

LEGISLATIVE COUNCIL BRIEF

Town Planning Ordinance
(Chapter 131)

APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/6

INTRODUCTION

At the meeting of the Executive Council on 7 November 2023, the Council **ADVISED** and the Chief Executive **ORDERED** that the draft Wan Chai North Outline Zoning Plan (OZP) No. S/H25/5A, should be approved under section 9(1)(a) of the Town Planning Ordinance (the Ordinance). The plan is now A renumbered as S/H25/6 at **Annex A**.

AMENDMENTS TO THE APPROVED WAN CHAI NORTH OZP NO. S/H25/4 SINCE ITS REFERENCE BACK

2. Since the reference back of the approved Wan Chai North OZP No. S/H25/4 on 15 March 2022, the draft Wan Chai North OZP No. S/H25/5 (the draft OZP) incorporating the amendments was exhibited on 13 January 2023 for public inspection under section 5 of the pre-amended Ordinance¹. The amendments incorporated in the draft OZP mainly involve rezoning of a site (about 1.9 hectare) covering the existing Wanchai Tower, Revenue Tower, Immigration Tower, Kong Wan Fire Station (KWFS) 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” (the Site) (**Amendment Item A**) to facilitate a composite development comprising convention and exhibition facilities, hotel and office.

3. Corresponding amendments in relation to the rezoning above and technical amendments in accordance with the latest version of the Master Schedule of Notes to Statutory Plans were also made to the Notes and Explanatory Statement (ES) of the draft OZP.

REPRESENTATIONS AND COMMENT ON REPRESENTATIONS

4. During the exhibition of the draft OZP, **9** valid representations were received. The representations were published for comment on 31 March 2023 and **1** valid comment on representations (comment) was received. The representations

¹ The “pre-amended Ordinance” refers to the Town Planning Ordinance as in force immediately before 1 September 2023.

and comment were considered by the Town Planning Board (the Board) at its meeting on 21 July 2023.

Supportive Representation (1)

5. The representation submitted by an individual (**R1**) provided supporting views for Amendment Item A on the ground that the amendment would provide a clearer and more viable land uses on the Site with greater flexibility.

Adverse Representations (7)

6. The major grounds/views and proposals of the adverse representations (**R2 to R8**) submitted by individuals are summarised below –

Demand/Supply of Convention & Exhibition (C&E) Facilities, Office and Hotel and Site Selection

- (a) the need for additional C&E space and related facilities was in doubt. There was no demand for convention space on Hong Kong Island;
- (b) businesses had been relocating to alternative districts resulting in a significant surplus of office space in Central and Wan Chai districts. Besides, there were other new office developments on Hong Kong Island. The work-from-home trend would reduce the demand for office space. Further provision of office spaces in Wan Chai North should not be considered;
- (c) there was no shortfall of hotel on Hong Kong Island. The demand for hotels was overstated given that many existing hotel sites were being rezoned to other uses;
- (d) new C&E facilities should be situated at the Northern Metropolis in order to integrate with the Greater Bay Area;

Traffic Aspect and Pedestrian Connectivity

- (e) existing traffic problems in the area would be further exacerbated. The problem of illegal parking along Harbour Road should be addressed;
- (f) a multi-storey bridge over Harbour Road would not bring any benefit to the general public since pedestrians had been relying on the footbridge at Central Plaza to reach MTR stations, bus stations, Wan Chai Ferry Pier and the waterfront areas. The proposed vehicular access roads to replace the existing at-grade passage (connecting Gloucester Road and Harbour Road) could be dangerous and cause pollution;
- (g) more footbridges instead of better at-grade access would bring more

inconvenience to pedestrians. Underground passageway with MTR Wan Chai Station could be provided to reduce congestion on the existing footbridge;

- (h) the necessity to provide additional 400 parking spaces at the Site was questionable;
- (i) the proposed drop-off points should be located underground and there were no reasons for two entrances located along Harbour Road. There was no indication of whether the existing drop-off points in front of the Hong Kong Convention and Exhibition Centre (HKCEC) would be retained or converted to other use;

Visual, Air Ventilation and Environmental Aspects

- (j) the proposed building height (breaching the 20% building free zone) was excessive and would destroy the views of the ridgeline;
- (k) 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;
- (l) no artist illustration had been provided to visualise the proposed outdoor seating area along the eastern fringe of the Site. A wider pedestrian path with tree-lined boulevard would be provided along existing bus stops at Gloucester Road and an outdoor seating area would be provided near the eastern boundary of the Site. However, the provision of those greening and open areas was sandwiched between an extensive drop-off area and a tall podium of Central Plaza with little natural sunlight and poor ventilation;
- (m) the extensive bridge over Harbour Road and proposed footbridge network would block the sunlight and ventilation;
- (n) the proposed redevelopment would bring noise and waste during the construction stage;

Landscape Aspect

- (o) existing trees within the Site should be preserved. They were an essential part of the urban landscape to provide shade and improve air quality;
- (p) provision of trees in the redevelopment was insufficient. Besides, the existing trees were proposed to be replaced by bushes/shrubs/flowering/decorative species at the outdoor seating

area. The quality of trees to be planted could not be guaranteed;

Architectural and Building Design Aspects

- (q) the gross floor area 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;
- (r) the proposed redevelopment would be a reflective glass-wall tower with an inappropriate massing. It was questionable that the proposed tower, together with the Central Plaza, would be considered iconic and could create a ‘twining effect’;

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

- (s) 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 was unacceptable. The existing buildings providing government services and accessible open space should be preserved/re-purposed for essential public services to facilitate residents and business operators;
- (t) Wan Chai district had a serious deficit of both local and district open spaces. The proposed redevelopment would result in a loss of existing open space and create more deficit; and
- (u) 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 was inaccessible to the Wan Chai residents.

