

TOWN PLANNING BOARD

TPB Paper No. 10910
For Consideration by the
Town Planning Board on 21.7.2023

DRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/5

CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/H25/5-R1 TO R9
AND COMMENT NO. TPB/R/S/H25/5-C1

DRAFT WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/5

**CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/H25/5-R1 TO R9 AND
AND COMMENT NO. TPB/R/S/H25/5-C1**

Subject of Representations (Amendment Item) (Plan H-1)	Representers	Commenter
<p><u>Item A:</u></p> <p>Rezoning of a site covering the existing Wanchai Tower, Revenue Tower, Immigration Tower, K�ng Wan Fire Station and Gloucester Road Garden together with part of the Harbour Road from “Government, Institution or Community” (“G/IC”) and an area shown as ‘Road’ to “Other Specified Uses (“OU”) (6)” annotated “Exhibition Centre with Commercial Development” (“OU(6)(Exhibition Centre with Commercial Development)”) with the stipulation of Sub-areas on the OZP</p>	<p><u>Total: 9</u></p> <p><u>Support (1)</u></p> <p>R1: Individual</p> <p><u>Oppose (7)</u></p> <p>R2 to R8: Individuals</p> <p><u>Provide Views (1)</u></p> <p>R9: Mass Transit Railway Corporation Limited (MTRCL)</p>	<p><u>Total: 1</u></p> <p><u>Provide Adverse Views</u></p> <p>C1 (also R8): Individual</p>

Notes: The names of all representers and commenter 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.info.gov.hk/tpb/en/plan_making/S_H25_5.html and the Planning Enquiry Counters of the Planning Department (PlanD) 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 13.1.2023, the draft Wan Chai North Outline Zoning Plan (OZP) No. S/H25/5 (the draft OZP) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the draft OZP and its Notes is at **Annex II** and the location of the amendment item is shown on **Plan H-1**.
- 1.2 During the two-month exhibition period, nine representations were received. On 31.3.2023, the representations were published for three weeks for public comment. Upon expiry of the statutory publication period, one comment was received.
- 1.3 On 2.6.2023, the Board agreed to consider all the representations and comment collectively in one group.

- 1.4 This paper is to provide the Board with information for consideration of the representations and comment. The list of representers and commenter is at **Annex III**. The representers and commenter have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

- 2.1 To maintain and consolidate the competitiveness of Hong Kong's convention and exhibition (C&E) industry, as well as to enhance the synergies between C&E venues and facilities in the proximity of the Hong Kong Convention and Exhibition Centre (HKCEC), 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 2017 Policy Address (PA), 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.
- 2.2 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 at the site under Amendment Item A (the Site) (**Plan H-1**) and the conceptual scheme is assessed to be technically feasible. The Site has been rezoned to "OU(6)(Exhibition Centre with Commercial Development)" accordingly.
- 2.3 According to CEDB, the proposed development will have a total gross floor area (GFA) of 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 (GFA of 85,950m²), a 500-room hotel (GFA of 53,350m²), Grade A office (GFA of 90,310m²) and public passage (GFA of 2,050m²) would be provided. To facilitate synergies with the existing HKCEC facilities, the proposed development will be connected to HKCEC Phase 1 via elevated connection above Harbour Road (sub-area (b) on the draft OZP). A maximum BH of 60mPD is proposed for this elevated connection, which is in line with the existing BH of the HKCEC Phase 1. A conceptual layout (**Plans H-5, H-6a and H-6b**) and major development parameters have been drawn up by CEDB to illustrate the land use mix serving as the basis of carrying out various technical assessments. The mix of commercial GFA, block disposition, layout and other development parameters will be subject to future design at the implementation stage.
- 2.4 Opportunity will also be taken to improve the connectivity and walkability in Wan Chai. A series of road improvement and modification works (**Plans H-10a to H-10d**) as well as new pedestrian facilities and enhancements of the existing pedestrian facilities (**Plan H-7**) will be implemented by the future developer/concern department(s) to improve the traffic condition and pedestrian connection in the area. Various open space (**Plans H-2, H-8 and H-9a**) would be provided in the redevelopment project to offer diverse, attractive, vibrant and accessible open spaces and landscape areas for public enjoyment.

Amendments to the Notes of the OZP (Annex II)

- 2.5 In relation to the above amendment item, the Notes of the OZP have been revised accordingly. Opportunity is also taken to incorporate other technical amendments into the Notes of OZP for reflecting the latest revision of the Master Schedule of Notes to Statutory Plans.

Amendments to the OZP

- 2.6 On 23.12.2022, the Metro Planning Committee (MPC) of the Board agreed that the above amendments to the approved Wan Chai North OZP No. S/H25/4 were suitable for exhibition under section 5 of the Ordinance. The MPC Paper No. 15/22 is available at the Board's website¹ and at the Board's Secretariat for Members' inspection, while the extract of the minutes of the said MPC meeting is at **Annex IV**. Subsequently, the draft Wan Chai North OZP was gazetted on 13.1.2023.

