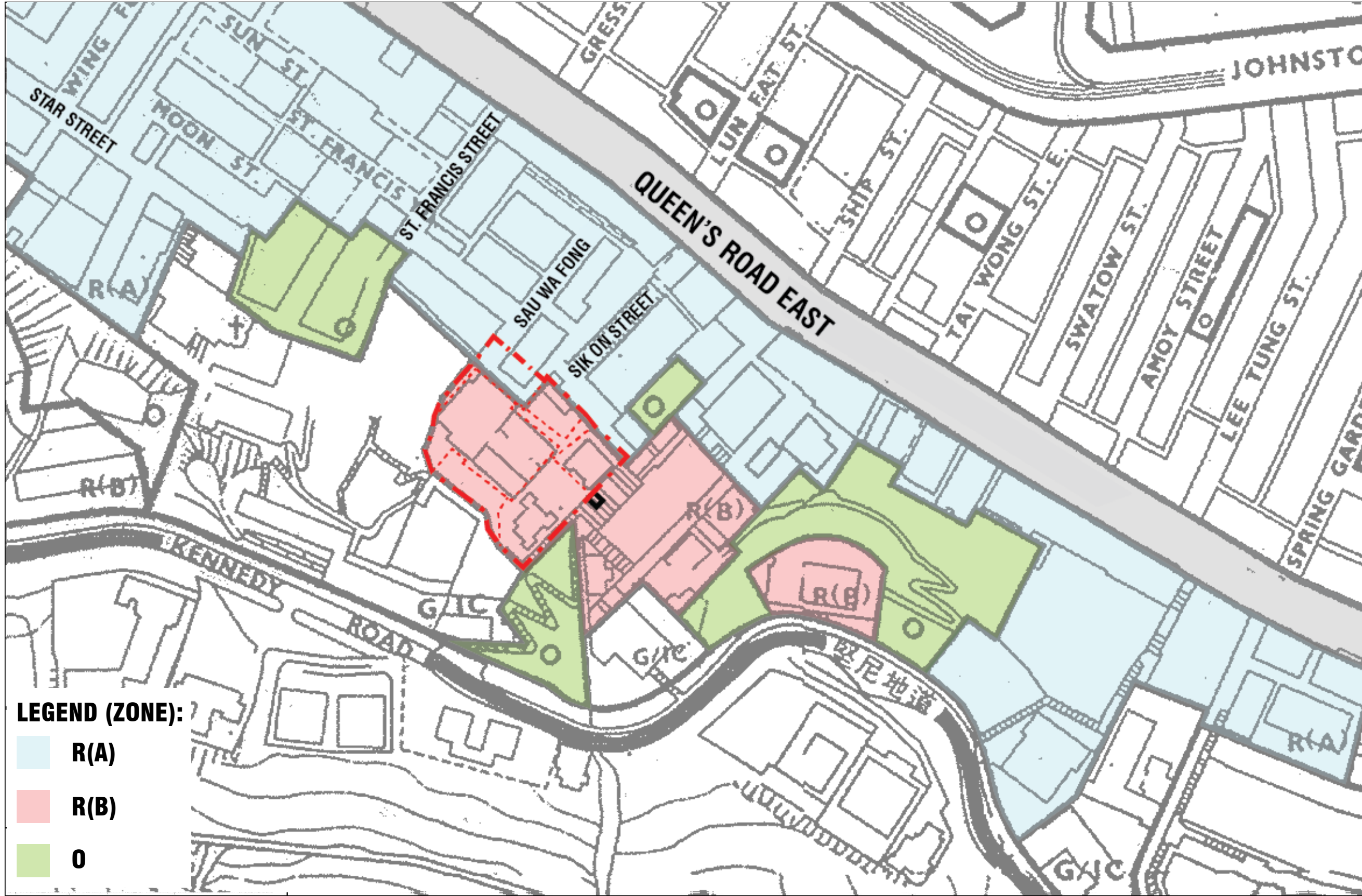




**BOOKLET FOR  
NAM KOO TERRACE  
DEVELOPMENT**

**24 September 2024**

# WAN CHAI OZP No. S/H5/1 (22 Jun 1984)



- LEGEND (ZONE):**
- R(A)
  - R(B)
  - O

# EVOLUTION OF WAN CHAI AREA

After Mid-19<sup>th</sup> Century, this area of Wanchai were mostly residential walk-up tenements (one single living-dining room for the whole family唐樓). Building sites were subdivided into 5m x 18m = 90m<sup>2</sup> plots. A pair of plots would share a common staircase as 4-storey tenements. Plot ratio was about 3.0.

With a rapid rise in population in the '50s and '60s, Hong Kong witnessed the growth of one million more people every decade. Housing shortage demanded changes.

In 1962, Government changed Building Regulations to allow high-rise domestic buildings to have a plot ratio up to:-

8.0	Single-street frontage
9.0	Two-street
10.0	3-4 streets

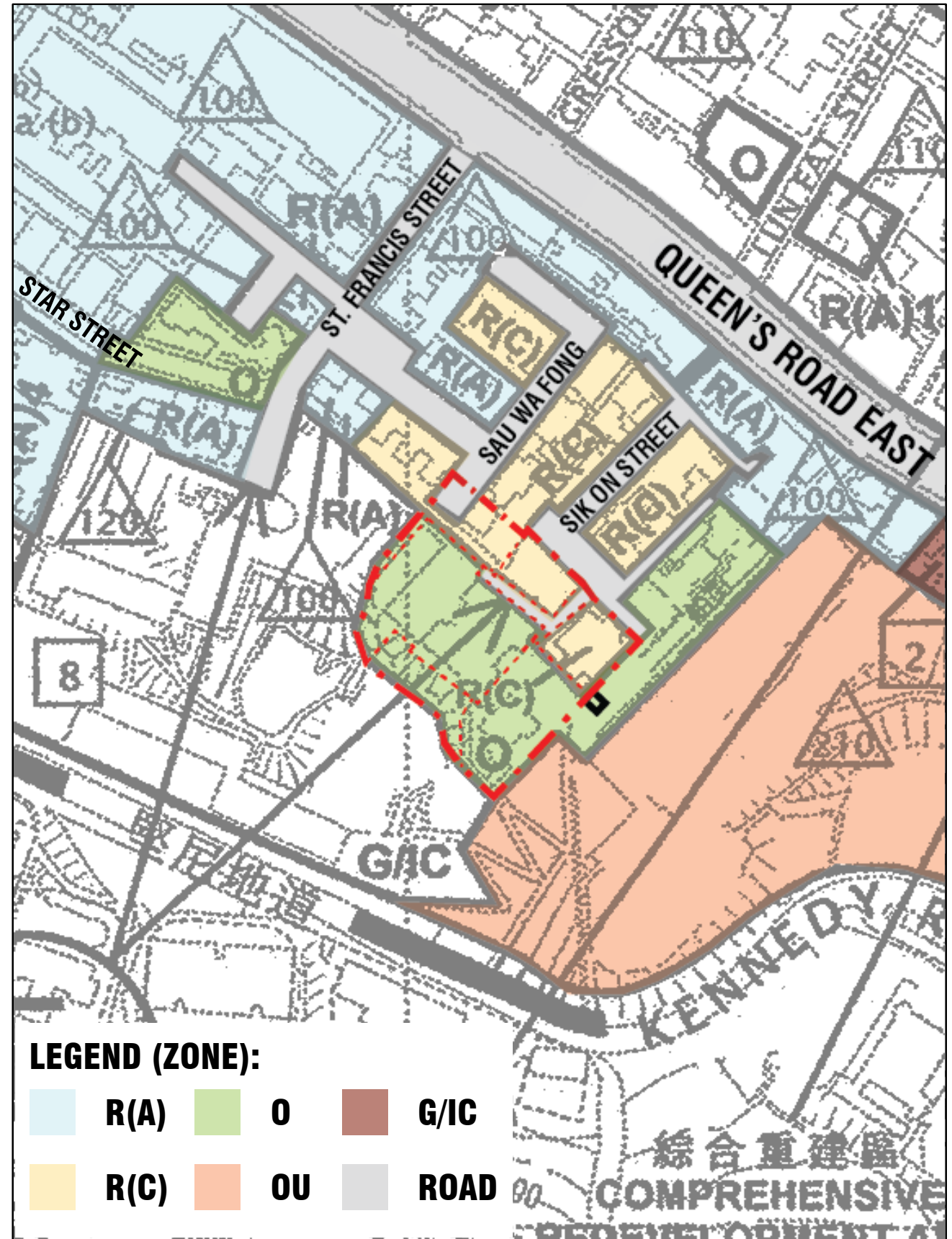
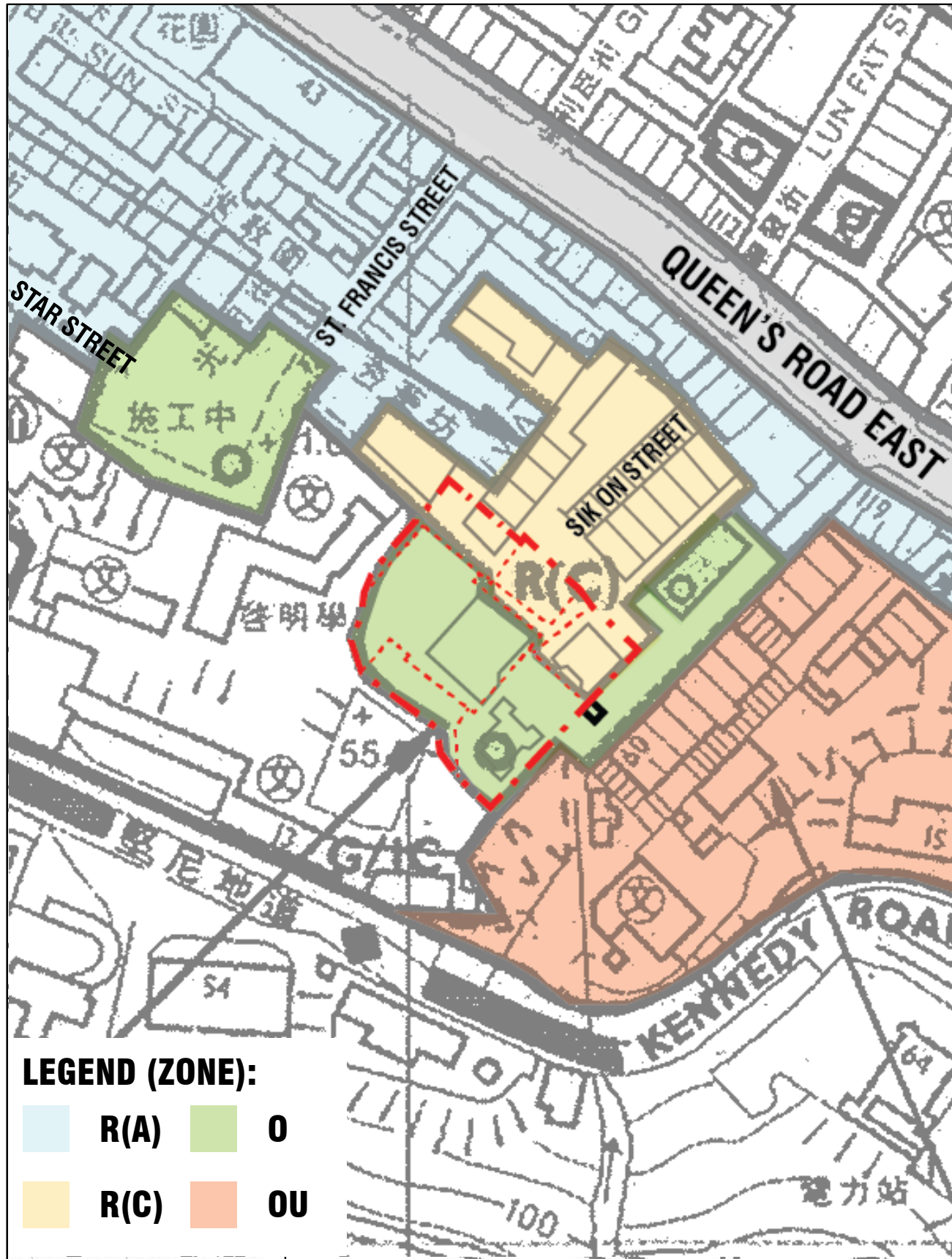
However, site coverage would reduce from 66% to 33% of site area for high-rises.