Representation Providing Views (1)

7. The representation (**R9**) submitted by the Mass Transit Railway Corporation Limited (MTRCL) provided the following major views and proposals –

- (a) the proposed works were in close proximity to the existing Island Line and East Rail Line. The works should be carried out in compliance with the requirements stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers 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) No. 1/2019 on ‘Railway Protection’; and

- (b) the 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.

Comment (1)

8. The comment submitted by an individual (**C1**), who had made a representation (**R8**), opposed Amendment Item A and repeated the adverse views of **R8** on traffic arrangement. The additional grounds/views and proposals are summarised below –

- (a) there was a concern on the future ownership and management model for the redevelopment of the Site and whether the operation, management and costs would be similar to that of the existing HKCEC;
- (b) the viewing points chosen for the visual impact assessment (VIA) were unrealistic; and
- (c) there was strong objection to the proposed traffic arrangement of giving priority to vehicles. The redevelopment would bring in more traffic.

The Board's Decision

9. After giving consideration to the representations and comment, the Board noted the supportive views of **R1** and the views provided in **R9** and decided not to uphold **R2 to R8** and considered that the draft OZP should not be amended to meet the representations for the following reasons –

- (a) the Government had announced the plan to redevelop the Wan Chai Government Towers at the Site into C&E facilities, hotel and Grade-A office and reaffirmed its implementation in various Policy Addresses since 2017. Besides, the Site was situated at the Central Business District (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 were also in line with the policy initiatives and not incompatible with the surrounding environment. The rezoning at the Site was hence appropriate to facilitate the implementation of the Wan Chai North redevelopment project (**R3, R5 to R8**);
- (b) redevelopment of the Site would 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 had been carried out and demonstrated that there were no insurmountable technical issues. Appropriate mitigation measures had 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 was considered compatible with its surrounding context. Relevant visual mitigation measures had 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 was 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 Hong Kong Planning Standards and Guidelines (**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, had 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**).

IMPLICATIONS OF THE PROPOSAL

10. The approval of the draft Wan Chai North Outline Zoning Plan No. S/H25/5A itself has no gender implication. The civil service, economic, financial, environmental, sustainability and family implications in respect of Amendment Item A for the composite development comprising C&E facilities, hotel and office (the development) are set out below.

11. On civil service implications, the relocation of the existing government offices may improve the working environment for government employees in the replacement buildings.

12. On economic implications, Amendment Item A will facilitate the composite development comprising C&E facilities, hotel and Grade A-office, which would be conducive to the long-term development of the C&E industry in Hong Kong. While some office floorspace will be lost as a result, the overall impact should be minimal.

13. On financial implications, the Site is intended to be disposed of by way of land sale. The actual amount of premium to be received will depend on market

conditions at the time of the land sale and is yet to be determined at this stage.

14. On environmental implications, no insurmountable environmental impact associated with the proposed development is anticipated with the implementation of appropriate mitigation measures as confirmed in the technical assessments. Future developments within the Site will be planned, designed, constructed and implemented in accordance with relevant environmental guidelines and criteria laid down in the Environment Chapter of the Hong Kong Planning Standards and Guidelines.

15. As far as sustainability implications are concerned, the proposed development could facilitate better utilisation of land resources to promote economic development and to meet social needs. The proposed development may generate potential environmental impacts on the local area. Suitable mitigation measures should be implemented to alleviate any such possible impacts.

16. On family implications, the existing Wanchai Tower, Revenue Tower and Immigration Tower affected by the development need to be relocated to other districts. While the provision of the related government services will be decentralised to other locations and will facilitate the use of such services by families residing within the neighbourhood of those locations, the impact on families residing in Wan Chai District is not expected to be significant. In addition, the development will provide an outdoor seating area and landscape deck with enhanced streetscape and accessibility, which may improve the living environment of Wan Chai District. Furthermore, new employment opportunities, especially in C&E industry, office and hotel, arising from the development will help improve the financial abilities of some families.

PUBLIC CONSULTATION

17. Prior to the submission of the proposed amendments for the consideration by the Metro Planning Committee of the Board, the Development, Planning and Transport Committee (DPTC) of the Wan Chai District Council (WCDC) was consulted on 13 July 2021 on the Wan Chai North redevelopment project. 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 in traffic flow from the new C&E development at the Site and the reprovisioning proposal of KWFS.

18. The Task Force on Harbourfront Developments on Hong Kong Island (the Task Force) of the Harbourfront Commission was also consulted on 7 September 2021. Members of the Task Force supported the proposal in-principle, but expressed concerns mainly on pedestrian connectivity of the Site, and suggested the provision of additional access from Luard Road to HKCEC for the public going from Wan Chai hinterlands to the waterfront promenade.

19. 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 nor comment from members of WCDC was received.

PUBLICITY

20. The approved Wan Chai North OZP No. S/H25/6 will be printed and exhibited in accordance with section 9D(2) of the Ordinance. A press release will be issued on the day of exhibition. A spokesman will be available for answering media enquiries.

A
A-I
A-II 21. The approved Wan Chai North OZP No. S/H25/6 is at **Annex A** for Members' reference. A set of Notes listing out the uses which are always permitted and those which may be permitted on application to the Board is at **Enclosure I to Annex A**. An ES in respect of the approved Wan Chai North OZP No. S/H25/6 is at **Enclosure II to Annex A**.

ENQUIRY

22. Any enquiry on this brief can be addressed to Ms Caroline TANG, Assistant Director of Planning/Board, PlanD (Tel. No. 2231 4606).