3. Local Consultation

Prior to Submission of the Proposed Amendments to the MPC

- 3.1 Prior to the submission of the proposed OZP amendments for consideration by MPC, CEDB consulted the Development, Planning and Transport Committee (DPTC) of Wan Chai District Council (WCDC) on the Wan Chai North redevelopment project on 13.7.2021 (**Annex V**). Members of DPTC had no objection to the redevelopment proposal in general, but raised concerns mainly related on the potential traffic impact caused by the increase traffic flow from the new C&E development at the Site and the reprovisioning proposal of Kong Wan Fire Station (KWFS).
- 3.2 On 7.9.2021, CEDB consulted the Task Force on Harbourfront Developments on Hong Kong Island (the Task Force) of the Harbourfront Commission (HC). Members supported the proposal in-principle (**Annex VI**). They expressed concerns mainly on the pedestrian connectivity of the Site, and suggested the provision of additional access from Luard Road to HKCEC for public going from Wan Chai hinterlands to the waterfront promenade.
- 3.3 Detailed views and comments of the DPTC of WCDC and the Task Force of HC together with CEDB's responses are set out in the minutes at **Annexes V and VI** respectively.

Upon Gazettal of the Draft OZP

- 3.4 During the exhibition period of the draft OZP, a consultation paper was circulated to members of the DPTC of WCDC in January 2023. WCDC members were invited to submit their comments on the amendments in writing to the Secretary of the Board during the exhibition period of the draft OZP. No representation or comment on representation from members of WCDC was received.

¹ The MPC Paper No. 15/22 and its attachments are available at the Board's website at https://www.info.gov.hk/tpb/en/meetings/MPC/Agenda/710_mpc_agenda.html.

4. The Site and its Surrounding Areas

The Site and its Surrounding Areas (Plans H-1 to H-4c)

- 4.1 The Site (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 (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 (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 government, institution and community (GIC) uses with presence of some existing open space. To its immediate north across Harbour Road are the HKCEC Phase 1 and commercial/hotel developments including the Convention Plaza Office Tower, Renaissance Harbour View Hotel, Grand Hyatt and Convention Plaza (with existing BHs ranging from 55.9mPD at the podium of HKCEC to 185mPD for the Convention Plaza Office Tower) zoned "OU" annotated "Exhibition Centre with Commercial Development", which is further connected with the HKCEC Phase 2 via the Atrium Link zoned "OU(Exhibition Centre)". To its immediate east are the Central Plaza zoned "Commercial" ("C") having an existing BH of 305mPD (78 storeys) (**Plan H-6b**) and the Fleming Road Garden zoned "Open Space". To the further east across Fleming Road are the China Resources Building (with BHs from 113mPD to 175mPD) and Great Eagle Centre (with BH of 143mPD) zoned "C" on the OZP. To its south across Gloucester Road is the core Wan Chai district comprising predominantly commercial developments (falling within the approved Wan Chai OZP No. S/H5/31 and with BH ranging from 82.4mPD to 150.9mPD). To its immediate west are Shui On Centre zoned "C", the Harbour View, Telecom House and Hong Kong Arts Centre zoned "G/IC" with BHs ranging from 69mPD to 126mPD.

Planning Intention

- 4.3 The "OU(6)(Exhibition Centre with Commercial Development)" zone is intended primarily for the provision of exhibition and convention facilities and commercial and business uses to meet the economic need of Hong Kong.

5. The Representations

5.1 Subject of Representations

- 5.1.1 Among the nine representations received, one (**R1**) supports Item A and seven (**R2 to R8**) oppose Item A. One representation (**R9**) provides views on Item A.
- 5.1.2 The major grounds of representations as well as their comments/ suggestions, and PlanD's responses, in consultation with the relevant government bureaux/departments (B/Ds), are summarised in paragraphs 5.2 to 5.4 below.

5.2 Supportive Representation

Major Supportive Ground(s) / View(s)	Representation
The amendment would provide a clearer and more viable land uses on the Site with greater flexibility.	R1
Responses	
The supportive views are noted.	

5.3 Adverse Representations

Major Grounds/Comments/Suggestions	Representation(s)
<i>Demand/Supply of C&E, Office and Hotel and Site Selection</i>	
(1) The need of additional C&E space and related facilities is in doubt. There is no demand for convention space in Hong Kong Island.	R6 to R8
(2) Businesses have been relocating to alternative districts resulting in a significant surplus of office space in Central and Wan Chai districts. Besides, there are other new office developments on Hong Kong Island, such as the redevelopment of former Murray Road carpark, Cheung Kong Centre II and the redevelopment of Queensway Plaza. Further provision of office spaces in Wan Chai North should not be considered.	R3, R5 to R8
(3) There is no shortfall of hotel in the Hong Kong Island. The demand for hotels is overstated given that many existing hotel sites are being rezoned to other uses.	R6 to R8
(4) There are currently no plans for convention centre space in the Northern Metropolis where links to both Greater Bay Area (GBA) and the airport are better. New C&E facilities should be situated at the northern metropolis in order to integrate with the GBA.	
Responses	
<p>(a) In response to (1) and (4):</p> <p>According to CEDB, the National 14th Five-Year Plan continues to support Hong Kong to enhance its status as an international trade centre, and the C&E industry is an important element thereof. Whilst a growing number of events have been held in a hybrid format since the C&E industry has adjusted to the new post-epidemic era, there is still a high demand of face-to-face events as the physical presence, sense of belonging and the building of trusted relationships when meeting in person is crucial in the C&E industry. According to a study published by UFI - the Global Association of the Exhibition Industry, in January 2023, 88% of the respondents are confident that "COVID-19 confirms the value of face-to-face events",</p>	

