIA and DIA conclude that the proposed development would not cause adverse impact on downstream sewerage network and existing drainage network. To accommodate the sewage generation from the proposed development, a new sewage connection arrangement is proposed. Besides, whilst there will be increase in water demands arising from the proposed development, the WSIA concludes that the proposed development will have no adverse impact on the freshwater and saltwater supply network to the water supply zone. No major upgrading works to the existing freshwater supply infrastructure are expected arising from the proposed development. In this regard, relevant government departments have no adverse comment on and/or objection to the rezoning proposal.

Proposed Zoning and Development Restrictions

- 4.23 To facilitate the implementation of the proposed development, it is proposed to rezone the Site from “G/IC” and area shown as ‘Road’ to “OU(6)” annotated “Exhibition Centre with Commercial Development” (“OU(6)(Exhibition Centre with Commercial Development”). ‘Exhibition or Convention Hall’, ‘Hotel’, ‘Office’ and ‘Shop and Services’ are Column 1 uses which are always permitted, subject to a maximum GFA of 231,660m² and maximum BH of 278mPD (for sub-area (a)) and 60mPD (for sub-area (b)) to guide future development in accordance with the conceptual scheme which is assessed to be technically feasible.

Relocation of Government Departments and Completion of the Proposed Development

- 4.24 Relocation of the government departments in the Site (including KWFS²) is

² To tie in with the redevelopment project at the Site, the KWFS would be upgraded and reprovisioned at the site adjoining Fenwick Pier Street and Lung Hop Street, i.e. the site of the Fleet Arcade (**Plan 11**), in order to maintain fire and emergency ambulance services in the district and meeting the needs arising from the

underway and is targeted for completion in 2027 the earliest. Subject to agreement of the Metro Planning Committee (the Committee) and completion of relevant statutory procedures, the estimated completion date of the proposed development is 2034 the earliest.

Technical Amendments to the OZP

- 4.25 Apart from the corresponding amendments to the Notes in connection with the above proposed amendment, technical amendments to other parts of the Notes of the OZP have also been made, inter alia, to incorporate the latest revision of the Master Schedule of Notes (MSN) to Statutory Plans.

5. Provision of GIC Facilities and Open Space

- 5.1 Taking into account the proposed amendments, the planned population (excluding the transients) of the Wan Chai North Planning Area would be about 2,570. As shown in the summary on existing and planned provision of major GIC facilities and open space (**Attachment VI**), the existing and planned provision of major GIC facilities are generally adequate, except for some facilities stated in paragraph 5.2 below, to meet the demand in accordance with the requirements of the HKPSG and the assessments of concerned bureaux/departments.

GIC Facilities

- 5.2 According to the population-based planning standards for community facilities incorporated in the HKPSG, there would be shortfalls in the provision of classrooms of primary school and secondary school, hospital beds, child care centres, community care services facilities, residential care homes for the elderly, day rehabilitation services and residential care services in the Wan Chai North Planning Scheme Area. However, the Education Bureau, Health Bureau and Social Welfare Department adopt a wider spatial context/cluster in the assessment of provision for such facilities. Besides, the population-based planning standards for elderly services facilities, child care centres and rehabilitation services for persons with disabilities (including day rehabilitation, residential care services) were reinstated in the HKPSG in 2018, 2020 and 2022 respectively, and thus they reflect the long-term target towards which the provision of elderly, child care and rehabilitation facilities would be adjusted progressively. These facilities could be incorporated in new development or redevelopment in consultation with the relevant government departments when opportunities arise.

Open Space

- 5.3 For the provision of public open space in Wan Chai North area, taking into account the future loss of Gloucester Road Garden upon redevelopment at the Site, there is still surplus in planned local open space (+1.93 ha) and district open space (+3.58

completion of various large-scale infrastructural projects in Wan Chai North. On 24.6.2022, the Committee approved with conditions the planning application made under section 16 of the Ordinance for the reprovisioned fire station-cum-ambulance depot at the site adjoining Fenwick Pier Street and Lung Hop Street (Application No. A/H24/29). The anticipated completion year of the reprovisioned fire station-cum-ambulance depot is 2027.

ha) to meet the requirements as stipulated in the HKPSG.