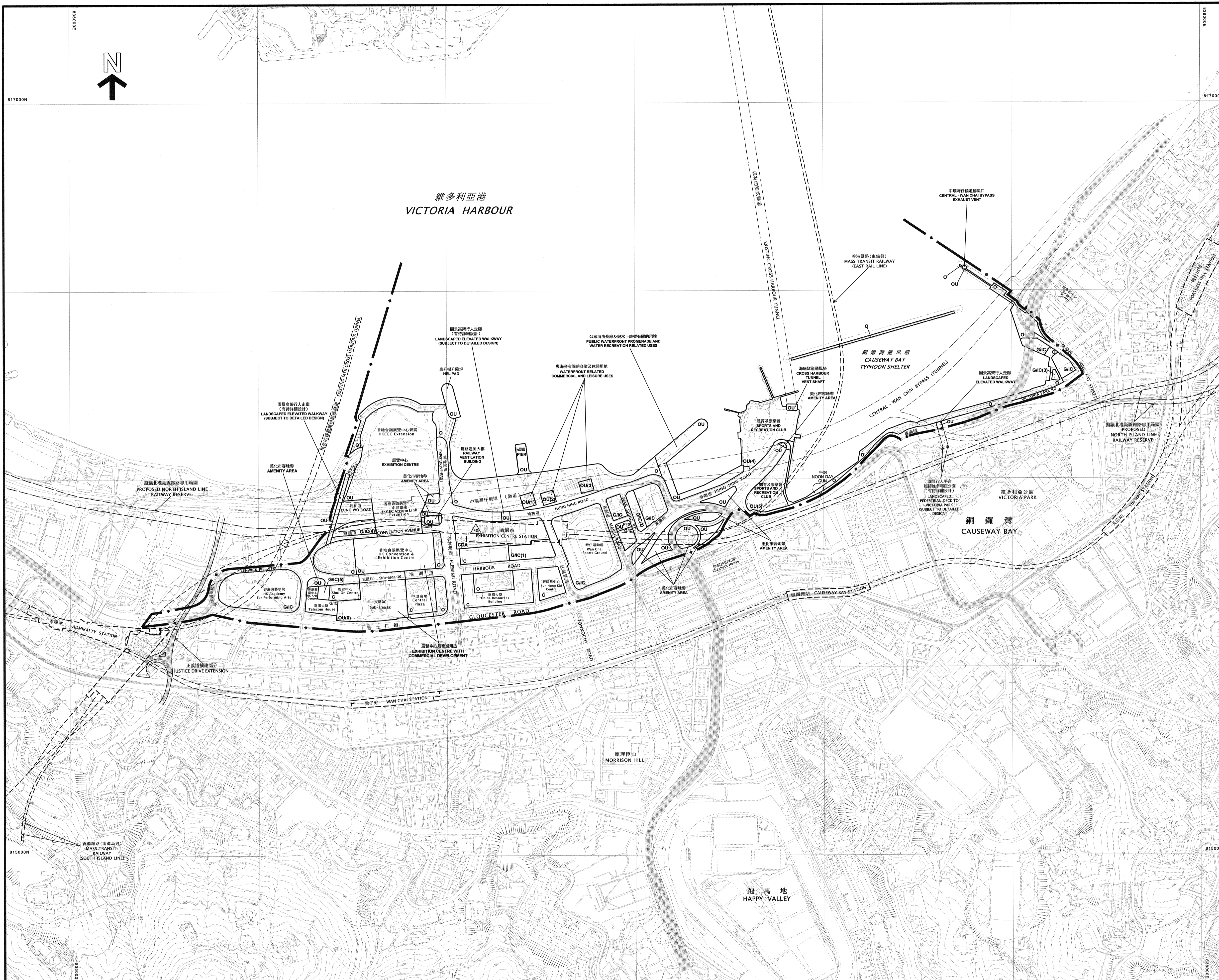
PLANNING DEPARTMENT
NOVEMBER 2023

APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/6

Annex A - Approved Wan Chai North Outline Zoning Plan (OZP) No. S/H25/6

Enclosure I : Notes of the Approved Wan Chai North OZP No. S/H25/6

Enclosure II : Explanatory Statement of the Approved Wan Chai North OZP No. S/H25/6



圖例 NOTATION

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

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

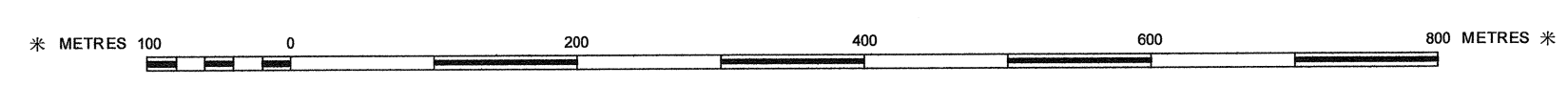
USES	大約面積及百分率		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	3.23	5.85	商業
COMPREHENSIVE DEVELOPMENT AREA	1.65	2.99	綜合發展區
GOVERNMENT, INSTITUTION OR COMMUNITY	7.97	14.45	政府、機構或社區
OPEN SPACE	8.75	15.86	休憩用地
OTHER SPECIFIED USES	17.19	31.16	其他指定用途
MAJOR ROAD ETC.	16.38	29.69	主要道路等
TOTAL PLANNING SCHEME AREA	55.17	100.00	規劃範圍總面積

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

行政長官會同行政會議於2023年11月7日根據城市規劃條例第9(1)(a)條核准的圖則
 APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 7 NOVEMBER 2023

Ms Carmen KONG 江嘉敏女士
 CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

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



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

圖則編號 PLAN No. **S/H25/6**

HONG KONG PLANNING AREA NO. 25**APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/6**

(Being an Approved Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means -
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway/tram tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/tram/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

on-street vehicle park, railway track and tram track.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate planning permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

HONG KONG PLANNING AREA NO. 25

APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/6

Schedule of Uses

	<u>Page</u>
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	2
GOVERNMENT, INSTITUTION OR COMMUNITY	5
OPEN SPACE	7
OTHER SPECIFIED USES	8

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Eating Place Education Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Convenience Public Transport Terminus or Station Public Utility Installation Shop and Services Utility Installation for Private Project

Planning Intention

This zone is intended for comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a public transport interchange and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks

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

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

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

GOVERNMENT, INSTITUTION OR COMMUNITY

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

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

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

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

- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OTHER SPECIFIED USES

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

For “Exhibition Centre” Only

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

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Exhibition Centre with Commercial Development" Only</u>	
Eating Place Exhibition or Convention Hall Flat (except on land designated "OU(6)") Hotel Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Vehicle Park (excluding container vehicle) Public Utility Installation Shop and Services Social Welfare Facility Utility Installation for Private Project	Educational Institution Government Use School

Planning Intention

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

Remarks

- (1) On land designated "OU(6)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 231,660m², or the gross floor area of the existing building, whichever is the greater. In addition, for sub-areas (a) and (b), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height of 278 metres above Principal Datum and 60 metres above Principal Datum respectively, or the height of the existing building, whichever is the greater.