As any high-rise building would require at least common circulation area 45m<sup>2</sup> – 50m<sup>2</sup> per floor (2 staircases, lifts and a common corridor), amalgamation of these small sites is a pre-requisite for high-rise re-development.

Government has established the Land Development Corporation (LDC) and the on-going Urban Renewal Authority (URA) for this pursuit. The private sector was also working hard to create much need housing. Compulsory acquisition laws were also enacted to facilitate the amalgamation process, helping Hong Kong to create a better environment.

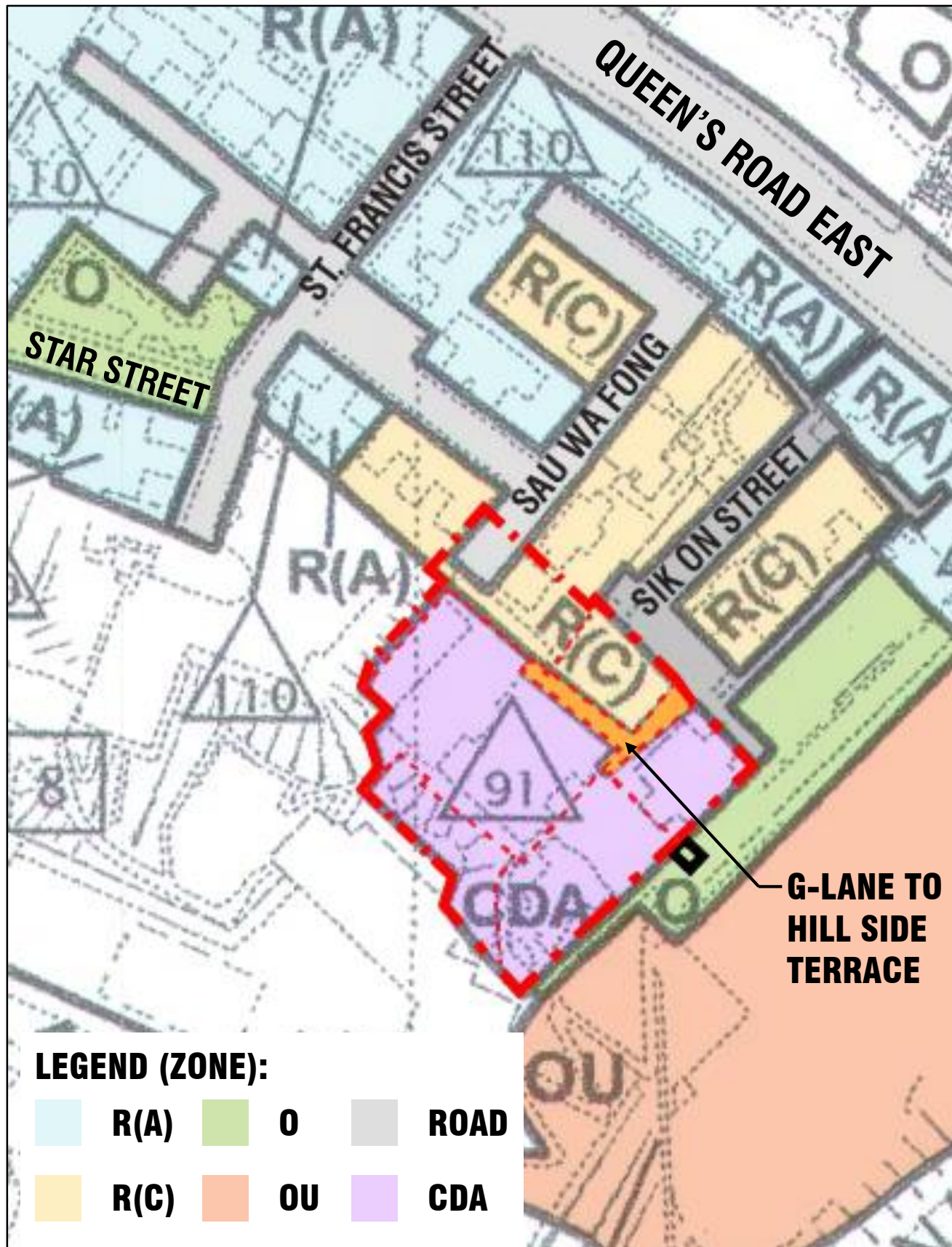
# WAN CHAI OZP No. S/H5/8 (10 Jun 1994)

