

**SECTION 12A PLANNING APPLICATION UNDER
THE TOWN PLANNING ORDINANCE (CAP. 131)**

**PROPOSED AMENDMENT TO THE APPROVED WAN CHAI OUTLINE ZONING PLAN
NO. S/H5/31 FROM “COMPREHENSIVE DEVELOPMENT AREA”,
“RESIDENTIAL (GROUP C)”, “OPEN SPACE” AND “GOVERNMENT,
INSTITUTION OR COMMUNITY” ZONES AND AREA SHOWN AS ‘ROAD’ TO
“OTHER SPECIFIED USES (RESIDENTIAL DEVELOPMENT WITH HISTORICAL
BUILDING CONSERVED)” AND “OTHER SPECIFIED USES (ELEVATED WALKWAY)”
AT NOS. 1, 1A, 2 AND 3 HILL SIDE TERRACE, NO. 55 SHIP STREET
(A.K.A. NAM KOO TERRACE), NOS. 1 - 5 SCHOONER STREET, NO. 53 SHIP STREET,
NO. 18 SAU WA FONG, INLAND LOT NO. 9048 AND
ADJOINING GOVERNMENT LAND, WAN CHAI**

- Supplementary Planning Statement -


PROPOSED AMENDMENT TO THE APPROVED WAN CHAI OUTLINE ZONING PLAN NO. S/H5/31 FROM “COMPREHENSIVE DEVELOPMENT AREA”, “RESIDENTIAL (GROUP C)”, “OPEN SPACE” AND “GOVERNMENT, INSTITUTION OR COMMUNITY” ZONES AND AREA SHOWN AS ‘ROAD’ TO “OTHER SPECIFIED USES (RESIDENTIAL DEVELOPMENT WITH HISTORICAL BUILDING CONSERVED)” AND “OTHER SPECIFIED USES (ELEVATED WALKWAY)” AT NOS. 1, 1A, 2 AND 3 HILL SIDE TERRACE, NO. 55 SHIP STREET (A.K.A. NAM KOO TERRACE), NOS. 1 - 5 SCHOONER STREET, NO. 53 SHIP STREET, NO. 18 SAU WA FONG, INLAND LOT NO. 9048 AND ADJOINING GOVERNMENT LAND, WAN CHAI

SECTION 12A PLANNING APPLICATION

Supplementary Planning Statement

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|---|---------------------------------------|
| Applicant | Yuba Company Limited |
| Planning Consultant, Visual Impact and Urban Design Specialist, & Submitting Agent | Townland Consultants Limited |
| Architect | Hopewell Construction Company Limited |
| Landscape Consultant | Landes Limited |
| Traffic Consultant | LLA Consultancy Limited |
| Environmental Consultant | EnviroSolutions & Consulting Limited |
| Geotechnical, Drainage and Sewerage Consultant | Asia Infrastructure Limited |
| Air Ventilation Consultant | WSP (Asia) Limited |

File Reference: KRSS/5

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| For and on behalf of Townland Consultants Limited |
| Approved by : <u></u> |
| Position : <u>Associate</u> |
| Date : <u>Oct 2024</u> |

October 2024

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EXECUTIVE SUMMARY

This Section 12A Planning Application (“**S12A**”) / Rezoning Request (“**RR**”) is submitted on behalf of Yuba Company Limited (the “**Applicant**”) (a subsidiary of Hopewell Holdings Limited (“**HHL**”)) to seek permission from the Town Planning Board (“**TPB**”/ the “**BOARD**”) for amending Approved Wan Chai Outline Zoning Plan No. S/H5/31 (the “**Approved OZP**”) at Nos. 1, 1A, 2 and 3 Hill Side Terrace (“**HST**”), No. 55 Ship Street [a.k.a. Nam Koo Terrace (“**NKT**”), Nos. 1 - 5 Schooner Street, No. 53 Ship Street, No. 18 Sau Wa Fong, Inland Lot No. 9048 (“**IL 9048**”) and adjoining Government Land, Wan Chai (the “**Site**”/ “**Rezoning Site**”).