(Please see next page)

- (2) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the gross floor area and the building height stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Public Waterfront Promenade and Water Recreation Related Uses" Only</u>	
Field Study/Education/Visitor Centre	Eating Place
Government Use	Place of Entertainment
Park and Garden	Public Utility Installation (not elsewhere specified)
Picnic Area	Public Vehicle Park
Pier	(excluding container vehicle)
Place of Recreation, Sports or Culture	Shop and Services
Playground/Playing Field	Utility Installation for Private Project
Promenade	(not elsewhere specified)
Public Convenience	
Public Utility Installation (Underground Pumphouse only)	
Sitting Out Area	
Utility Installation for Private Project (Underground Pumphouse only)	
Water Recreation Centre	

Planning Intention

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks (Cont'd)

- (3) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the gross floor area and the building height stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Waterfront Related Commercial and Leisure Uses" Only</u>	
Eating Place	Government Use (not elsewhere specified)
Field Study/Education/Visitor Centre	Private Club
Place of Entertainment	Public Utility Installation
Place of Recreation, Sports or Culture	Utility Installation for Private Project
Public Convenience	
Shop and Services	

Planning Intention

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

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum gross floor area and a maximum building height specified below:

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks (Cont'd)

- (3) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the gross floor area and the building height stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Sports and Recreation Club" Only

Place of Recreation, Sports and Culture Private Club	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Public Vehicle Park (excluding container vehicle) Religious Institution Shop and Services Social Welfare Facility Utility Installation not Ancillary to the Specified Use
---	---

Planning Intention

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

Remarks

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

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

- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Amenity Area" Only

Amenity Area

Government Use
Public Utility Installation
Utility Installation for Private Project

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Landscaped Elevated Walkway" Only

Elevated Walkway
Government Use

Public Utility Installation

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Helipad" Only

Government Use
Helicopter Fuelling Station
Helicopter Landing Pad

Public Utility Installation
Utility Installation for Private Project

Planning Intention

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

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 400m² and a maximum building height of 20 metres above Principal Datum.
- (3) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the gross floor area and building height stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Pier" Only

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

Planning Intention

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

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height of 20m above Principal Datum or the height of the existing building (including structure(s)), whichever is the greater.
- (3) Kiosks not greater than 10m² each in area and not more than 10 in number for use as fast food shop, restaurant, retail shop and/or service trades are considered as ancillary to "Pier" use.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Railway Ventilation Building" Only

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

Planning Intention

This zone is intended primarily for the provision of the railway ventilation building for East Rail Line/North Island Line.

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height of 25 metres above Principal Datum or the height of the existing building (including structure(s)), whichever is the greater.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For “Central – Wan Chai Bypass Exhaust Vent” Only

Road Tunnel Exhaust Vent

Government Use
Public Utility Installation

Planning Intention

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

Remarks

- (1) The exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 above, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (including structure(s)) shall result in a total development and/or redevelopment in excess of a maximum building height of 25 metres above Principal Datum or the height of the existing building (including structure(s)), whichever is the greater.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Cross Harbour Tunnel Vent Shaft" Only

Cross Harbour Tunnel Vent Shaft	Government Use Public Utility Installation
---------------------------------	---

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Petrol Filling Station" Only

Petrol Filling Station	Government Use(not elsewhere specified) Public Utility Installation Utility Installation for Private Project
------------------------	--

Planning Intention

This zone is intended primarily for the provision of petrol filling station.

HONG KONG PLANNING AREA NO. 25

APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/6

EXPLANATORY STATEMENT

HONG KONG PLANNING AREA NO. 25

APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/6

EXPLANATORY STATEMENT

<u>Contents</u>	<u>Page</u>
1. Introduction	1
2. Authority for the Plan and Procedures	1
3. Object of the Plan	5
4. Notes of the Plan	5
5. The Planning Scheme Area	5
6. Population	6
7. Planning and Urban Design Framework	6
8. Land Use Zonings	9
9. Environment	16
10. Communications	16
11. Utility Services	18
12. Cultural Heritage	18
13. Implementation of the Plan	19
Index of Figure	20

HONG KONG PLANNING AREA NO. 25

APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/6

(Being an Approved Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

(Note: For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.)

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the approved Wan Chai North Outline Zoning Plan (OZP) No. S/H25/6. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

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

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

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

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

- 2.14 After giving consideration to the representation on 18 October 2013, the Board decided to propose amendment to the OZP to partially meet the representation. On 1 November 2013, the proposed amendment was made available for public inspection under section 6C(2) of the Ordinance for further representations. During the first three weeks of the public inspection period, no further representation in respect of the proposed amendment was received. On 6 December 2013, the Board amended the draft OZP No. S/H25/3 by the proposed amendment under section 6G of the Ordinance.
- 2.15 On 18 February 2014, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wan Chai North OZP, which was subsequently renumbered as S/H25/4. On 28 February 2014, the approved Wan Chai North OZP No. S/H25/4 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.16 On 15 March 2022, the CE in C referred the approved Wan Chai North OZP No. S/H25/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the approved OZP was notified in the Gazette on 25 March 2022 under section 12(2) of the Ordinance.
- 2.17 On 13 January 2023, the draft Wan Chai North OZP No. S/H25/5 was exhibited for public inspection under section 5 of the Ordinance. It mainly incorporated amendments to rezone the site covering the existing Wanchai Tower, Revenue Tower, Immigration Tower, Kong Wan Fire Station and Gloucester Road Garden together with part of the Harbour Road from "G/IC" and an area shown as 'Road' to "Other Specified Uses (6)" ("OU(6)") annotated "Exhibition Centre with Commercial Development" to facilitate a composite development comprising convention and exhibition facilities, hotel and office. During the two-month exhibition period of the OZP, nine representations were received. On 31 March 2023, the Board published the representations for three weeks for public comments and one comment was received. After giving consideration to the representations and comment on 21 July 2023, the Board decided not to uphold the representations

and that no amendment should be made to the draft OZP to meet the representations.