# WAN CHAI OZP No. S/H5/27 (3 Aug 2012)



# WAN CHAI OZP No. S/H5/31 (2 May 2023)

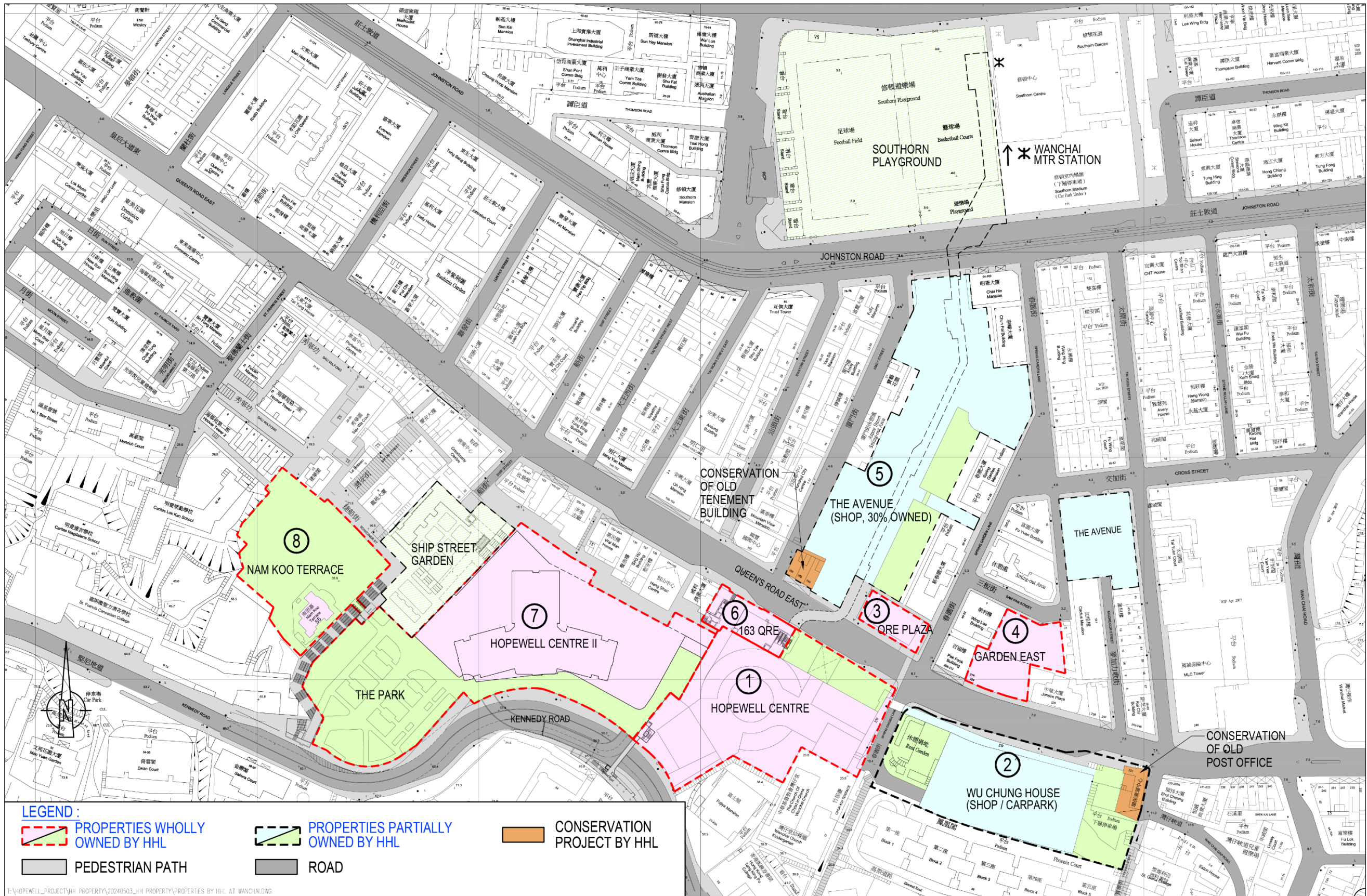
# ZONING HISTORY (CURRENT APPLICATION SITE)



<b>S/H5/1</b> <b>Jun 1984</b>	I.L.199R.P. as R(A) and the rest R(B).						
<b>Planning Study</b> <b>Dec 1991</b>	Planning Study of stepped sites in HK. Sau Wa Fong falls under Study Area No. 12.*						
<b>S/H5/8</b> <b>June 1994</b>	Rezoning as Open Space. <table border="1" style="width: 100%;"> <tr> <td>Nam Koo Terrace</td> <td style="text-align: right;">685.0m<sup>2</sup></td> </tr> <tr> <td>Hill Side Terrace</td> <td style="text-align: right;">1,100.9m<sup>2</sup></td> </tr> <tr> <td style="text-align: right;">total</td> <td style="text-align: right;">1,785.9m<sup>2</sup></td> </tr> </table> <p>The rest down-zoned as R(C) with a maximum of 5.0 plot ratio.</p>	Nam Koo Terrace	685.0m <sup>2</sup>	Hill Side Terrace	1,100.9m <sup>2</sup>	total	1,785.9m <sup>2</sup>
Nam Koo Terrace	685.0m <sup>2</sup>						
Hill Side Terrace	1,100.9m <sup>2</sup>						
total	1,785.9m <sup>2</sup>						
<b>Draft S/H5/27</b> <b>Aug 2012</b>	Rezone I.L.199 right-of-way and G-lane to Hill Side Terrace as "Road".						
<b>S/H5/31</b> <b>May 2023</b>	CE-in-Council approved & gazetted. The application site, excluding I.L.199R.P. & I.L.9048 & the G-lane to Hill Side Terrace is zoned now as CDA.						

\*Full text of Planning Study shown in Appendix I.

# HOPEWELL'S PROPERTY DEVELOPMENT IN WAN CHAI AREA



# HOPEWELL'S PROPERTY DEVELOPMENT SUMMARY

Sites	Type	Completion Date	Site Area (m <sup>2</sup> )	GFA (m <sup>2</sup> )	Plot Ratio	Open Space (m <sup>2</sup> )
1. Hopewell Centre	Office	Mar 1983	5,206.9	78,096.2	15.00	805.0
2. Wu Chung House (HHL + Gov't)	Office	Apr 1993	5,148.0	78,739.8	15.30	1,314.7
3. QRE Plaza	Commercial	Nov 2007	464.1	7,156.5	15.42	0.0
4. Garden East	Composite	Sep 2008	1,081.8	8,972.1	8.29	609.7
5. The Avenue (HHL + Sino + Gov't)	Composite	Apr 2015	8,236.0	79,933.3	9.71	3,967.6
6. 163 QRE	Commercial	Sep 2023	621.9	9,871.8	15.87	0.0
7. Hopewell Centre II	Hotel & Commercial	Mar 2024	9,840.0	101,667.0	10.33	5,761.2
8. Proposed NKT Development	Composite	-	3,140.7	28,884.9	Dom:8.858 Non-dom:0.339	3,179.9
			<b>33,739.4</b>	<b>393,321.6</b>		<b>15,638.1</b>



1. Hopewell Centre



2. Wu Chung House



3. QRE Plaza



4. Garden East



5. The Avenue



6. 163 QRE



8. Proposed NKT Development



7. Hopewell Centre II

## **CHANGE OF CIRCUMSTANCES**

- St. Francis Street no longer a cul-de-sac
- Many parts of Sau Wa Fong developed as R(A)
- East-west Barrier Free Access now possible



**CHANGE OF CIRCUMSTANCES**

**Strategic Planning**

*Cat 6 Areas Requiring Specific Local Action*

**Local Planning**

- 1) *Comprehensive Redevelopment Area and Action Area proposed by LDC SUDO.*
- 2) *The study area is blocked off from Queen’s Road East by developments with building height ranging from 6 storey to 23 storey.*
- 3) *The two nearest street accessible to vehicles are St. Francis Street and Ship Street both of which are narrow and are cul-de-sac.*

**Access to Emergency Vehicles (30m from the nearest Fire Services appliances access)**

*Maximum level of development only acceptable for Nos. 4 - 6 and 31 - 36 Sau Wa Fong and Nos. 10-16 (Even no.) Sik On Street*

*Enhanced fire services installations would be required for the rest of the sites.*

By late ‘90s:

- 1) St. Francis Street is no longer a cul-de-sac. It became a one way street connecting Star Street, Pacific Place III and beyond.
- 2) Application site, I.L. 199 R.P. has right of way access to all “Roads”. Vehicles can access St. Francis Street. These “Roads” connect directly to the Application Site from the west.