6. Proposed Amendments to the Matters shown on the Plan

- 6.1 The proposed amendments as shown on the draft Wan Chai North OZP No. S/H25/4A (**Attachment II**) are as follows:

Item A (about 1.9ha) (Plans 1 and 2)

Rezoning of a site covering the existing Wanchai Tower, Revenue Tower, Immigration Tower, KWFS and Gloucester Road Garden together with part of the Harbour Road from “G/IC” and area shown as ‘Road’ to “OU(6)” annotated “Exhibition Centre with Commercial Development” with the stipulation of Sub-areas on the Plan.

- 6.2 Apart from the above proposed amendment, annotations/features of the completed/proposed road works, railway projects and/or infrastructure projects as shown on the Plan would be updated to reflect the latest circumstances for information (which do not form part of the amendment item).

7. Amendments to the Notes of the OZP

- 7.1 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.
- 7.2 In relation to Amendment Item A above, the Notes of the “OU” annotated “Exhibition Centre with Commercial Development” zone is proposed to be revised to include remarks for GFA restriction of “OU(6)(Exhibition Centre with Commercial Development)” zone and for building height restrictions of its two sub-areas as mentioned in paragraph 4.23 above. Also, ‘Flat’ under Column 1 use of “OU(Exhibition Centre with Commercial Development)” zone is proposed to be replaced by ‘Flat (except on land designated “OU(6)”)’ to reflect the existing residential use permissible only at the HKCEC Phase I zoned “OU(Exhibition Centre with Commercial Development)”.

Technical amendments

- 7.3 The name of Shatin-to-Central Link in the planning intention of the “OU(Railway Ventilation Building)” zone is revised as East Rail Line to reflect the completed railway development.
- 7.4 In accordance with the latest MSN promulgated by the Board on 11.1.2019, the Notes of the OZP are updated to revise ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ under Column 2 of the “G/IC” zone.

8. Revision to the Explanatory Statement of the OZP

The ES of the OZP is proposed to be revised to take into account the proposed amendments as mentioned in the above paragraphs. Besides, the Urban Design Study for the Wan Chai North and North Point Harbourfront Areas – Feasibility Study (the WCNNPUDS) was completed in 2019 to provide an urban design framework for the Wan Chai North waterfront areas. Opportunity is therefore taken to update the concerned section regarding the urban design framework with reference to the WCNNPUDS as well as general information for various land use zones to reflect the latest status and planning circumstances of the OZP since the approval of OZP in 2014. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in '~~crossed-out~~') are at **Attachment IV** for Members' consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/H25/5.

10. Consultations

Consultations with Wan Chai District Council (WCDC) and Harbourfront Commission (HC)

WCDC

- 10.1 On 13.7.2021, CEDB consulted the Development, Planning and Transport Committee (DPTC) of WCDC with the redevelopment proposal of WCGTs and KWFS (**Attachment VII**). Members of DPTC had no objection to the redevelopment proposal in general, but raised concerns mainly related to the potential traffic impact caused by the increase traffic flow from the new C&E development at the Site and the reprovisioning proposal of KWFS. They were also concerned whether there would be any flexible arrangement to reduce the vacancy of the additional parking spaces at the new C&E development.

HC

- 10.2 On 7.9.2021, CEDB consulted the Task Force on Harbour Developments on Hong Kong Island (the Task Force) of HC (**Attachment VIII**). Members supported the proposal in-principle. They expressed concerns mainly on the pedestrian connectivity of the Site from Admiralty, and suggested the provision of additional access from Luard Road to the HKCEC for public going from Wan Chai hinterlands to the waterfront promenade.
- 10.3 In response, the technical assessments conducted by CEDB have demonstrated that with the proposed footbridge network, pedestrians could enjoy direct access from MTR Wan Chai and Exhibition Centre Stations to the proposed development and HKCEC instead of relying solely on the O'Brien Road footbridge connecting to the MTR Wan Chai Station. On the concern of vacancy of the additional parking spaces at the new C&E development, sufficient parking spaces must be provided under the redevelopment project to meet the high demands of parking spaces during

peak season. When there are no major conventions or exhibitions, the parking spaces could be open for public use. It is believed the car park under the proposed development would attract more users following the improvement of the pedestrian linkage in Wan Chai District.