The Rezoning Site is predominantly zoned “Comprehensive Development Area” (“**CDA**”), “Residential (Group C)” (“**R(C)**”), and minor encroachment into the “Open Space” (“**O**”), “Government, Institution or Community” (“**G/IC**”) zones and area zoned as ‘Road’ on the Approved OZP gazetted on 12 May 2023. The Applicant proposed to rezone the Site to “Other Specified Uses (Residential Development with Historical Building Conserved)” (“**OU(RDHBC)**”) and “Other Specified Uses (Elevated Walkway)” (“**OU(EW)**”) zones to facilitate a Comprehensive Residential Development with supporting commercial uses and conservation of the NKT in-situ. The Rezoning Site, excluding No. 18 Sau Wa Fong, is subject to a TPB Approval (TPB Ref: A/H5/418) under Section 16 Planning Application granted on 9 June 2023 for a Comprehensive Development (“**Approved S16 Scheme**”).

Through the amalgamation of additional land at No. 18 Sau Wa Fong, the Applicant intends to fully optimise the scarce land resources in the urban area by proposing to remove the plot ratio (“**PR**”) restriction (allowing the development intensity up to the level permitted under Building (Planning) Regulations (“**B(P)R**”)) and relax the building height (“**BH**”) restriction to 120mPD correspondingly. Separate BH restrictions of 2 storeys and 34mPD will be applied to NKT and the courtyard immediate in front of NKT will be opened up to enhance the preservation of NKT’s character. The Applicant seeks to realise the comprehensive vision for the continuous urban renewal efforts and revitalisation of Wan Chai through implementation of Open Space, provision of Barrier Free Access (“**BFA**”) and conservation of NKT.

An Indicative Development Scheme (“**IDS**”) which comprises of a 24-storey residential building over an Open Space open to public and three (3) storeys of podium is put forth to demonstrate the development intention and the feasibility of the Proposed “OU(RDHBC)” zone. A maximum BH of 120mPD for the residential tower is proposed to achieve a stepped down and harmonious BH profile from Hopewell Centre (“**HC**”) to Sau Wa Fong area. The G/F is mainly proposed for retail use which aligns with the nearby local characteristics of the surroundings. A non-building area (“**NBA**”) designated at the northwestern part of the Site to be developed in the form of at grade Open Space open to public and serve as a public passageway to facilitate pedestrian circulation and preserve the character and ambience of Sau Wa Fong. An all-weather canopy is proposed at the at grade Open Space to enhance pedestrian experience. G/F setback of 3m wide from Schooner Street is also proposed. The cantilevered structures above will provide shading for the pedestrian. An integrated Open Space / Covered Landscape Area at 4/F open to public at reasonable hours is provided for the enjoyment by public. The Proposed “OU(RDHBC)” zone will stipulate a requirement of provision of Open Space open to public of not less than 2,100m².

An area over the Ship Street steps is proposed to be rezoned to “OU(EW)” to reflect the Applicant’s intention to construct an elevated walkway (“**Proposed Elevated Walkway**”) to enhance the connectivity within the area.

The RR is justified on the following grounds:

- Due to change in planning circumstances and surrounding context (including means of access), the development restrictions recommended under the Study on Redevelopment along Stepped Streets in 1991 (“**the Study**”) and Review of Stepped Street Sites in 2012 (“**the Review**”) are considered no longer applicable;
- Enhanced fire safety provisions will be implemented as a compensatory measure to address the absence of emergency vehicular access;
- The IDS demonstrates individual unique merits for enabling a high-density residential development through amalgamation of sites, which is also in line with the recommendation in the Study whereby

comprehensive redevelopment proposal with site amalgamation should warrant favourable consideration;