**1991 Study** Policy change of FSD toward stepped streets

***2.3 “due to current improvements in the fire fighting appliances and fire protective measures, the FSD has changed its attitude towards high rise development abutting these stepped streets. The “Letter of Concern” will no longer be issued to developers regarding developments without direct vehicular access. Instead additional requirements to enhance the fire protective installations of the proposed building will be imposed before the issuance of a Fire Certificate. Moreover, as residents are expected to leave the premises by themselves in case of a fire, there is no longer an absolute necessity for the rescue appliance to reach the major face of a wholly residential building in the stepped street situations.”***

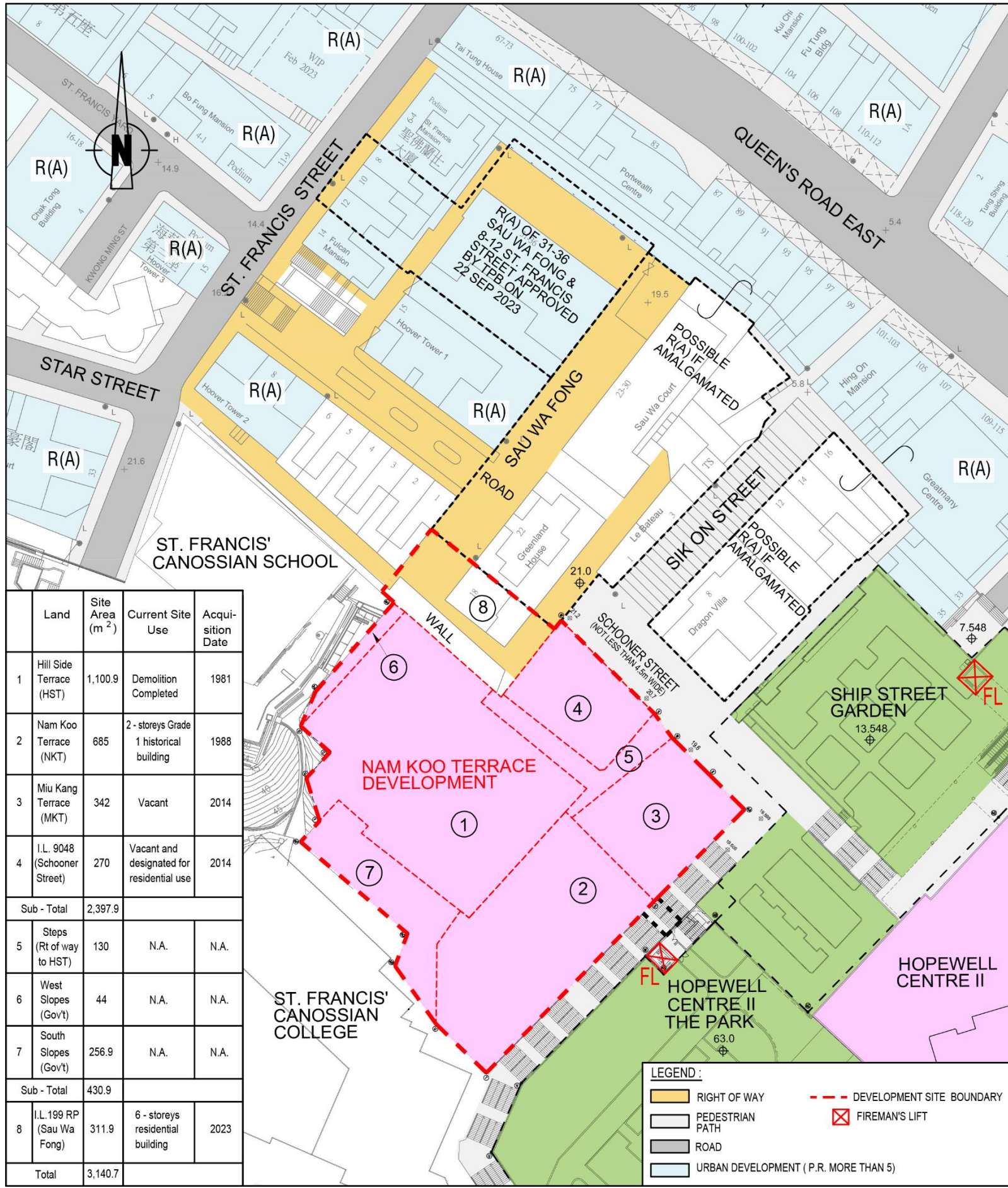
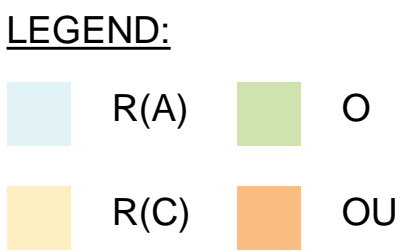
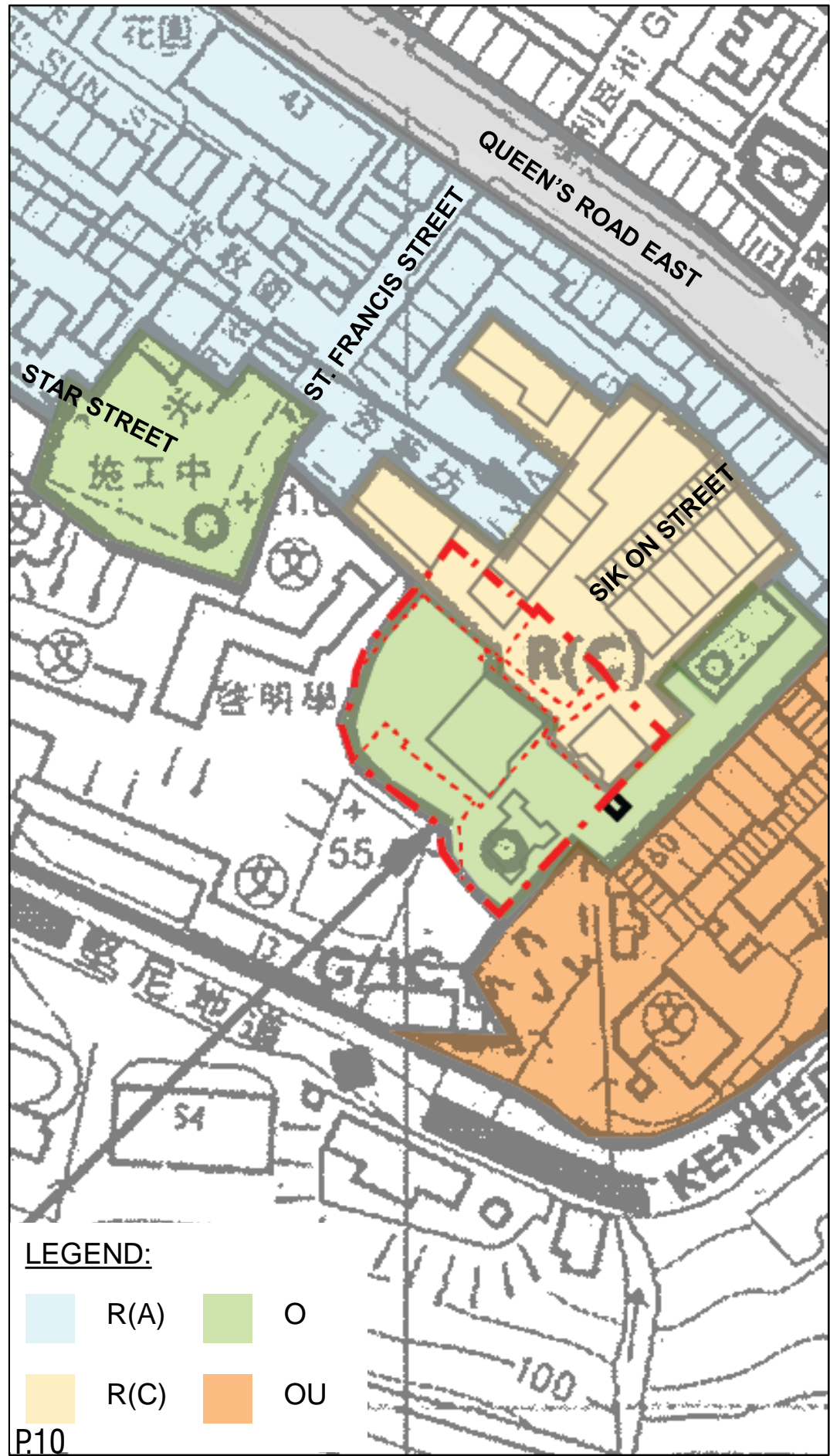
**'23 S-16 CDA APPR.** EVA Requirement Satisfied, 10.1.9 Comments of FSD

- a) *“no objection in principle to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction of D of FS;*
- b) *detailed fire services requirements will be formulated upon receipt of formal submission of GBPS; and the applicant is advised to observe the requirements of EVA as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 which is administrated by BD.”*

North	Queen’s Road East / Ship Street @7.0mPD via Fireman’s Lift (1) or steps to 19.0mpd Schooner Street and site.
South	Kennedy Road @63.0mPD Fireman’s Lift (2) or steps to Podium @34.0mPD and Schooner Street @19.0mPD. Fireman’s Lift (3) from Schooner Street @19.0mPD to Podium @34.0mPD. Fireman’s Lift (4) from Schooner Street @19.0mPD to Podium and all floors.