Departmental Consultation

10.4 The proposed amendments have been circulated to relevant bureaux/departments (B/Ds) for comments. Their comments have been incorporated in the proposed amendments to the OZP where appropriate. In this connection, concerned B/Ds have no objection to or no adverse comments on the proposed amendments. The B/Ds include:

- Secretary of Development;
- Commissioner for Harbourfront, Development Bureau (DEVB);
- Commissioner for Heritage's Office, DEVB;
- Secretary of Commerce and Economic Development;
- Secretary for Culture, Sports and Tourism;
- Secretary for Financial Services and the Treasury;
- Secretary for Transport and Logistics;
- Executive Secretary (Antiquities & Monuments), Antiquities and Monuments Office, DEVB;
- Chief Architect/Central Management Division 2, Architectural Services Department (ArchSD);
- Chief Project Manager 202, ArchSD;
- Chief Building Surveyor/Hong Kong East & Heritage, Buildings Department;
- Director-General of Civil Aviation;
- Project Manager (South), Civil Engineering and Development Department (CEDD);
- Head of Geotechnical Engineering Office, CEDD;
- Director-General of Communications;
- Chief Engineer/Hong Kong & Island, Drainage Services Department (DSD);
- Chief Engineer/Land Drainage, DSD;
- Director of Electrical and Mechanical Services;
- DEP;
- Director of Fire Services;
- Director of Food and Environmental Hygiene;
- Controller, Government Flying Service;
- Government Property Administrator;
- Chief Highway Engineer/Hong Kong, Highways Department;
- District Officer (Wan Chai), Home Affairs Department;
- District Lands Office/Hong Kong East, Lands Department (LandsD);
- Chief Estate Surveyor/Land Supply, LandsD;
- Director of Leisure and Cultural Services;
- Director of Marine;
- Commissioner of Police (District Operations Officers/Wanchai District);
- Director of Social Welfare;
- C for T;
- Chief Engineer/Development 2, Water Supplies Department (WSD);
- Chief Engineer/Construction, WSD; and
- CTP/UD&L, PlanD.

Public Consultation

- 10.5 If the proposed amendments are agreed by the Committee, the draft Wan Chai North OZP No. S/H25/4A at **Attachment II** (to be renumbered as S/H25/5 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the statutory exhibition period. The Wan Chai District Council will be informed as appropriate on the proposed amendments during the statutory exhibition period of the draft OZP.

11. Decision Sought

Members are invited to:

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

12. Attachments

Attachment I	Approved Wan Chai North OZP No. S/H25/4 (reduced scale)
Attachment II	Draft Wan Chai North OZP No. S/H25/4A
Attachment III	Revised Notes of the Draft Wan Chai North OZP No. S/H25/4A
Attachment IV	Revised ES of the Draft Wan Chai North OZP No. S/H25/4A
Attachment V	Planning Statement for Rezoning Proposal of the Redevelopment of WCGTs and KWFS
Attachment VI	Provision of Major GIC Facilities and Open Space in Wan Chai North Planning Area
Attachment VII	Extract of Minutes of 8 th Meeting of DPTC of WCDC on 13.7.2021
Attachment VIII	Extract of Minutes of 40 th Meeting of the Task Force on Harbourfront Developments on Hong Kong Islands of HC on 7.9.2021
Plan 1	Comparison of Existing and Proposed Zonings on the OZP
Plan 2	Site Plan for Amendment Item A
Plan 3	Aerial Photo for Amendment Item A
Plans 4a to 4c	Site Photos for Amendment Item A
Plan 5	Conceptual Layout for the Site
Plans 6a and 6b	Conceptual Section for the Site

Plan 7	Proposed Pedestrian Connection
Plan 8	Artist's Impression
Plan 9	Proposed Setback and Outdoor Seating Area
Plans 10a to 10d	Proposed Traffic Improvement Measures
Plan 11	Site Plan for Reprovisioning Site of KWFS
Plan 12	Photomontage from Inland Area
Plans 13a to 13c	Photomontages from Strategic Viewing Points 1 to 3

**PLANNING DEPARTMENT
DECEMBER 2022**