- 2.18 On 7 November 2023, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wan Chai North OZP, which was subsequently renumbered as S/H25/6. On 17 November 2023, the approved Wan Chai North OZP No. S/H25/6 (the Plan) was exhibited for public inspection under section 9D(2) of the Ordinance.

3. OBJECT OF THE PLAN

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

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.tpb.gov.hk/>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is shown by a heavy broken line on the Plan. The Area covering about 55.17 ha is bounded by Hing Fat Street to the east, Victoria Park Road and Gloucester Road to the south, and Fenwick Pier Street to the west. It includes the existing Wan Chai area to the north of Gloucester Road and Island Eastern Corridor and the reclamation area to the north of Hung Hing Road.
- 5.2 The Area covers about 5.7 ha of reclamation area, the extent of which has been determined by the minimum extent required for providing the essential transport infrastructure, namely the CWB and associated road connections, and for

re-provisioning the affected facilities. Other than meeting infrastructure needs, harbour-front enhancement will be the main use on the land formed for the construction of the CWB.

- 5.3 The Area also covers the existing built-up area comprising commercial and office developments including the HKCEC, art and cultural developments including the Hong Kong Academy for Performing Arts (HKAPA) and the Hong Kong Arts Centre (HKAC) and Government, institution and community (GIC) facilities including Harbour Road Sports Centre (HRSC), Wan Chai Swimming Pool (WCSP) and Wan Chai Sports Ground (WCSG).
- 5.4 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Cap. 531).

6. POPULATION

According to the 2016 Population By-Census, the population of the Area was estimated by the Planning Department as about 2,350. No additional land has been designated for residential use under the Plan. The employment of the Area in 2016 is 41,750.

7. PLANNING AND URBAN DESIGN FRAMEWORK (FIGURE 1)

7.1 Overall Principles

- 7.1.1 Taking into account the gradual completion of infrastructure works under the WDII Review, the Urban Design Study (UDS) for the Wan Chai North and North Point Harbourfront Areas – Feasibility Study (the WCNNPUDS) was commissioned by the Planning Department in 2015 and completed in 2019. The WCNNPUDS provides a sustainable urban design framework (UDF) with HEPs to guide implementation of the HEPs. The study area of the UDS covers mainly the harbourfront sites in Wan Chai North, including the area to the immediate west and north of the HKCEC, the promenade area at the Wan Chai Ferry Pier and the ex-Public Cargo Working Area (ex-PCWA), the planned open space at the shore of Causeway Bay Typhoon Shelter (CBTS) and then the planned waterfront open space at the land reclaimed for CWB eastern tunnel portal in North Point.
- 7.1.2 Wan Chai North harbourfront presents a rare opportunity to re-connect people to the water, to re-define the harbourfront with new programs to offer a unified, continuous, walkable journey for pedestrians, as well as to create spaces that are not purely infrastructural and functional, but for people to enjoy and experience. The vision for the new harbourfront is to

develop “an urban harbourfront re-connecting people to the water”. A set of urban design principles to guide the formulation of the UDF and design strategies are:

- to create more distinct identity, character and stronger sense of place for the harbourfront;
- to enhance vibrancy and attractiveness along the harbourfront through diverse activities, programs and facilities for public enjoyment;
- to enhance pedestrian connectivity between the hinterland and waterfront, and to ensure that the waterfront/public space is continuous and enjoyable;
- to ensure design flexibility in the design proposals and promote shared use design;
- to promote design that will make full use of the blue and green resources and opportunities to re-connect people with the water and promote water-friendly culture, and to foster a green harbourfront;
- to introduce smart, green and sustainable design elements; and
- to respect the local cultural and heritage identity to re-connect people to the unique history of the harbourfront area and the district.

7.2 Character Precincts

Five character precincts are formulated as HEPs under the UDF of the WCNNPUDS (Figure 1). Each precinct has been recommended with different design concepts and key features:

- **Celebration Precinct:** This precinct covers mainly the HKCEC, the Golden Bauhinia Square with nearby arts and cultural facilities such as HKAPA and HKAC. The intention is to reinforce the ceremonial significance of the Golden Bauhinia Square, and enhance the sense of place to attract both locals and visitors. The proposed pedestrian plaza spaces will be designed to facilitate holding of different official celebration/ceremonial events, festive gatherings, outdoor events, exhibitions etc. to activate the public realm and synergise with the Golden Bauhinia Square, HKCEC and nearby arts and cultural facilities.
- **Pierside Precinct:** This precinct covers the new waterfront between the HKCEC and the ex-PCWA. The intention is to develop the prime waterfront area as an internationally-renowned harbourfront park offering diverse and round-the-clock enjoyment/experiences for both locals and visitors. Multi-purpose lawn space for outdoor activities, performance and

sitting areas are proposed in this precinct.