- Piecemeal development/ redevelopment at IL 9048 and No. 18 Sau Wa Fong will be avoided;
- The RR will optimise the use of scarce urban land resources, in particular at area in proximity to mass transit system;
- The RR allows NKT to be conserved in a sustainable manner under a private-led effort;
- The Proposed “OU(RDHBC)” zone balances the development needs and the necessary development controls, achieves the unique planning intention for the Rezoning Site and facilitates / expedites the urban renewal process;
- Through the stipulation of NBA and setback requirement at the street level, the IDS demonstrates that the scale and design of the future development will be harmonious with the local character of Sau Wa Fong;
- The RR will substantially increase the provision of Open Space open to public when compared to the Approved S16 Scheme and the requirement stipulated under the Approved OZP for the “CDA” zone;
- To enhance the connectivity of the open space within the Rezoning Site and the overall local open space system, the Applicant is prepared to construct the Proposed Elevated Walkway to connect with Ship Street Garden and The Park at HCII;
- The IDS responds to the Government’s current Policy Initiatives to increase housing supply to meet the pressing demand;
- The IDS will provide quality housing options in the locality and in line with the Government’s policy objectives in promoting child-raising, family-building and “ageing in place” and attracting talents;
- The Site is immediately available and suitable for timely development to meet market demand for quality housing in the urban areas in the short term and in a sustainable manner;
- The Applicant’s track record demonstrated their dedication in urban renewal, heritage conservation, implementation of open space and enhancement to public realm through the RR;
- The RR will be an ideal outcome where the Government, the Applicant and the General Public mutually benefit;
- There are planning precedents that demonstrate the Proposed “OU(RDHBC)” zone is a rational and sensible zoning arrangement to realise the planning intention of facilitating a residential development with the historical building being conserved;
- Approval of the RR will not set an undesirable precedent to the neighbouring “R(C)” zone or other privately-owned historical buildings as it presents unique design and planning merits; and
- The RR will not result in undesirable landscape, visual, traffic, environmental, air ventilation, geotechnical or infrastructural impacts.

Based on the above justifications and as detailed in this Supplementary Planning Statement, we respectfully request the BOARD to give favourable consideration to this Application.

行政摘要

(內文如有差異，以英文版本為準)

我司代表 Yuba Company Limited (合和實業有限公司旗下子公司) (下稱「申請人」)，根據《城市規劃條例》第 12A 條，向城市規劃委員會 (下稱「城規會」) 就灣仔分區計劃大綱核准圖編號 S / H5 / 31 (下稱「核准圖」) 內的灣仔山坡臺 1 號、1A 號、2 號及 3 號、船街 55 號 (又名「南固臺」)、捷船街 1 至 5 號、船街 53 號、秀華坊 18 號、內地段第 9048 號 (下稱「IL 9048」) 及毗鄰政府土地 (下稱「地盤」或「改劃地點」) 呈交修訂圖則申請/改劃用途地帶要求 (下稱「改劃要求」)。

改劃地點主要座落於在 2023 年 5 月 12 日刊憲的核准圖上中的「綜合發展區」和「住宅 (丙類)」地帶，並略為落入「休憩用地」和「政府、機構或社區」地帶和顯示為「道路」的地方。申請人擬議把改劃地點改劃為「其他指定用途 (住宅發展並保育歷史建築物)」和「其他指定用途 (高架行人走廊)」地帶，作附設商業配套用途的綜合住宅發展和保育南固臺。改劃地點，除秀華坊 18 號外，已於 2023 年 6 月 9 日根據城市規劃條例第 16 條獲城規會批准 (參考編號：A/H5/418) 作綜合發展 (下稱「第十六條核准方案」)。

透過合併秀華坊 18 號增加土地面積，申請人擬議分別把地積比率限制移除 (容許發展密度至《建築物 (規劃) 規例》所准許的水平) 和建築物高度限制放寬至主水平基準以上 120 米，以充分善用市區珍貴的土地資源。南固臺及其前院則分別受制於建築物高度限制 2 層及主水平基準以上 34 米，以保留南固臺的特色。申請人透過落實休憩空間、提供無障礙通道及保育南固臺，達致活化灣仔及持續市區更新的願景。