**Further Improvements:**

West	Vehicle EVA access from St. Francis Street @21.0mpd to Schooner Street @21.0mPD.
------	--



	Land	Site Area (m <sup>2</sup> )	Current Site Use	Acquisition Date
1	Hill Side Terrace (HST)	1,100.9	Demolition Completed	1981
2	Nam Koo Terrace (NKT)	685	2 - storeys Grade 1 historical building	1988
3	Miu Kang Terrace (MKT)	342	Vacant	2014
4	I.L. 9048 (Schooner Street)	270	Vacant and designated for residential use	2014
Sub - Total		2,397.9		
5	Steps (Rt of way to HST)	130	N.A.	N.A.
6	West Slopes (Gov't)	44	N.A.	N.A.
7	South Slopes (Gov't)	256.9	N.A.	N.A.
Sub - Total		430.9		
8	I.L. 199 RP (Sau Wa Fong)	311.9	6 - storeys residential building	2023
Total		3,140.7		



**Traffic and Transport**

*Maximum level of development tolerable as the road network in the vicinity could cope with the increased traffic generated but there will be great inconvenience and also safety problems to the residents and pedestrians because the loading / unloading activities have to be carried out far away from the sites*

- (a) ***“no objection to the application from traffic engineering perspective subject to the following comments,:***
- i. the Site is surrounded by private lots and it is impractical to provide vehicular access to the Site due to topographical constraints. According to the Traffic Impact Assessment (TIA) submitted by the applicant, **the anticipated trip generation/ attraction arising from the proposed development would not be significant and the impact to the surrounding road network would be minimal;***
  - ii. regarding access to NKT via Sau Wa Fong, it is noted that **footpath at Sau Wa Fong is within private lot;***
- The successful acquisition of 18 Sau Wa Fong (I.L.199R.P.) now entitles the applicant to pass and repass the right-of-way zoned “Road”. This pedestrian passage provides the missing link for smooth east-west barrier free access.**
- iii. the applicant should liaise with the owner of Hopewell Centre II for design and submission of the proposed pedestrian signage and traffic management plan to ensure smooth operation of the pedestrian networks and passengers lifts in post-planning approval stage;*
  - iv. an undertaking letter was provided by the lot owner of Hopewell Centre II to allow access to the development through Hopewell Centre II during 06:00 to 23:00 with provision of appropriate pedestrian signage. The applicant should be responsible for liaison with the owner of Hopewell Centre II to ensure the proposed measures are properly implemented”; and*
- (b) *the following condition is proposed:*
- the design and implementation of the pedestrian connection between Ship Street, NKT, Queen’s Road East and Kennedy Road to the satisfaction of C for T or of the Board.*

Routes of public transport available shown @ Appendix II.

**Water Supplies and Sewage & Sewerage**

*Maximum level of development acceptable with adequate capacity in existing water supply systems.*

*Minor improvement to the area distribution mains required for both fresh and salt water.*

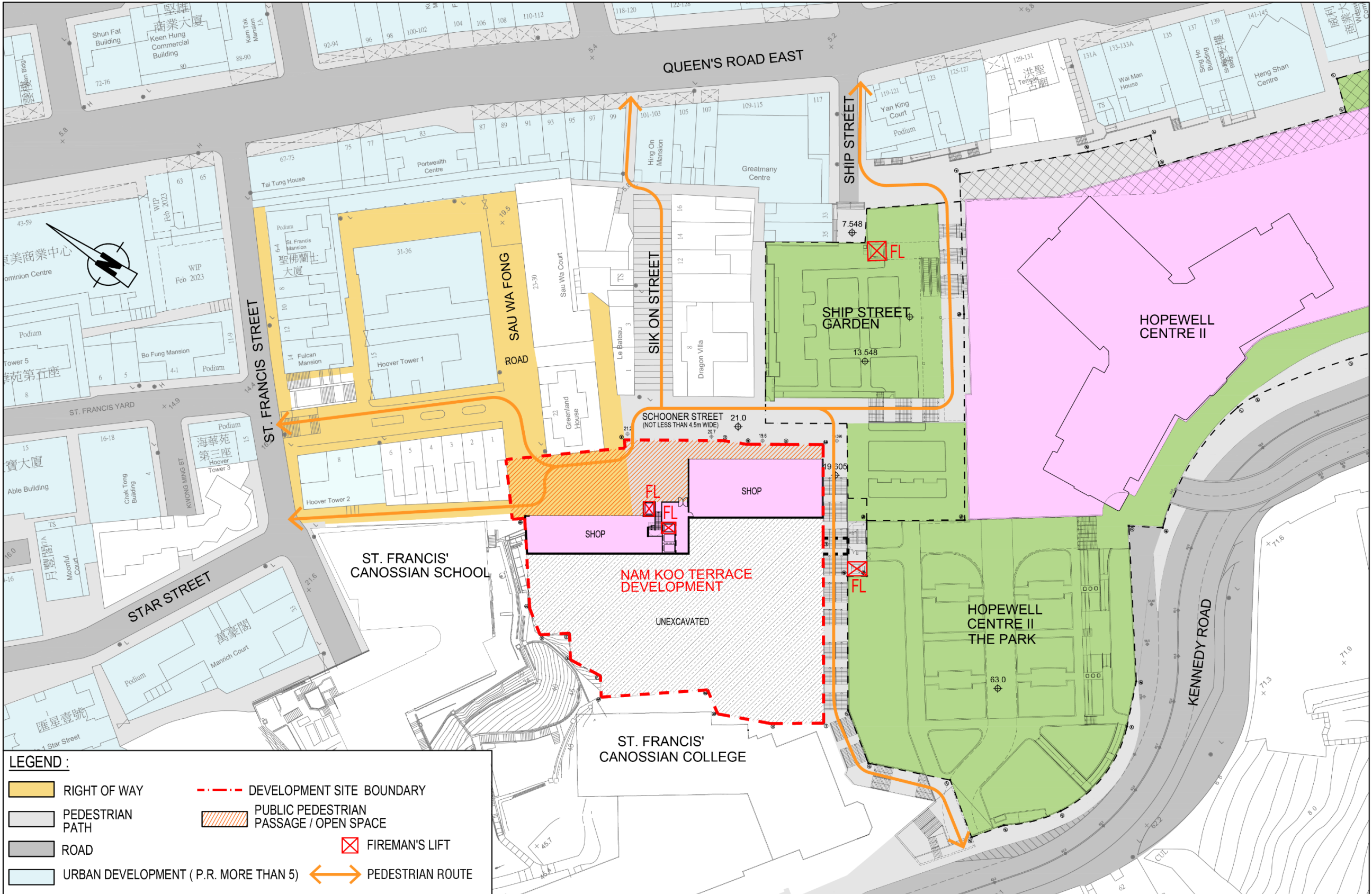
*(\*Existing water supply system cannot meet FSD’s requirement for fire fighting purposes.)*

*Existing level of development should be maintained as existing downstream sewage / sewerage system will be overloaded.*

**Water supply and drainage systems improved for the whole Kennedy Road, Mid-Level Area:**

- 1) New larger storm water drains had been laid under Ship Street.
- 2) Storm water surge tank built within HCII site.
- 3) Enlarged sewage pipes from Kennedy Road to Johnston Road.
- 4) Water supply : larger pipe’s laid under Ship Street.
- 5) Realignment of 132KV electric cables.

# ENHANCED ACCESSIBILITY



**Other Environmental Consideration**

*Nil*

**Conclusion and Recommendation**

1. Existing level of development should be maintained for the whole study area as

a) the major part has unacceptable means of access, especially No. 1A Hill Side Terrace;

b) the tremendous increase in development level (a total increase of 35550m<sup>2</sup> in GFA or 2618 persons in population) would impose significant adverse impact on the local road network and infrastructure

2. Amalgamation of sites to facilitate comprehensive redevelopment should be encouraged to provide flexibility for better urban design and more desirable spatial environment compatible with existing character of surrounding.

	OZP No. S/H5/1 22 Jun 1984	OZP No. S/H5/8 10 Jun 1994	'23 S-16 CDA APPR.	Current S12A Application	
“Open” Open Space (4/F)	0	[HST] 1,100.9 [NKT] 685.0	1,785.9	1,690.0 m <sup>2</sup>	1,638.6 m <sup>2</sup>
Covered Open Space (4/F)	0	0	689.0 m <sup>2</sup>	1,027.7 m <sup>2</sup>	
Open Space (G/F)	0	0	0	255.6 m <sup>2</sup>	
Public Pedestrian Passage (adjoining Schooner Street)	0	0	342.7 m <sup>2</sup>	258.0 m <sup>2</sup>	
<b>Sub-Total</b>	<b>0</b>	<b>0</b>	<b>342.7 m<sup>2</sup></b>	<b>513.6 m<sup>2</sup></b>	
<b>TOTAL</b>	<b>0</b>	<b>1,785.9 m<sup>2</sup> *</b>	<b>2,721.7 m<sup>2</sup> *</b>	<b>3,179.9 m<sup>2</sup> *</b>	

\* Existing Nam Koo Terrace Building is always included in the Open Space calculation.