anticipating that the revenue for organising exhibitions will return to 91% of the pre-COVID level. Subsequent to the lifting of travel restrictions and social distancing measures, the C&E industry in Hong Kong is on the rebound. Physical conventions and exhibitions bring great benefits to other sectors such as hotel, tourism and food and beverage etc. In-person exhibition is an important business platform for the promotion of innovative products and formation of new connections. As advised by CEDB, with reference to the period before the outbreak of COVID-19 pandemic, the usage of HKCEC exhibition facilities during mega trade fairs throughout the years had frequently exceeded its capacity. Taking into the account the nature of C&E industry, event organisation and the post-epidemic rebound, there is still a significant demand for additional exhibition facilities in the long run. It is considered essential to expand the C&E facilities with a view to enhancing Hong Kong's position as a high-end C&E centre.

According to 2017 PA, it is considered that a new C&E venue of international standard in the proximity of the existing HKCEC should be built. The new venue must be connected to and integrated with the existing HKCEC to maximise the benefits. As such, the Government has decided to redevelop the Site into a new wing that can be connected to and integrated with the existing HKCEC notwithstanding the Northern Metropolis development.

(b) In response to (2):

According to the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" published in 2021, there would be a deficit of 1,000,000m² of GFA in respect of Central Business District (CBD) Grade A offices up to 2041.

The Site is situated in a highly accessible location in the CBD area on Hong Kong Island and suitable for office development. To maintain Hong Kong's competitiveness and seize new opportunities, the Government will continue to increase the supply of various types of land, including commercial sites for office development, in order to meet the needs arising from economic development. Planning of office spaces to cater for long term demand should not be changed merely because of the short-term market fluctuations.

(c) In response to (3):

According to the "Development Blueprint for Hong Kong's Tourism Industry" promulgated by the Government in 2017, two of the development strategies for tourism industry include "develop a diversified portfolio of visitor source markets for Hong Kong, with a focus on attracting high value-added overnight visitors" and "consolidate and enhance Hong Kong's status as a travel destination for meeting, incentive, convention and exhibition (MICE) tourism, regional cruise hub, and Events Capital of Asia".

The hotel room occupancy rate in 2017 and 2018 were 86% and 89% respectively, among which Wan Chai had an occupancy rate of 90% and 92%. The occupancy rate of Hong Kong hotels has gradually rebounded

after the pandemic. It is anticipated that the demand for high tariff A hotel accommodations in Wan Chai District will remain strong in the long run, thus the proposed provision of high tariff A hotel accommodations can help meet such demand and the above two strategies.

Currently, Wan Chai North Area has about 1,500 5-stars (or 3200 3-stars to 5-stars) hotel rooms. According to CEDB, the supply of hotel rooms is inadequate to meet the accommodation needs of buyers and exhibitors, in particular during the time when mega conventions and exhibitions are held in Hong Kong. New hotel rooms to support the new C&E facilities are considered necessary taking into account the high demand during mega fairs. As there is an increase in the GFA of C&E facilities for about 85,950m² and the C&E industry would normally attract overnight business visitors, additional hotel rooms is considered necessary with a view to satisfying the needs of different types of visitors. There will be synergy to integrate the provision of hotel rooms with C&E facilities at the Site.

Major Grounds/Comments/Suggestions	Representation(s)
<i>Traffic Aspect and Pedestrian Connectivity</i>	
(5) Existing traffic problems in the area would be further exacerbated.	R3
(6) Surrounding at-grade pedestrian circulation spaces near the Site should not be covered by the various proposed footbridges. The proposal also reveals that there is no plan to improve the at-grade pedestrian connectivity. More footbridges instead of better at-grade access would only bring more inconvenience to pedestrians, in particular elderly, to trek up and down stairs. A multi-storey bridge over Harbour Road would not bring any benefit to the general public since pedestrians have been relying on the footbridge at Central Plaza to reach MTR stations, bus stations, Wan Chai Ferry Pier and the waterfront areas. An excessive amount of land would be given to vehicles instead of pedestrians. The proposed vehicular access roads serving the future redevelopment to replace the existing at-grade passage connecting Gloucester Road and Harbour Road could be dangerous and cause pollution.	R4 to R6, R8
(7) The various off-site footbridges have been touted for many years but not delivered.	R6
(8) Underground passageway with MTR Wan Chai Station could be provided to reduce congestion on the existing footbridge.	R2