- **Water Sports and Recreation Precinct:** This precinct covers the ex-PCWA site. The intention is to activate the ex-PCWA into a water sports and recreational centre to showcase the near water play concepts and shared use of various water-related activities including hosting of local and international water sports events. Landing steps at the northern section of the promenade to facilitate land-water access and floating pontoons might be provided. The proposed uses would be compatible with the adjacent Royal Hong Kong Yacht Club (RHKYC).
- **Revitalised Typhoon Shelter Precinct:** This precinct covers the CBTS. The intention is to revitalise the CBTS and its promenade to echo with the presence of various cultural and historic elements (such as the typhoon shelter, Kellett Island, Noonday Gun, Tin Hau Temple, etc.) to optimise the use of the CBTS for public enjoyment, and to make full use of the water space. This precinct is also intended to improve the pedestrian environment of the existing promenade to provide a pleasant promenade environment for public enjoyment. The existing moorings within the typhoon shelter and Noonday Gun would be retained. Besides, the existing breakwater is proposed to be enhanced for public enjoyment of the harbour view.
- **East Coast Park Precinct:** This precinct covers the completed East Coast Park (Phase 1) (within the Plan), the remaining planned portion of the East Coast Park and the roof of the CWB Tunnel Portal at the promenade in North Point area (outside the Plan). The intention is to offer a diverse range of activities to citizens of all ages and interests to engage with their public space to promote concepts of “well-being” and “healthy-living”.

7.3 Pedestrian Connectivity (Figure 1)

- 7.3.1 Under the UDF of the WCNNPUDS, an east-west and a north-south pedestrian connections are respectively proposed to illustrate connectivity to harbourfront. For the east-west pedestrian connection, a continuous east-west waterfront promenade to link up the Central harbourfront, Wan Chai harbourfront and North Point harbourfront has been designed.
- 7.3.2 For the north-south connection, grade-separated and at-grade connections to facilitate movement between the hinterland at Wan Chai and waterfront at Wan Chai North have been formulated. In terms of grade-separated connections, four elevated walkways have been proposed, which include three elevated landscaped decks at the west of HKCEC over Lung Wo Road and slip roads of CWB (known as West Landscaped Deck), at the Exhibition Centre Station (EXC) (known as East Landscaped Deck) and at the northern edge of Victoria Park (known as Victoria Park Landscaped Deck) proposed under the WDII Review, and one elevated bridge at the

Water Sports and Recreation Precinct proposed under the WCNNPUDS. For at-grade connections, two new strategic at-grade connections (one at the junction of Expo Drive East/Lung Wo Road/Fleming Road and one at the junction of Tonnochy Road/Hung Hing Road) are implemented to facilitate pedestrians walking at ground level from the EXC to the Pierside Precinct.

7.4 Streetscape Enhancement

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

8. LAND USE ZONINGS

8.1 Commercial (“C”) - Total Area 3.23 hectares

- 8.1.1 This zone is intended primarily for existing commercial developments functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). The existing commercial/office developments are concentrated around the Central Plaza and Sun Hung Kai Centre to the north of Gloucester Road. They are well connected to the HKCEC and the adjacent GIC uses by integrated walkways to form one of the major commercial centres in the district.

8.2 Comprehensive Development Area (“CDA”) - Total Area 1.65 hectares

- 8.2.1 The “CDA” zone is at the EXC of the East Rail Line (EAL) and proposed NIL bounded by Hung Hing Road, Fleming Road, Tonnochy Road, Great Eagle Centre, Harbour Centre, and the reprovisioned HRSC and WCSP. This zone is intended for comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses above the station, together with railway station facilities, a Public Transport Interchange (PTI) and other supporting facilities at the ground level. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 8.2.2 Pursuant to sections 4(A)1 and 4(A)2 of the Ordinance, any development in the “CDA” zone would require the approval of the Board through planning application under section 16 of the Ordinance. The applicant shall prepare a Master Layout Plan (MLP) together with the assessments and other information as specified in the Notes of the Plan for the approval

of the Board. A copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance. A planning brief has been prepared to guide the future development in this “CDA” zone.

- 8.2.3 Development within this zone is subject to a maximum building height of 50 metres above Principal Datum (mPD) as stipulated on the Plan. Architectural design with variations in height should be adopted to create an interesting built form to complement the harbour-front setting. Moreover, an open space should be provided at the northwestern corner of this zone to enhance visual permeability and pedestrian accessibility. To enhance the landscape quality and soften the building mass, greening on podium/roof and vertical greening on facades should be provided. Planting along the edges and terraced design with greening should be applied for visual relief and interest. To minimize the visual impact, the applicant should provide a broad exterior design for the railway station facilities/ventilation building exposed above ground.
- 8.2.4 To provide an integrated development, the applicant should address and indicate clearly in the MLP the interface and connectivity between the topside development, the PTI, the railway station and supporting facilities at the ground level and the podium deck with the adjoining developments including the reprovisioned HRSC and WCSP.
- 8.2.5 To further improve the existing footbridge network in Wan Chai and the pedestrian circulation between the Wan Chai hinterland and the harbour-front, the applicant should provide a footbridge to link up the topside development with the HKCEC Extension.
- 8.2.6 Minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

8.3 Government, Institution or Community (“G/IC”) - Total Area 7.97 hectares

- 8.3.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. Within the Area, there are a number of existing GIC buildings/uses such as the HKAPA, HKAC, Telecom House, Tung Lo Wan Fire Station, Society for Prevention of Cruelty to Animals Headquarters, WCSG, Wan Chai East Preliminary Treatment Works (WCEPTW) and electricity sub-stations.
- 8.3.2 Within the Area, the GIC sites include the reprovisioned HRSC and WCSP

as well as a site near the Tung Lo Wan Fire Station for reprovisioning of the floating Tin Hau Temple to be relocated from CBTS. A site is earmarked at Convention Avenue for a coach park close to the Golden Bauhinia Square.