**To derive the level of development intensity desirable:**

		A/H5/418 2023 APPROVAL	PRO-RATA INCLUDING I.L. 199 R.P.	CURRENT APPLICATION INCL. I.L. 199 R.P.
<b>DENSITY</b>	Site Area	2,828.8 m <sup>2</sup>	3,140.7 m <sup>2</sup>	3,140.7 m <sup>2</sup>
	Development Plot Ratio	5.0	5.0	DOM. = 8.858
	Floor Area	14,144.0 m <sup>2</sup>	15,703.5 m <sup>2</sup>	27,820.3 m <sup>2</sup>
<b>1991 Study Density Standard</b>	Area per unit	49.62 m <sup>2</sup>	49.62 m <sup>2</sup>	49.62 m <sup>2</sup>
	No. of Units	285 unit	316.5 unit	560.7 unit
	Person per unit @3.6513	1,041 P	1,156 P	2,047 P
<b>With Updated Unit Size</b>	Area per unit	55.48 m <sup>2</sup>	55.48 m <sup>2</sup>	89.17 m <sup>2</sup>
	No. of Units	255 units	283 units	312 units
	Person per unit @3.6513	931 P	1,034 P	1,139 P

# COMPARISON ON THE DEVELOPMENT PARAMETERS

Development Parameter	'23 S-16 CDA APPR.	Current S12A Application (Including I.L. 199 R.P.)
<p><b>LEGEND</b></p> <p><span style="color: red;">- - -</span> DEVELOPMENT SITE BOUNDARY</p> <p><span style="border-bottom: 1px dashed black;">  </span> BOUNDARY LINE OF REZONING SITE</p>		
<b>Site Area (m<sup>2</sup>)</b>	2,828.8	3,140.7
<b>Plot Ratio</b>	Domestic = 4.92 Non-domestic = 0.08	Domestic = 8.858 Non-domestic = 0.339
<b>GFA (m<sup>2</sup>)</b>	14,144.0	28,884.9
<b>BH at Roof (mPD)</b>	91.0	119.6
<b>Total No. of Storeys</b>	21	28
<b>Open Space Provided (m<sup>2</sup>)</b>	2,721.7	3,179.9
<b>Total No. of Unit</b>	255	312

## No Increase in Population Density:

		<b>A/H5/418 2023 APPROVAL</b>	<b>PRO-RATA INCLUDING I.L. 199 R.P.</b>	<b>CURRENT APPLICATION INCL. I.L. 199 R.P.</b>
<b>DENSITY</b>	Site Area	2,828.8 m <sup>2</sup>	3,140.7 m <sup>2</sup>	3,140.7 m <sup>2</sup>
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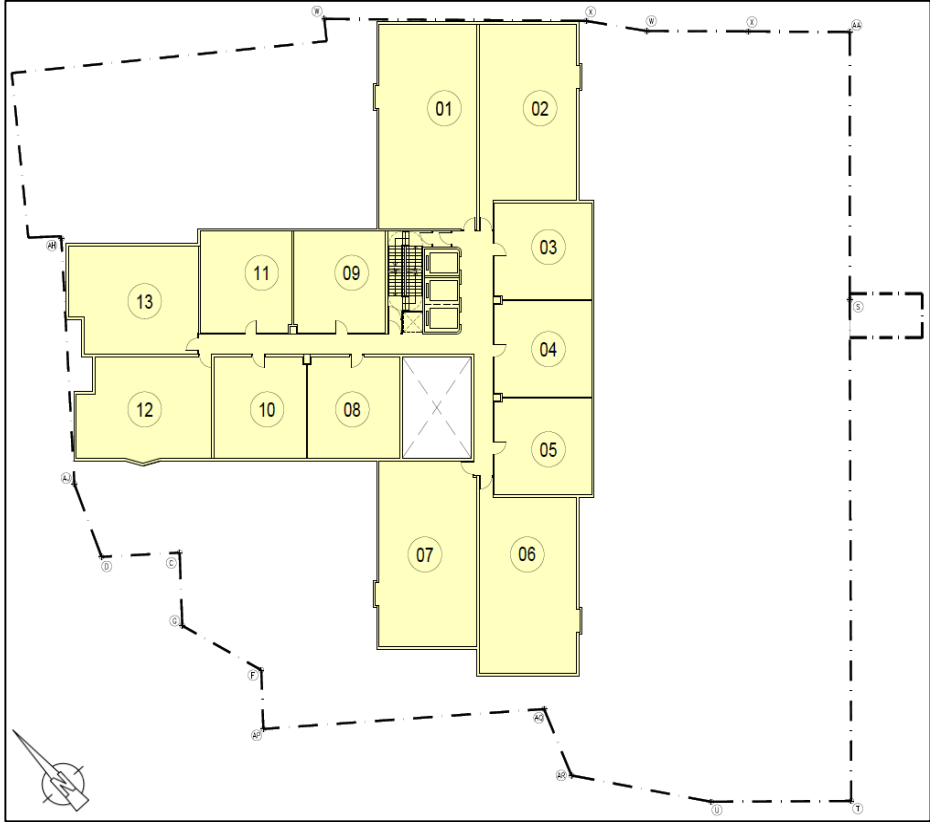
## Site Amalgamations Achieved:

Through the efforts of Government-Private Sector Partnership, zoning changes, and optimization of urban land use, the following improvements could be achieved:

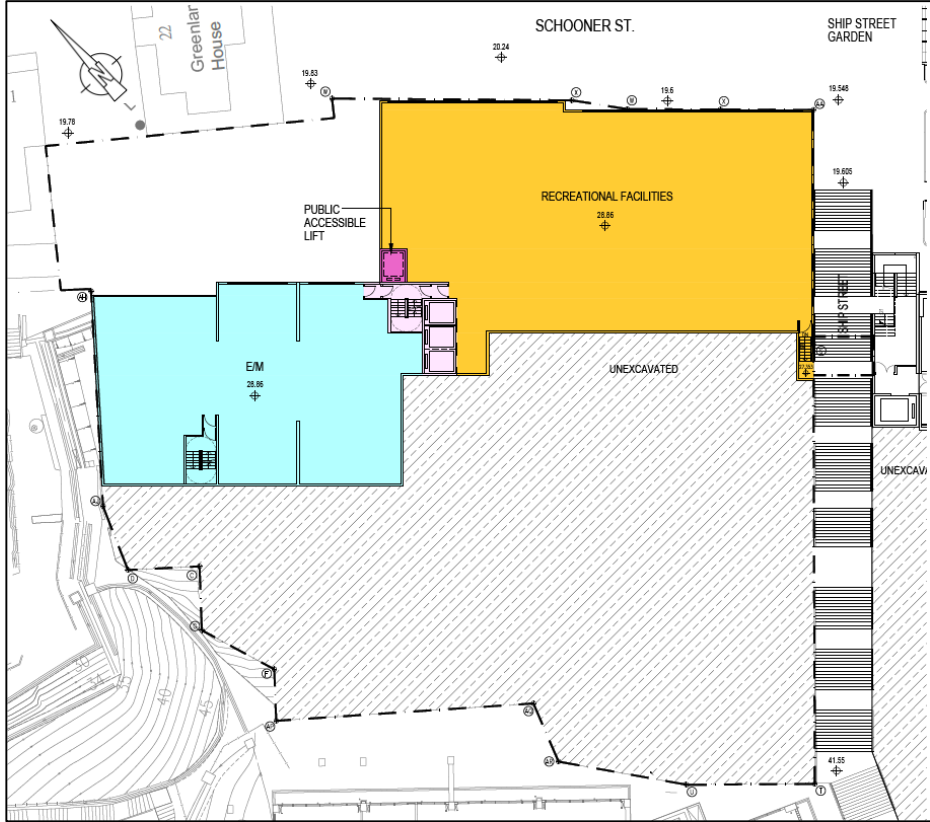
### Win-win Situation:

- 1) **Conservation of Nam Koo Terrace.**
- 2) **Larger Open Spaces.**
- 3) **Accessible parks and open space created out of hillside slopes.**
- 4) **Improved transport: Roads widened, walkways and steps provided.**
- 5) **Barrier-free access for the neighborhood: Benefits for all, particularly the students at St. Francis Canossian College and Tan King Po College for the last 44 years.**
- 6) **Improved public utilities.**
- 7) **Fulfill need for larger sized apartment in line with the expectation of expat (專才).**
- 8) **Optimum use of URBAN land: revert to the original use.**
- 9) **Increased plot ratio is not free: land premium has to be paid to Government at market rates.**
- 10) **This proposal reflects Hopewell Group's vision in transforming Wan Chai as a tourist attraction.**
- 11) **This added investment reflects Hopewell Group's tremendous confidence in the future of Hong Kong.**