<p>(9) The necessity to provide additional 400 parking spaces at the Site is questionable. A motor-vehicle showroom at the basement level of the Car Park Complex at HKCEC Phase 1 (The Automall) has been operated for years and has reduced the number of parking spaces available for public use.</p>	<p>R5, R6 and R8</p>
<p>(10) The proposed drop-off points should be located underground and there are no reasons for two entrances. There is either no indication of whether the existing drop-off points in front of the HKCEC would be retained or converted to other use.</p>	<p>R6 and R8</p>
<p>Responses</p>	
<p>(d) In response to (5):</p> <p>Based on the Traffic Impact Assessment (TIA), with the proposed traffic improvement schemes to be implemented by future developer/concerned department(s) (Plans H-10a to H-10d), the performance of the major junctions surrounding the Site in the design year with the proposed redevelopment is acceptable. The Commissioner for Transport (C for T) has no objection to the amendments to the OZP.</p>	
<p>(e) In response to (6) and (7):</p> <p>The proposed redevelopment aims to integrate with the existing pedestrian footbridge network, with a view to enhancing pedestrian circulation routes through an integrated pedestrian circulation network to be separated from vehicular traffic at ground level where practical. New pedestrian facilities and enhancements of the existing pedestrian facilities by the future developer/concern department(s) are as follows (Plan H-7):</p> <ul style="list-style-type: none"> a) constructing an elevated connection above Harbour Road to connect the proposed development with HKCEC Phase 1; b) constructing a footbridge across Harbour Road connecting the proposed development with the open space to the immediately west of Convention Plaza, such that pedestrians will have direct access to the harbourfront via the elevated walkway (under construction); c) 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; d) modifying and extending the existing footbridge adjacent to the Telecom House; and e) 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 redevelopment. 	

In terms of the pedestrian connections at ground level in east-west direction along Gloucester Road, the connection between the existing pedestrian circulation area in front of Telecom House and the public passage area at Central Plaza linking with the Fleming Road Garden (**Plans H-2 and 4c**) has been taken into consideration. The existing at-grade pedestrian accessibility along Gloucester Road would be maintained and integrated with the landscape design and street tree planting as part of the proposed streetscape enhancement works. In terms of north-south direction, a continuous sitting out area along the eastern fringe of the Site is also proposed (**Plan H-9a**) in order to facilitate public accessibility between Harbour Road and Gloucester Road to reach Fleming Road Garden. The building line is proposed to set back along Gloucester Road with a view to maximising the width of pedestrian path and creating more planting areas to beautify the pedestrian circulation areas and enhance the overall at-grade pedestrian experience.

The current pedestrian connection between the Site and Wan Chai hinterlands mainly relies on various existing footbridges over Gloucester Road (**Plan H-2**). The proposed footbridge across Harbour Road would connect with the existing footbridge system via the proposed redevelopment, which can relieve the burden of the existing elevated walkway at Central Plaza and provide an alternative route to HKCEC. According to the TIA, the north-south pedestrian connection between Gloucester Road and Harbour Road would be maintained under the redevelopment proposal (**Plan H-10a**). In this regard, the proposed redevelopment will further integrate with the existing pedestrian footbridge network holistically (**Plans H-5 and H-7**). Connectivity and walkability are key objectives in the design of the proposed redevelopment. The design of pedestrian connections has considered the existing pedestrian and traffic pattern of Wan Chai to create convenient and accessible pedestrian linkages with good visual and physical connectivity. For existing connection of the at-grade footpath (**Plan H-4a**), they would not be affected by the proposed redevelopment.

Other than vehicle accesses, the proposed redevelopment would also provide various open spaces offering diverse and accessible landscape areas for public enjoyment. They include a landscape deck (**Plans H-2 and H-8**), boulevard along the footpath at Gloucester Road and an outdoor seating area at ground level near the eastern fringe of the Site (**Plan H-9a**).

(f) In response to (8):

As the pedestrian connection between MTR Wan Chai Station and Wan Chai North are currently mainly relied on footbridge system, it would be more effective and efficient to enhance the current footbridge system to improve the pedestrian circulation, as compared with construction of a new underground passageway. The new proposed pedestrian facilities and enhancements of the existing pedestrian facilities in response (e) above are relevant.

(g) In response to (9) and (10):

There would be separate accesses for private cars/taxi to the exhibition area and the office/hotel area. An underground vehicle tunnel along Harbour Road would be connected directly to the L/UL area for coaches and goods vehicles, with entrance at the vicinity of Fenwick Pier Street (**Plans H-2 and H-10b**). These proposed traffic arrangement and transport provision are provided to suit the operational needs and traffic demand arising from the proposed redevelopment so as to achieve segregation of the traffic from different uses (i.e. the drop-off and L/UL areas for office, hotel and C&E facilities are segregated).

The parking spaces to be provided are mainly to support the proposed redevelopment. The provision of internal transport facilities has followed the upper-end requirements in the Hong Kong Planning Standards and Guidelines (HKPSG) and made reference to the existing HKCEC. The TIA demonstrates that the provision of internal transport facilities, including the number of parking spaces, is acceptable. C for T has no adverse comment on the parking provision and the pick-up/drop-off arrangement.