- 8.3.3 To ensure the compatibility of these new GIC facilities with the waterfront setting and surrounding developments, they are subject to building height restrictions, namely, 50mPD for the reprovisioned HRSC and WCSP, 20mPD for the salt water pumping station and expansion of the WCEPTW at Wan Shing Street, 15mPD for the Tin Hau Temple reprovisioning site, and 10mPD for the proposed coach park at Convention Avenue.
- 8.3.4 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

8.4 Open Space (“O”) - Total Area 8.75 hectares

- 8.4.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 8.4.2 Major existing open spaces in the Area include the garden west of the HKCEC, Fleming Road Garden, Harbour Road Garden, the middle part and eastern part of Wan Chai Temporary Promenade and the western part of East Coast Park (Phase 1).
- 8.4.3 Proposed open spaces including a new continuous waterfront promenade running along the existing promenade of the HKCEC, the proposed waterfront open space near the Wan Chai Ferry Pier, the ex-PCWA site and along the shore of the CBTS, will be provided. This new promenade will link to the promenade in Central and extend to North Point.
- 8.4.4 The proposed promenade at the west of HKCEC will complement the Golden Bauhinia Square. Together with the proposed expansion of the Golden Bauhinia Square in the east, the attractiveness of this tourist area will be very much enhanced. The proposed waterfront open space near the Wan Chai Ferry Pier will be the major leisure and recreation venue for holding outdoor performances and activities. The new promenade is envisaged to become a new tourist attraction and an activity node for the locals.
- 8.4.5 The existing and proposed open spaces together form a coherent open space network. Integrated with the pedestrian links, they provide physical and visual access to the harbour-front. The open space network comprises the garden west of Grand Hyatt Hotel which will be linked to the waterfront open space through the landscaped deck; the open space

and amenity areas along Expo Drive East; the Harbour Road Garden which will be linked to the waterfront open spaces through footbridges and a landscaped deck; and the waterside open space around the CBTS which will be connected to Victoria Park through a landscaped deck.

8.5 Other Specified Uses (“OU”) - Total Area 17.19 hectares

8.5.1 This zoning covers land annotated for the following specific uses:

Exhibition Centre with Commercial Development

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

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

8.5.4 Minor relaxation of the GFA and building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

Exhibition Centre

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

Public Waterfront Promenade and Water Recreation Related Uses

- 8.5.6 This zone is intended primarily for the provision of public waterfront promenade and low-rise and low-density public water recreation related uses at the ex-PCWA site to serve the need of the general public. A water sports centre and a harbour education centre are also planned. Within the zone, a waterfront promenade should be provided. There is a need for proper planning control over the scale of development and building height, taking account of the waterfront setting and traffic, environmental, infrastructural and other constraints. To ensure compatibility with the waterfront setting and to preserve public views to and from the Harbour, any building development should be restricted to the landward portion of the site as delineated by a thin pecked line on the Plan, and development and redevelopment should not exceed a GFA of 1,650m² and a maximum building height of 20mPD. Innovative design should be adopted to ensure visual permeability maintaining public views to and from the harbour, and the development should integrate with the waterfront promenade within the zone.
- 8.5.7 Minor relaxation of the GFA and building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.
- 8.5.8 In addition to the GFA and building height restrictions, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

Sports and Recreation Club

- 8.5.9 This zone is intended primarily for the provision of sports and recreation clubs. It covers the existing RHKYC and the Police Officers' Club (POC). The development and redevelopment on these two sites should not exceed a maximum building height of 20mPD and 25mPD respectively. These height restrictions are to ensure that they will be low-rise developments and compatible with the waterfront setting. It also seeks to promote a progressive gradation in heights from the waterfront to the existing urban hinterland.
- 8.5.10 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

Waterfront Related Commercial and Leisure Uses

- 8.5.11 This zone is intended primarily for the provision of low-rise and low-density waterfront related commercial developments and leisure uses. These developments will form an integral part of the waterfront open space near the Wan Chai Ferry Pier adding variety and vibrancy to the waterfront. In view of the prominent waterfront location and to promote visual interest, these commercial developments should be small scale and the development intensity is limited to a maximum GFA of 1,800m², 1,100m² and 1,000m² and a maximum building height of 15mPD, 10mPD and 10mPD for the sub-areas (1), (2) and (3) respectively as specified in the Notes of the Plan.
- 8.5.12 Minor relaxation of the GFA and building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.
- 8.5.13 In addition to the GFA and building height restrictions, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

Amenity Area

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

Cross Harbour Tunnel Vent Shaft

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

Landscaped Elevated Walkway

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

Helipad

- 8.5.17 This zone is intended primarily for the provision of a helipad for the Government Flying Service to provide emergency and other government flying services. The helipad allows shared use by the commercial operators of local domestic helicopter services but with priority given to Government operations at all times. As the site is located at a prominent waterfront location and an important visual corridor to the Harbour, developments within the zone are subject to a maximum building height of 20mPD and a maximum GFA of 400m². The helipad should be designed to minimise the impact on the nearby developments including the Golden Bauhinia Square.
- 8.5.18 Minor relaxation of the GFA and building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.
- 8.5.19 In addition to the GFA and building height restrictions, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

Petrol Filling Station

- 8.5.20 This zone is intended primarily for the provision of petrol filling station to the east of WCSG.

Pier

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

Railway Ventilation Building

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

Central-Wan Chai Bypass Exhaust Vent

- 8.5.27 This zone is intended primarily for the provision of the road tunnel exhaust vent of the CWB. It is located at the eastern breakwater of the CBTS. To minimise the visual impact of the building structures, they are subject to a maximum building height of 25mPD.
- 8.5.28 Minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.
- 8.5.29 In addition to the building height restriction, the exterior design of any new development or redevelopment, or any change to the exterior design of an existing structure/building, including that for a use specified in Columns 1 and 2 of the Notes, requires permission from the Board under section 16 of the Ordinance.

9. ENVIRONMENT

Environmental Impact Assessment (EIA) study for the WDII and CWB are completed and approved on 11 December 2008 under the EIA Ordinance.