# CURRENT S12A APPLICATION FLOOR PLANS



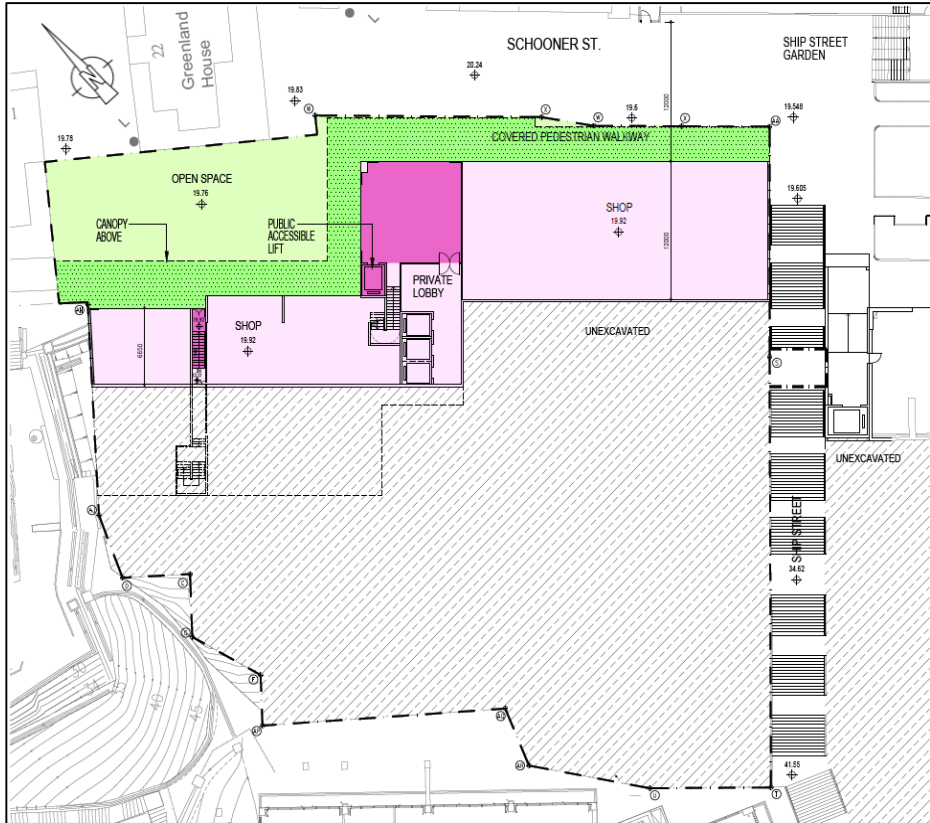
**5/F – 28/F TYPICAL PLAN (24 STOREYS)  
TYPICAL FLOOR PLAN**



**2<sup>ND</sup> AND 3<sup>RD</sup> FLOOR PLAN**



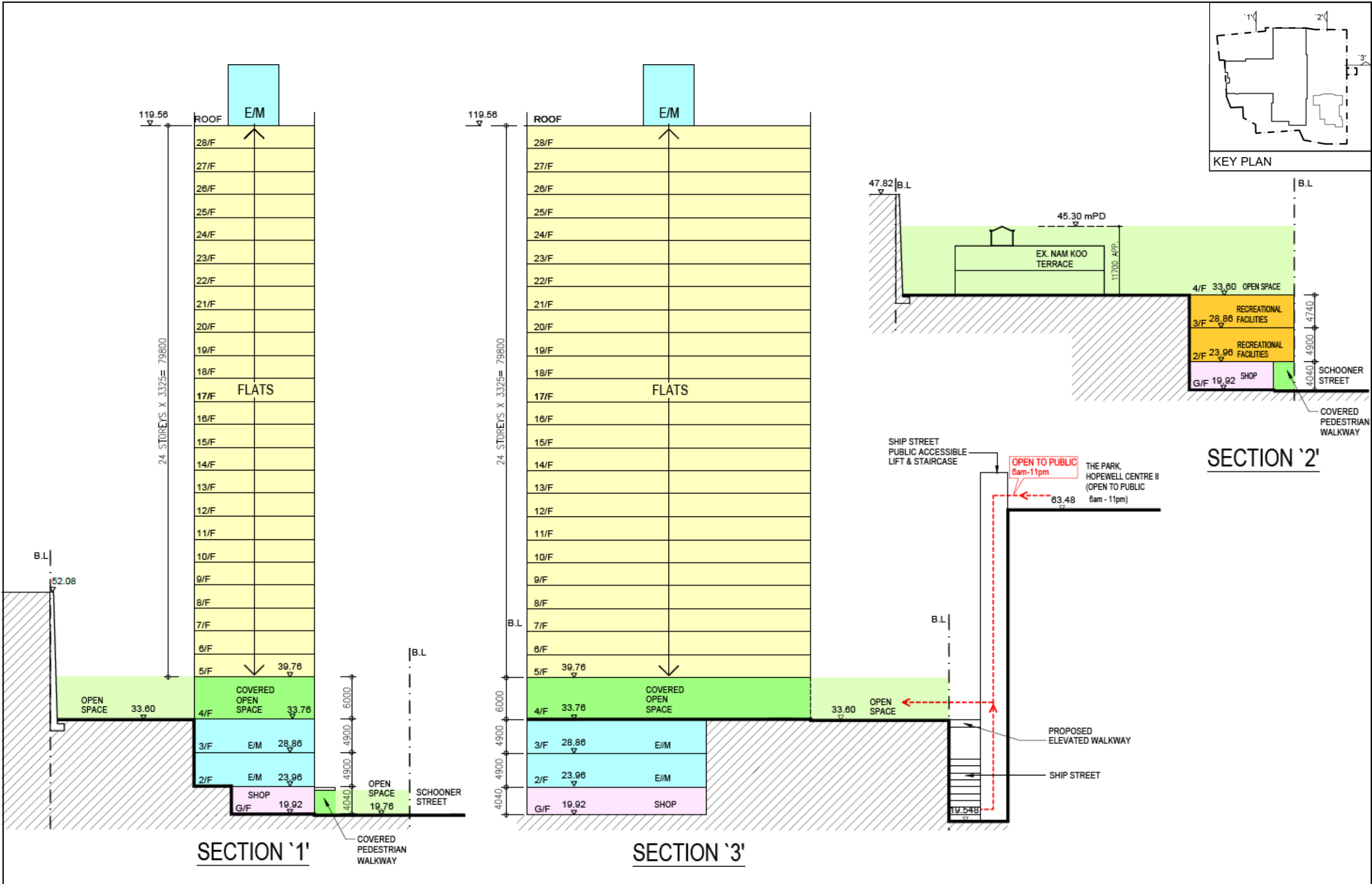
**4<sup>TH</sup> FLOOR PLAN**



**GROUND FLOOR PLAN**



# CURRENT S12A APPLICATION SECTIONS



# CONSERVATION OF HISTORIC BUILDING



**Nam Koo Terrace (Built in 1918)  
[Grade 1 Historic Building]**



**Kom Tong Hall (Built in 1914)  
[Declared Monument]**



**Pawnsop at No. 62 Johnston Road  
[Grade 2 Historic Building]**



**Tenement Building at The Avenue  
[Grade 3 Historic Building]**



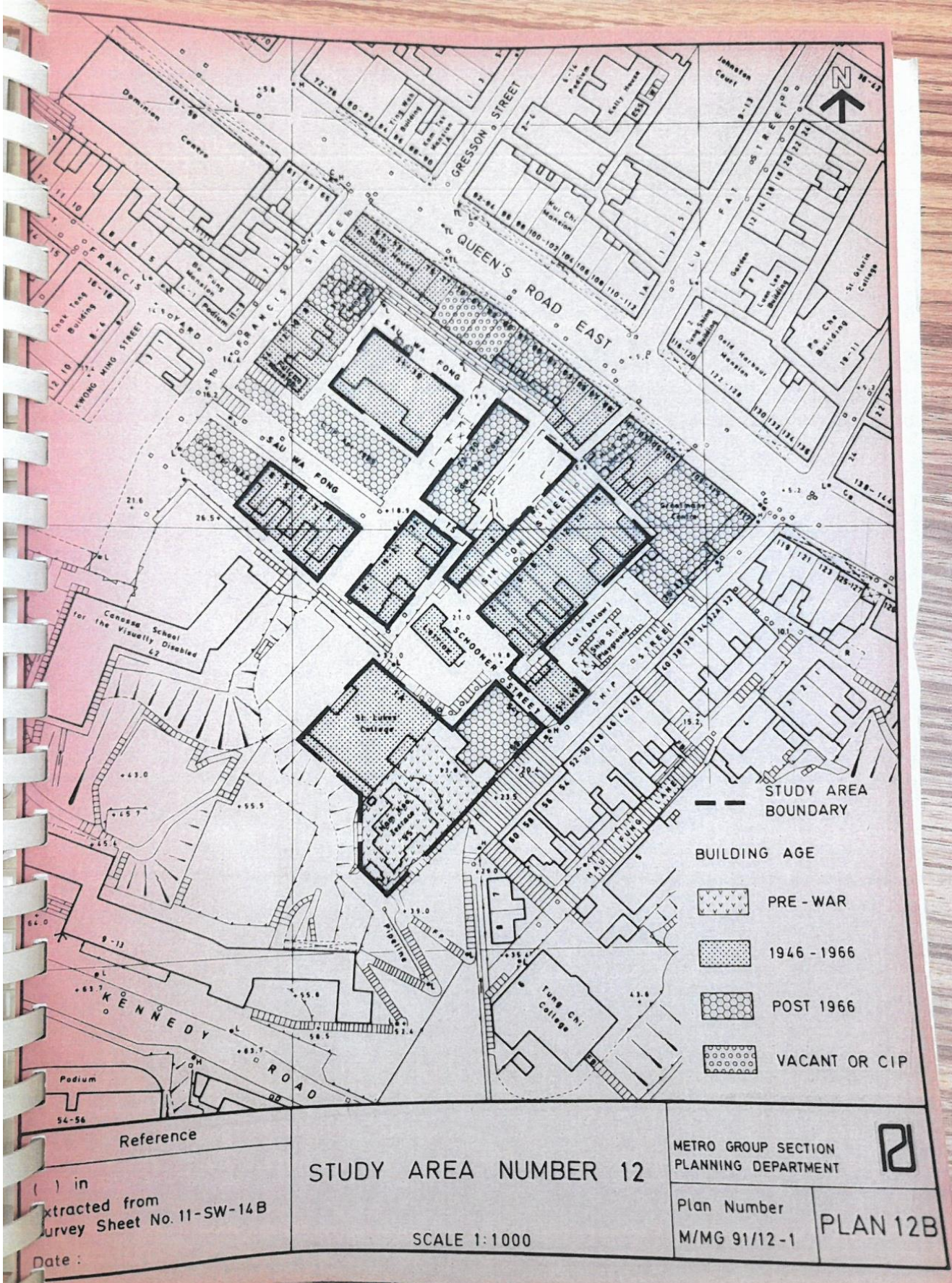
**Old Post Office at Wu Chung House  
[Declared Monument]**