The motor-vehicle showroom at the existing basement level of the Car Park Complex at HKCEC Phase 1 is the subject of a planning application approved with conditions by MPC on 26.8.2022 on a temporary basis for a period of two years until 26.8.2024 (**Plan H-2**) primarily on the considerations that the HKCEC Phase 1 car park would still have adequate parking spaces during major events held at the HKCEC and that Wan Chai district would still have sufficient private car parking provision up to 2027. The long-term use of the premises would not be frustrated.

According to CEDB, the existing pick-up/drop-off arrangement of the HKCEC Phases 1 and 2 would be retained.

Major Grounds/Comments/Suggestions	Representation(s)
<i>Visual, Air Ventilation and Environmental Aspects</i>	
(11) The proposed BH (breaching the 20% building free zone) is excessive and it would destroy the views of the ridgeline. The panoramic view to the mountain backdrop would be diminished.	R3 to R8
(12) The redevelopment of the Site could be an opportunity to rectify the breach of 20% building free zone currently induced by the existing Immigration Tower and Revenue Tower in order to restore the views towards the damaged ridgeline.	R6 and R8
(13) No artist illustration has been provided to visualise the proposed outdoor seating area along the eastern fringe of the Site. Notwithstanding the planting of a row of trees, it is expected that this piece of land strip would be sandwiched with a long and high wall and there	R6 and R8

would be limited natural light and poor ventilation.	
(14) The extensive bridge over Harbour Road and proposed footbridge network would block the sunlight and ventilation.	R3, R6 and R8
(15) The proposed redevelopment would bring noise and waste during the construction stage.	R5
Responses	
<p>(h) In response to (11) to (13):</p> <p>According to the Visual Impact Assessment (VIA), from the evaluation on 11 viewing points (VPs) (Plans H-11a to H-11d, H-12a to H-12d), the proposed redevelopment with greenery and mitigation measures is considered compatible with its surrounding context.</p> <p>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 (+278mPD) will be juxtaposed with the Central Plaza (+305mPD) 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 of a landmark building with high quality architectural design to add vibrancy to the Wan Chai North area (Plan H-13).</p> <p>According to CEDB, series of visual mitigation measures would be incorporated 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 (Plans H-6b and 13). Providing such visual order and harmony among surrounding tall buildings would be a key factor for ensuring aesthetically pleasing skylines. While the proposed redevelopment 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.</p> <p>The outdoor seating area along the eastern fringe of the Site (Plan H-9a) would be provided on the ground floor of the proposed redevelopment with landscaping design. The artist's impression of the southern setback area and eastern outdoor seating area (Plan H-9b) demonstrates that the outdoor seating area could provide a visual and ventilation corridor that is landscaped for public enjoyment and act as an at-grade pedestrian connection between Harbour Road and Gloucester Road.</p>	

(i) In response to (14):

According to the Air Ventilation Assessment – Initial Study, the baseline scheme (representing the existing condition of the Site) and the conceptual scheme (which has incorporated various building designs and setbacks, including two openings (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) (**Plans H-9a, H-14a and H-14b**) are assessed under the annual and summer wind conditions. The overall ventilation performance at pedestrian level of the proposed scheme (including the elevated walkway) and the baseline scheme are comparable. No significant air ventilation differences are identified at the Site and in this regard, the proposed development will perform no worse than the existing condition from air ventilation point of view.

The disposition of the building forms a major breezeway from the harbour to the inner city area. The design of north-south orientation optimises the harnessing of daylight and inter-block shading against sunlight for indoor spaces.

(j) In response to (15):

Based on the Environmental Assessment (EA) undertaken to assess the potential environmental impacts including traffic noise, air quality, water and solid waste management in view of the proposed redevelopment, the redevelopment will not cause significant adverse impact on the environment. The future developer would be required to implement suitable mitigation measures during construction works to reduce the environmental impact and monitor the construction noise, dust and air ventilation etc. during the construction phase as stipulated under the Noise Control Ordinance (Cap. 400). Significant adverse impacts during the construction stage is therefore not anticipated.

Major Grounds/Comments/Suggestions	Representation(s)
<i>Landscape Aspect</i>	
(16) Existing trees within the Site should be respected and preserved. They are essential part of the urban landscape to provide shade and improve air quality.	R4 to R8
(17) Provision of trees in the redevelopment is insufficient. Besides, the existing trees are proposed to be replaced by bushes/shrubs/flowering/decorative species at the outdoor seating area. The quality of trees to be planted cannot be guaranteed.	R3, R7 and R8
Responses	
(k) In response to (16) and (17):	

According to the indicative Landscape Master Plan (LMP), 78 existing tree within the Site, which are common species, would be affected. No Old and Valuable Tree nor tree of rare/protected species is found within the Site. According to CEDB, these trees grow in a restricted and non-suitable environment such as in raised planters or confined in tree pits that will significantly affect their sustainable growth in the future. The majority of these trees have poor tree form such as topped, leaning, crooked trunk, and asymmetric canopy. 65 high-quality new trees would be planted, as recommended in the indicative LMP, with suitable growing environment and sufficient soil volume for sustainable growth to mitigate the impact on existing landscape resources arising from the proposed redevelopment. Significant adverse impact on existing landscape character and landscape resources arising from the proposed rezoning is not anticipated. Detailed landscape and tree planting proposal at the Site would be formulated by the future developer in accordance with the landscape clause under the lease and relevant Technical Circulars of the Development Bureau and the Practice Notes of the Lands Administration Office, so as 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/planting proposals.