改劃要求擬備了包含一座建於開放予公眾的休憩空間和 3 層平台之上的 24 層的住宅大樓的指示性發展方案，以展示擬議「其他指定用途 (住宅發展並保育歷史建築物)」地帶的發展意向及可行性。擬議住宅大樓的最高建築物高度為主水平基準以上 120 米將營造由合和中心至秀華坊一帶的梯級式及和諧建築物高度輪廓。指示性發展方案的地面主要作零售用途，與附近地區特色一致。位於地盤西北部分的非建築用地擬議發展為地面休憩空間，將開放予公眾並作公眾通道，以方便行人往來及保留秀華坊的特色和氛圍。地面休憩空間將設有全天候簷篷改善行人體驗。此外，指示性發展方案擬議把地面從捷船街後移 3 米。平台懸臂式的休憩空間將為地面的行人提供遮陽功能。位於 4 樓的綜合休憩空間/有蓋園景區將在合理時間內向開放予公眾享用。擬議「其他指定用途 (住宅發展並保育歷史建築物)」地帶將訂明須要提供不少於 2,100 平方米並開放予公眾的休憩空間。

船街梯級上的一部分擬改劃為「其他指定用途 (高架行人走廊)」地帶，以反映申請人建造一條高架行人走廊 (下稱「擬議高架行人走廊」) 改善區內可達性的意向。

此改劃要求具備以下充分理據的支持：

- 由於規劃狀況和周邊環境 (包括進出途徑) 的變化，1991 年《梯狀街道重建研究》和 2012 年《港島區梯狀街道用地檢討》中建議的發展限制已不再適用；
- 申請人將加強消防安全設備作補償措施以解決無法闢設緊急車輛通道的限制；
- 指示性發展方案展示了通過合併土地作高密度住宅發展的獨特優點，這也符合《梯狀街道重建研究》的建議，即對合併土地的綜合重建項目作出正面考慮；
- 避免在 IL 9048 和秀華坊 18 號作零星發展/重建；
- 改劃要求將善用珍貴的市區土地資源，特別是在集體運輸系統附近的地點；
- 改劃要求令南固臺在私人主導的資源下得以可持續的方式保育；
- 擬議「其他指定用途 (住宅發展並保育歷史建築物)」地帶平衡了發展需求和必要的發展管制，實現了改劃地點獨特的規劃意向，並促進/加快市區更新過程；
- 通過制定非建築用地及建築物後移的要求，指示性發展方案反映未來發展的規模和設計將與秀華坊的地方特色相協調；
- 與第十六條核准發展方案和核准圖中「綜合發展區」地帶的要求相比，改劃要求將大幅增加向公眾開放的休憩空間的面積；

- 為加強改劃地點內的休憩空間與整體鄰舍休憩空間系統的連通性，申請人擬建擬議高架行人走廊以連接船街花園及合和二期的 The Park；
- 指示性發展方案呼應政府現時增加房屋供應以滿足迫切需求的政策；
- 指示性發展方案將在區內提供優質房屋選擇，符合政府促進育兒、建立家庭、「樂得耆所」和吸引人才的政策目標；
- 改劃地點已預備作適時發展，能於短期內以可持續的方式滿足優質市區房屋的市場需求；
- 申請人的往績證明了改劃要求在市區更新、保育歷史建築、落實休憩空間和改善公共空間的決心；
- 改劃要求將是政府、申請人和公眾均受惠的理想結果；
- 已有規劃先例證明擬議「其他指定用途（住宅發展並保育歷史建築物）」地帶是在保育歷史建築的同時實現住宅發展的規劃意圖的合理和明智的安排；
- 基於個別設計和規劃優點，批准改劃要求不會為鄰近「住宅（丙類）」地帶或其他私人擁有的歷史建築物立下不良先例；及
- 改劃要求不會對景觀、視覺、交通、環境、空氣流通、岩土或基礎設施造成不良影響。

基於上述支持理據及補充規劃文件內列出的詳細資料，懇請城規會委員對是項申請作出正面考慮。

Reference: KRSS/5/ERIC/24
Date: October 2024

TO THE TOWN PLANNING BOARD:

**SECTION 12A PLANNING APPLICATION
THE TOWN PLANNING ORDINANCE (CHAPTER 131)**

PROPOSED AMENDMENT TO THE APPROVED WAN CHAI OUTLINE ZONING PLAN NO. S/H5/31 FROM “COMPREHENSIVE DEVELOPMENT AREA”, “RESIDENTIAL (GROUP C)”, “OPEN SPACE” AND “GOVERNMENT, INSTITUTION OR COMMUNITY” ZONES AND AREA SHOWN AS ‘ROAD’ TO “OTHER SPECIFIED USES (RESIDENTIAL DEVELOPMENT WITH HISTORICAL BUILDING CONSERVED)” AND “OTHER SPECIFIED USES (ELEVATED WALKWAY)” AT NOS. 1, 1A, 2 AND 3 HILL SIDE TERRACE, NO. 55 SHIP STREET (A.K.A. NAM KOO TERRACE), NOS. 1 - 5 SCHOONER STREET, NO. 53 SHIP STREET, NO. 18 SAU WA FONG, INLAND LOT NO. 9048 AND ADJOINING GOVERNMENT LAND, WAN CHAI

1. INTRODUCTION

1.1 Introduction and Purpose

1.1.1 We are instructed by Yuba Company Limited (the “**Applicant**”) (a subsidiary of Hopewell Holdings Limited (“**HHL**”)), to submit this Section 12A Planning Application (“**S12A**”/ “**RR**”) to seek to amend the Approved Wan Chai Outline Zoning Plan No. S/H5/31 (the “**Approved OZP**”) at Nos. 1, 1A, 2 and 3 Hill Side Terrace (“**HST**”), No. 55 Ship Street [a.k.a. Nam Koo Terrace (“**NKT**”)], Nos. 1 - 5 Schooner Street, No. 53 Ship Street, No. 18 Sau Wa Fong, Inland Lot (“**IL**”) No. 9048 (“**IL 9048**”) and adjoining Government Land, Wan Chai (the “**Site**”/ “**Rezoning Site**”).

1.1.2 The Rezoning Site is currently zoned “Comprehensive Development Area” (“**CDA**”), “Residential (Group C)” (“**R(C)**”), and minor encroachment into the “Open Space” (“**O**”), “Government, Institution or Community” (“**G/IC**”) zones and area zoned as ‘Road’ on the Approved OZP gazetted on 12 May 2023. The Applicant proposed to rezone the Site to “Other Specified Uses (Residential Development with Historical Building Conserved)” (“**OU(RDHBC)**”) zone and “Other Specified Uses (Elevated Walkway)” (“**OU(EW)**”) to facilitate a Comprehensive Residential Development with supporting commercial uses and conservation of the NKT. This project is undertaken as part of HHL’s comprehensive vision for the continuous urban renewal efforts and revitalisation of Wan Chai, as well as implementation of Open Space and various barrier free access (“**BFA**”) for public use. There is no development or plot ratio applied to the portion of the Site located within the “O” zone which only covers the barrier-free-connection to Hopewell Centre II (“**HCII**”) located in the air-space above Ship Street steps.

1.1.3 The purpose of this Supplementary Planning Statement (“**SPS**”) is to furnish Town Planning Board (“**TPB**”) Members and relevant Government Departments with the information necessary to facilitate consideration of this RR. The following Sections will provide a description of the Rezoning Site and its surroundings, the planning context, details of the Indicative Development Scheme (“**IDS**”) and justifications in support of the Application. Architectural Plans and Technical assessments appended in the SPS are prepared to demonstrate that a residential and commercial development with conservation of a historical building is technically feasible. Please refer to **Appendix 1** for the Architectural Plans and **Appendix 2 to 11** for Technical Assessments.

1.2 Vision and Development Objective

1.2.1 HHL is a committed and dedicated developer in Hong Kong and has been particularly involved in shaping the development of Wan Chai South. HHL’s commitment to the continuous urban renewal and revitalisation of Wan Chai has been incessant for over 44 years and is still ongoing. The track record of HHL is not only exemplary successful private endeavours in urban renewal and revitalisation but have also spurred ongoing revitalisation and urban renewal efforts throughout the District. Their efforts are further elaborated in **Section 6.8**.