- G/F will be used as café to achieve **active interaction** with the community.
- Income generated from the historic building will be used for its maintenance and management, making it **self-sustainable**.
- Use **compatible** with the historic building (e.g. event space at 1/F) will be proposed.
- Successful conservation cases in Wanchai such as:-
  - The Tenement Building at The Avenue (Grade 3 historic building), which is currently occupied by Kee Wah Bakery & Café.
  - Pawnsop at No. 62 Johnston Road (Grade 2 Historic Building), which was previously occupied by Woo Cheong Tea House.
  - Old Post Office at Wu Chung House (Declared Monument), which is currently occupied by Wan Chai Environmental Resource Centre.

Together with Kom Tong Hall, which is similar architectural style and period as Nam Koo Terrace, these examples demonstrate the importance of self-sustainability to the **conservation and viability** of historic building.

# APPENDIX I – EXTRACT OF REVIEW OF STEPPED STREET SITES, STUDY AREA NO. 12, SAU WA FONG

1991 Study



# APPENDIX I – EXTRACT OF REVIEW OF STEPPED STREET SITES, STUDY

## AREA NO. 12, SAU WA FONG

### 1991 Study

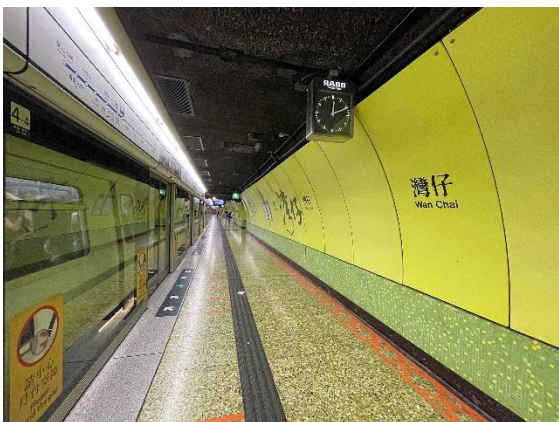
<i>Strategic Planning</i>	<i>Local Planning</i>	<i>Access to Emergency Vehicles (30m from the nearest Fire Services appliances access)</i>	<i>Traffic and Transport</i>	<i>Water Supplies</i>	<i>Sewage and Sewerage</i>	<i>Other Environmental Consideration</i>	<i>Conclusion and Recommendation of the PlanD's 1991 Study</i>
<p><i>Cat 6 Areas Requiring Specific Local Action</i></p>	<ol style="list-style-type: none"> <li><i>1. Comprehensive Redevelopment Area and Action Area proposed by LDC SUDO.</i></li> <li><i>2. The study area is blocked off from Queen's Road East by developments with building height ranging from 6 storey to 23 storey.</i></li> <li><i>3. The two nearest street accessible to vehicles are St. Francis Street and Ship Street both of which are narrow and are cul-de-sac</i></li> </ol>	<p><i>Maximum level of development only acceptable for Nos. 4-6 and 31-36 Sau Wa Fong and Nos. 10-16 (Even no.) Sik On Street.</i></p> <p><i>Enhanced fire services installations would be required for the rest of the sites.</i></p>	<p><i>Maximum level of development tolerable as the road network in the vicinity could cope with the increased traffic generated but there will be great inconvenience and also safety problems to the residents and pedestrians because the loading / unloading activities have to be carried out far away from the sites</i></p>	<p><i>Maximum level of development acceptable with adequate capacity in existing water supply systems. Minor improvement to the area distribution mains required for both fresh and salt water.</i></p> <p><i>(*Existing water supply system cannot meet FSD's requirement for fire fighting purposes.)</i></p>	<p><i>Existing level of development should be maintained as existing downstream sewage / sewerage system will be overloaded.</i></p>	<p><i>Nil</i></p>	<ol style="list-style-type: none"> <li><i>1. Existing level of development should be maintained for the whole study area as</i> <ol style="list-style-type: none"> <li><i>a) The major part has unacceptable means of access, especially No. 1A Hill Side Terrace.</i></li> <li><i>b) The tremendous increase in development level (a total increase of 35550m<sup>2</sup> in GFA or 2618 persons in population) would impose significant adverse impact on the local road network and infrastructure.</i></li> </ol> </li> <li><i>2. Amalgamation of sites to facilitate comprehensive redevelopment should be encouraged to provide flexibility for better urban design and more desirable spatial environment compatible with existing character of surrounding.</i></li> </ol>

# APPENDIX II – ROUTES OF PUBLIC TRANSPORT AVAILABLE

## Availability of Public Transport Services

The site is located within walking distance to:

- A variety of **bus** and **GMB** services
- **MTR** Island Line
- **Tramway** along Johnston Road



## Existing Bus and GMB running along Queen's Road East and Johnston Road

Mode	Route No.	Origin-Destination	Frequency (min)
Bus	1P	Happy Valley (Wong Nai Chugn Road) – Central (Central Market)	4 trips per day
	6	Stanley Prison – Central (Exchange Square)	10 – 30
	6A	Central (Exchange Square) – Stanley Fort Gate	5 trips per day
	6X	Central (Exchange Square) – Stanley Market	10 – 20
	10	Kennedy Town – North point Ferry Pier	8 – 25
	15	Central (Central Ferry Piers) – Peak	10 – 25
	37B	Chi Fu Fa Yuen – Central (Exchange Square) (Circular)	9 – 20
	37X	Chi Fu Fa Yuen – Central (Circular)	7 – 20
	66	Central (Exchange Square) – Ma Hang Estate	20 – 30
	75	Central (Exchange Square) – Shum Wan	8 trips per day
	90	Central (Exchange Square) – Ap Lei Chau Estate	12 – 30
	90C	Ap Lei Chau (Main Street, Ap Lei Chau) – Central (Jardine House)	2 trips per day
	97	Lei Tung Estate – Central (Exchange Square)	15 – 30
	109	Central (Macau Ferry) – Ho Man Tin	8 – 30
	113	Kennedy Town (Belcher Bay) – Choi Hung	10 – 29
	603A	Central (Rumsey Street) – Ping Tin	4 trips per day
	A17	Airport – Sham Wan	6 trips per day
	GMB	H1	Central (Star Ferry) – Tsim Sha Tsui
N90		Central (Macau Ferry) – South Horizons (Overnight)	25 – 30
4B		Aberdeen (Shek Pai Wan) – Wan Chai (Circular route)	5 – 10
35M		Aberdeen (Shek Pai Wan) – Wan Chai (Johnston Road)	8 – 10
24A		Admiralty Station (Drake Street) – Shiu Fai Terrace (Circular route)	15 – 25
24M		Mount Butler – Admiralty Station (Drake Street)	15 – 20
56		Mid-Levels (Robinson Road) – North Point (Marble Road)	20
56A		Mid-Levels (Robinson Road) – Tin Hau Station	8 – 15
56B		Mid-levels (Robinson Road) – Wan Chai (Circular route)	20 – 25