Major Grounds/Comments/Suggestions	Representation(s)
<i>Architectural and Building Design Aspects</i>	
(18) The GFA could be further increased by underground development for C&E facilities, which would be in line with government policy, optimise building massing and reduce visual impact.	R2
(19) The proposed redevelopment would diminish the iconic position of Central Plaza. The 'twinning effect' is architecturally not justifiable.	R7
(20) The proposed redevelopment has an inappropriate massing and would be only a glass-wall tower with no resemblance to the Central Plaza.	R8
<i>Responses</i>	
<p>(l) In response to (18):</p> <p>According to CEDB, the exhibition halls in the redevelopment are intended to connect with those in the HKCEC Phase 1 on the same levels in order to maximise the synergy with existing exhibition halls. The basement of the redevelopment would be fully utilised with five underground storeys for car parking, L/UL and building services plant rooms for hotel, office and exhibition centre (Plans H-6a and 6b).</p>	
<p>(m) In response to (19) and (20):</p> <p>The proposed redevelopment aims to become the symbol of the city to celebrate the importance of the exhibition hub along the Victoria</p>	

Harbourfront. The landmark tower will add to the harmonic rhythm of the varying heights of buildings of the shoreline viewed from the harbour. Complemented by the symbolic roof form of the adjacent Central Plaza and HKCEC Phase 2, the proposed redevelopment and the existing HKCEC complexes will further strengthen the identity of the exhibition hub in the city. The proposed tower will be juxtaposed with the Central Plaza and create a twinning effect based on its building scale, BH and the commercial building appearance (**Plan H-13**). The building group adds visual interest to the urban skyline by giving emphasis or a punctuation effect and reinvigorates the Hong Kong Skyline.

The disposition, massing and BH are thoughtfully considered with respect to optimisation of development potential, relief to the congested environment and sustainable green building design. The relationships among the proposed development, the ridgeline, nearby buildings and the Victoria Harbour scenery have been duly considered.

Major Grounds/Comments/Suggestions	Representation(s)
<i>Provision of GIC Facilities and Open Space</i>	
(21) The proposed redevelopment would privatise the Site whereas the displacement of essential GIC services at the existing government offices from public realm to distant and inconvenient locations is unacceptable. With reference to the relocation of immigration services to Tseung Kwan O, part of the Site should be retained to accommodate immigration facilities and services. The existing buildings providing government services and accessible open space at the Site should be preserved/re-purposed for essential public services to facilitate residents and businesses operators.	R3 to R6, R8
(22) Wan Chai district has a serious deficit of both local and district open space. The proposed redevelopment would result in a loss of existing open space and create more deficit.	R3, R6 to R8
(23) Public access to the proposed landscape deck at Fenwick Pier Street at the northwest of the Site would be restricted as it would be at the podium level and the location is inaccessible to the Wan Chai residents.	R6 to R8
Responses	
(n) In response to (21): It is government policy to accommodate and reprovision government offices with no locational requirements out of high value areas, including the CBD. The relocation exercise will release the valuable land in Wan Chai North for C&E and commercial uses, which will add new impetus to the economic development of Hong Kong. The relocation of government offices to non-	

<p>CBD areas could also promote office decentralisation, resulting in a better utilisation of land resources and a more balanced spatial distribution of employment and economic activities.</p> <p>The public services at the existing WCGTs have been/will be reprovisioned at the nine replacement buildings at various locations. The Government anticipates that the construction works of all replacement buildings under the Wan Chai Government Offices Compound relocation exercise will be completed by 2026, while the reprovisioning of KWFS will be completed by 2027.</p>	
<p>(o) In response to (22):</p> <p>Whilst there would be a loss of open space at Gloucester Road Garden (about 0.34 ha) upon redevelopment at the Site, there is still a surplus in planned local open space (LO) (+1.93 ha) and district open space (DO) (+3.58 ha) within Wan Chai North area to meet the requirements according to the HKPSG (Annex VII). Besides, there is a significant surplus of DO provision (+21.6 ha) in Wan Chai district. The provision of open space in Wan Chai North and Wan Chai district is considered sufficient.</p>	
<p>(p) In response to (23):</p> <p>Whilst the landscape deck is located at Fenwick Pier Street (Plan H-2), it would be connected to the existing pedestrian footbridge network in Wan Chai through the open space to the immediately west of Convention Plaza, to the waterfront promenade through the planned elevated walkway (being constructed by the Civil Engineering and Development Department under the Wan Chai Development Phase II project) and to the proposed redevelopment through a new footbridge (Plans H-2 and H-7). The integrated pedestrian footbridge network would bring convenience and accessibility to residents in Wan Chai and the general public.</p>	
Major Grounds/Comments/Suggestions	Representation(s)
Other Aspect	
(24) It is undesirable to have a massive construction project at the Site.	R4 and R5
Responses	
<p>(q) In response to (24):</p> <p>It was announced in the various PAs that in order to consolidate and enhance Hong Kong's status as an international C&E hub in the long run, the Government would continue to expand C&E facilities, including the redevelopment of the Site into C&E facilities, hotel and Grade A office. Rezoning of the Site to facilitate its implementation is therefore essential.</p>	