10. COMMUNICATIONS

10.1 Road

- 10.1.1 Gloucester Road is the existing principal east-west route through the Area. It provides connections to the Cross-Harbour Tunnel, the Island Eastern

Corridor to the east, and Harcourt Road and Connaught Road Central to the west. It also provides access to Happy Valley and Aberdeen Tunnel via the Canal Road Flyover. Other key east-west roads include Convention Avenue, Harbour Road and Hung Hing Road.

- 10.1.2 The CWB in dual 3-lane provides relief to the traffic of the east-west links, particularly the overloaded Gloucester Road. Without the new Trunk Road, the existing east-west links are not be able to accommodate the traffic demand. The CWB comprises a trunk road tunnel running from the Central Interchange through CRIII and the Wan Chai North area and connects with the existing Island Eastern Corridor in North Point. Slip roads of the CWB are provided near HKCEC and Victoria Park.
- 10.1.3 There is also a ground level road network to complement the CWB. The primary distributor Lung Wo Road in dual 2-lane serves both local east-west traffic drawing local traffic away from Gloucester Road and as an alternative route for distributing the north-south traffic. To better utilise land resources, Lung Wo Road has been built above the CWB tunnel. The existing Hung Hing Road to the east of Expo Drive East has been realigned slightly to match with Lung Wo Road and the existing road network will also be modified.
- 10.1.4 The area shown as 'Road' includes substantial area reserved for roadside planting and footpaths. Provision of street tree planting, amenity planting strips and street furniture is encouraged to improve the streetscape quality and pedestrian environment.

10.2 Road Transport

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

10.3 Public Transport Interchange

A PTI is provided at the ground level of the EXC.

10.4 Railway

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

re-provisioned HRSC, WCSP and PTI have been integrated with the EXC.

10.5 Ferry Services and Other Waterborne Transport

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

10.6 Pedestrian Connection

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

11. UTILITY SERVICES

11.1 A number of major drainage reserves dissect the Area. They are required for extensions of the existing drainage systems and for the sewage outfall within the existing Wan Chai area.

11.2 New sewerage have been designed for the WDII development, which will feed into the existing sewerage. Assessments indicate that the additional flows will not have any adverse impact to the existing sewerage. Sewage will be discharged through the Wan Chai East Preliminary Treatment Works and the Wan Chai East sewage outfall.

12. CULTURAL HERITAGE

12.1 Within the boundary of the Area, there is a Grade 3 historic building, namely RHKYC on Kellett Island, as well as the Kellett Island Site of Archaeological Interest (SAI). The abovementioned graded historic building and SAI are worthy of preservation. On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings which include the RHKYC, and accorded grading to some buildings/structures. There are also a number of new items in addition to the list of 1,444 historic buildings which are subject to grading assessment by the AAB. Details of the list of 1,444 historic buildings and new items for grading assessment have been uploaded onto the official website of the AAB at <https://www.aab.gov.hk/en/historic-buildings/search-for-information-on-individual-buildings/index.html>. The location of the Kellett Island SAI has been uploaded onto the Geographical Information System on Hong Kong Heritage (<https://gish.amo.gov.hk/>). Details of the SAI are available for viewing at the Reference Library of Hong Kong Heritage Discovery Centre by appointment.

- 12.2 Prior consultation with the Antiquities and Monuments Office of Development Bureau should be made if any works, development, redevelopment or rezoning proposals might affect the abovementioned graded historic building and SAI, as well as any other historic buildings/structures with potential heritage value identified and their immediate environs. For proposals affecting the SAI, the proposals will be considered on a case-by-case basis subject to the archaeological potential of the proposed areas and the level of disturbance to the proposed areas.

13. IMPLEMENTATION OF THE PLAN

- 13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 13.2 This Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used by the Government as the basis for public works planning and site reservation. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and other works department, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Wan Chai District Council and the Eastern District Council would also be consulted as appropriate.
- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering planning applications, will take into account all relevant planning considerations which may include the outline development plan and the Guidelines published by the Board. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board, and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

Index of Figure (For indicative purpose only)

Figure 1 - Urban Design Framework

**TOWN PLANNING BOARD
NOVEMBER 2023**

LEGEND 圖例

-  Character Precinct
主題區
-  Planned Elevated Landscaped Deck
已規劃的高架園景平台
-  Planned/Proposed Elevated Pedestrian Connection
已規劃/擬議的高架行人連接
-  Potential Continuous Waterfront Linkage
可能的連貫海濱連接
-  Primary N-S Pedestrian Connection
主要南北向行人連接
-  Secondary Pedestrian Connection
次要行人連接
-  Tertiary Pedestrian Connection
輔助行人連接
-  Major E-W Vehicular Connection
主要東西向道路連接
-  Proposed Bicycle Trail (Low Speed)
擬議的單車徑
-  Proposed Shared Use Promenade by All Users including Cyclists
擬議為各使用者包括騎單車人士共享的海傍
-  Existing Wan Chai Heritage Trail
現有的灣仔歷史文物徑
-  Possible Connection (under separate study)
可能的連接(其他研究建議)
-  Existing Major Open Space/ Recreation Facility
現有主要休憩用地/康樂設施
-  Major Landmark Building
現有地標建築
-  New Open Space
新的休憩用地
-  New Water-related Area and Typhoon Shelter
新「親水互動」區及避風塘
-  Promenade Area
海濱長廊
-  Proposed Waterfront Commercial Site
擬議海濱商業設施
-  Landscaped Roof over Tunnel Portal
隧道口上的景觀平台
-  Proposed Water Taxi Route
擬議的水上的士連接路線
-  Major View Corridor Towards Waterfront
通往海濱的主要景觀廊
-  Existing / Committed Major Landmark Element
現有/已規劃的主要地標元素
-  Existing / Potential Point of Interest
現有/有潛力的特色景點
-  Existing / Proposed Landing Steps and Supporting Facility
現有/擬議的登岸台階和配套設施
-  Existing / Under Construction / Proposed MTR Station
現有/正在興建/擬議的港鐵站