5.4 Representation Providing Views

Major Grounds/Comments	Representation(s)
<p>(1) The proposed works related to Item A is in close proximity to the existing Island Line and East Rail Line (ERL). The works should be carried out in compliance with the requirements stipulated in Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24 on 'Railway Protection under Railways Ordinance, Mass Transit Railway (Land Resumption and Related Provisions) Ordinance and Area Number 3 of the Scheduled Areas in Schedule 5 to the Buildings Ordinance' or Development Bureau Technical Circular (Works) (DEVB TC(W)) No. 1/2019 on 'Railway Protection'.</p> <p>(2) Project proponent should be requested to check and ascertain that the proposed works would not have any conflict with existing MTR structures/operation equipment. Impact assessment(s) should be submitted to MTRCL for review and agreement at preliminary design stage.</p>	R9
Responses	
<p>(a) The views above are noted. According to CEDB, the interface with railway reserve/ facilities have been taken into account when formulating the overall redevelopment proposal of the Site.</p> <p>(b) According to the requirements stipulated in the PNAP APP-24, general building plans (GBPs) submitted to the Buildings Department (BD) within the railway protection areas (Plan H-2) will be circulated to MTRCL for their comment under the centralised processing arrangements. Detailed checking for compliance with the Buildings Ordinance and PNAP APP-24 would be made at GBPs submission stage.</p> <p>(c) For any proposed public works within the railway protection area, the DEVB TC(W) No. 1/2019 on 'Railway Protection' will be followed.</p>	

6. Comments on Representations

C1, also submitted by R8, repeats the adverse views on traffic arrangement and expresses additional concerns/views on Item A. The additional comments and PlanD's responses, in consultation with relevant B/Ds, are summarised below:

Major Grounds/Comments/Suggestion	Comment
(1) There is concern on the future ownership and management model for the redevelopment of the Site and whether the operation, management and costs	C1

<p>would be similar to that of the existing HKCEC.</p> <p>(2) The VPs chosen are unrealistic.</p> <p>(3) Strong objection to the proposed traffic arrangement of giving priority to vehicles. The redevelopment would bring in more traffic. With reference to the example of Tokyo, a city could manage to create a pedestrian-friendly environment.</p>	
<p>Responses</p>	
<p>(a) In response to (1):</p> <p>According to CEDB, the Site is intended to be disposed of by land sale. Upon the redevelopment, the Government would retain the ownership of C&E facilities and its management would be selected in an open and transparent manner under established mechanism.</p>	
<p>(b) In response to (2):</p> <p>The selection of four strategic VPs (SVPs) (i.e. West Kowloon Cultural District, Cultural Complex, waterfront promenade at Kai Tak Development and the Peak) (Plans H-11a to H-11d) and seven public VPs (PVPs) (including Tamar Park Viewing Deck, Wan Chai Sports Ground, Luard Road, Harbour Road Garden, open space near Wan Chai Ferry Pier, Southorn Playground and Lung King Street) (Plans H-12a to H-12d) is based on the Board's Guidelines No. 41 on 'Submission of VIA for Planning Applications to the Board' (TPB PG-No. 41). The SVPs on both Hong Kong Island and the Kowloon Peninsula with full view and the PVPs within the assessment area with different degree of visibility (glimpse, partial or full) to the subject site are assessed. They have included key pedestrian nodes and popular vantage points which are all publicly accessible VPs. The Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD has no objection to the selection of the VPs.</p>	
<p>(c) In response to (3):</p> <p>The proposed redevelopment aims to maximise the integration with existing pedestrian footbridge network and its design has taken into account the existing pedestrian movement in Wan Chai. The response (e) regarding the pedestrian connection and accessibility between the Site and surrounding area and the response (g) regarding the separated access for different users at the future commercial development at paragraph 5.3 are relevant.</p>	

7. Departmental Consultation

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

- (a) Secretary for Commerce and Economic Development;
- (b) Commissioner for Harbourfront;
- (c) Chief Estate Surveyor/Land Supply, Lands Department (LandsD);
- (d) District Lands Officer/Hong Kong East, LandsD;
- (e) C for T;
- (f) CE/Railway Development 1-2, HyD;
- (g) Chief Building Surveyor/Hong Kong East and Heritage, BD; and
- (h) CTP/UD&L, PlanD.

7.2 The following B/Ds have been consulted and they have no major comment on the representations and comments:

- (a) Secretary for Culture, Sports and Tourism;
- (b) Secretary for Financial Services and the Treasury;
- (c) Chief Architect/Advisory & Statutory Compliance, Architectural Services Department;
- (d) Chief Highway Engineer/Hong Kong, Highways Department (CHE/HK; HyD);
- (e) Project Manager/Major Works, HyD;
- (f) Director of Environmental Protection;
- (g) Chief Engineer/Hong Kong & Islands, Drainage Services Department (CE/HK&I, DSD);
- (h) CE/Land Drainage, DSD;
- (i) Chief Engineer/Construction, Water Supplies Department (CE/Construction, WSD);
- (j) CE/Development 2, WSD;
- (k) Government Property Agency;
- (l) Commissioner of Police; and
- (m) District Officer (Wan Chai), Home Affairs Department.

8. Planning Department's Views

8.1 The supportive views of R1 and the views provided in R9 are noted.

8.2 Based on the assessments in paragraph 5.3 above, PlanD does not support R2 to R8 and considers that the OZP should not be amended to meet the representations for the following reasons:

- (a) the Government had announced the plan to redevelop the WCGTs at the Site into C&E facilities, hotel and Grade-A office and reaffirmed its implementation in various PAs since 2017. Besides, the Site is situated at the CBD area on Hong Kong Island. New C&E facilities at the Site could be integrated with the existing HKCEC whereas new offices and hotels could enhance the synergy with C&E facilities in the Wan Chai North area. The proposed uses are also in line with the policy initiatives and not incompatible with the surrounding environment. The rezoning at the Site is hence appropriate to facilitate the implementation of the Wan Chai North redevelopment project (R3, R5 to R8);

- (b) redevelopment of the Site will release the valuable land in Wan Chai North for C&E and commercial uses to add new impetus to the economic development of Hong Kong. The relocation of government offices to non-CBD areas could promote office decentralisation to facilitate a more balanced spatial distribution of employment opportunities (R3 to R6, R8);
- (c) technical assessments on the potential impacts of various aspects have been carried out and demonstrated that there are no insurmountable technical issues. Appropriate mitigation measures have been proposed to minimise the potential impacts of the proposed redevelopment (R2 to R8);
- (d) in terms of visual aspect, the proposed redevelopment of a landmark building with high quality architectural design is considered compatible with its surrounding context. Relevant visual mitigation measures have been recommended in the VIA and would be incorporated in the proposed development to alleviate any potential adverse visual impacts (R3 to R8);
- (e) taking into account the future loss of Gloucester Road Garden upon redevelopment of the Site, there is still a surplus in the planned local and district open space provision in the Wan Chai North area, as well as significant surplus in the planned district open space in the Wan Chai district, to meet the requirements under the HKPSG (R3 to R6, R8); and
- (f) various traffic and internal transport arrangements, together with the provision of new footbridges connecting the Site with existing footbridges have been proposed. No adverse impact on the traffic conditions and pedestrian connection would be caused by the rezoning while connectivity within the Wan Chai North area could be enhanced (R2 to R6, R8).

9. Decision Sought

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

10. Attachments

Annex I	Draft Wan Chai North OZP No. S/H25/5 (reduced size)
Annex II	Schedule of Amendments to the Approved Wan Chai North OZP No. S/H25/4
Annex III	Lists of Representers and Commenter in respect of the Draft Wan Chai North OZP No. S/H25/5

Annex IV	Extract of Minutes of MPC Meeting held on 23.12.2022
Annex V	Extract of Minutes of 8 th Meeting of DPTC of WDCD on 13.7.2021
Annex VI	Extract of Minutes of 40 th Meeting of the Task Force of HC on 7.9.2021
Annex VII	Provision of Major GIC Facilities and Open Space in the Wan Chai North Planning Area
Plan H-1	Location Plan of Site
Plan H-2	Site Plan of Site
Plan H-3	Aerial Photo of Site
Plan H-4a to 4c	Site Photos of Site
Plans H-5	Conceptual Layout of the Proposed Development Under Item A
Plans H-6a and H-6b	Conceptual Section of the Proposed Development Under Item A
Plan H-7	Proposed Pedestrian Connection of the Proposed Development Under Item A
Plan H-8	Artist's Impression of the Proposed Landscape Deck
Plans H-9a and H-9b	Proposed Setback and Outdoor Seating Area of the Proposed Development Under Item A and Artist's Impression
Plans H-10a to H-10d	Proposed Traffic Improvement Measures of the Proposed Development Under Item A
Plans H-11a to H-11d	Photomontages from SVPs 1 to 3 and 7 of the Proposed Development Under Item A
Plans H-12a to H-12d	Photomontages from PVPs 1 to 7 of the Proposed Development Under Item A
Plan H-13	Photomontage from Inland Area of the Proposed Development Under Item A
Plans H-14a and 14b	Proposed Building Designs for Wind Enhancement

PLANNING DEPARTMENT
JULY 2023