- 1.2.2 HHL's development vision for NKT dated back to 1980s when they first acquired HST and NKT. Since then, HHL explored numerous development options for NKT and its surrounding area, including forming part of the development plan of Hopewell Centre II ("HCII"). In the past four decades, HHL patiently amalgamated various sites in the vicinity of NKT with a view to create a comprehensive development as far as practicable. Until December 2023, HHL has successfully acquired No. 18 Sau Wa Fong which is a key part to the vision for Redevelopment of NKT.
- 1.2.3 Through the amalgamation of land, HHL intends to fully optimise the scarce land resources in the urban area by proposing to remove the Plot Ratio ("PR") restriction (allowing the development intensity up to the level permitted under Building (Planning) Regulations ("B(P)R")) and building height ("BH") restriction correspondingly. It is envisioned that a stepped down and harmonious BH profile can be achieved from Hopewell Centre ("HC") in the east to the Sau Wa Fong area in the west through HCII and the Rezoning Site. NKT is proposed to be conserved and adaptive re-used as the third landmark created by HHL in Wan Chai South. Respecting the local character and terraced streetscape of Sau Wa Fong area, design measures are also proposed at the IDS to preserve the ambience and enhance the overall built environment (including streetscape, public amenity and security). To strength the local identity and create sense of place, ample of Open Space open to public are proposed. Ultimately, the Rezoning Site will become another district node in Wan Chai South.
- 1.2.4 As demonstrated by HHL's track record, HHL is determined to realise the development vision and objectives and achieve a win-win-win situation for the Government, the general public and HHL.

2. SITE CONTEXT

2.1 Site Location

2.1.1 The Rezoning Site with a site area of approx. 3,157.6m² is located at the southwestern part of Wan Chai. It is bounded by Schooner Street to the north, Ship Street to the east, St. Francis' Canossian College to the south and St. Francis' Canossian School to the west. (**Figure 2.1** refers).

2.2 Land Status

2.2.1 The Rezoning Site comprises of various allotments and some adjoining Government Land (**Figure 2.2** refers). A summary table of the land status is provided in **Table 2.1** below for ease of reference which includes the site area and ownership status. All the private lots within the Site are owned by HHL through its various wholly owned subsidiaries, of which, the Applicant is one of them.

Table 2.1 – Lot Particulars of the Rezoning Site

| Lot No. | Address | Approx. Site Area (m ²) | Ownership Status |
|--|--|-------------------------------------|-------------------|
| IL 2140 (i.e. NKT) | No. 55 Ship Street | 685 | Applicant |
| IL 1940 | No. 1A HST | 585.3 | Applicant |
| IL 2272 & Ext.; IL 1564; and IL 1669 | Nos. 1, 2 and 3 HST | 515.6 | Applicant |
| IL 2093 S.A. RP and IL 2093 RP (previously known as MKT) | No. 53 Ship Street and Nos. 1-5 Schooner Street | 342 | Subsidiary of HHL |
| IL 9048 | Schooner Street | 270 | Subsidiary of HHL |
| IL 199 RP | No. 18 Sau Wa Fong | 311.9 | Subsidiary of HHL |
| Government Land at the centre of the Site | Steps at HST | 130 | Government |
| Adjoining Government Land at the southwest of the Site | Slope | 256.9 | Government |
| Adjoining Government Land at the northwest of the Site | Slope | 44 | Government |
| Adjoining Government Land at the east of the Site | Ship Street Steps [Air space above the Ship Street steps] | 16.9 | Government |
| | Total Rezoning Site Area | 3,157.6 | |

2.2.2 An application for Land Exchange will be submitted to the District Lands Office for consideration upon planning approval of the revised Proposal.

2.3 Existing Uses and Surrounding Land Uses

Existing Uses

2.3.1 The existing uses of the Site are as follows:

IL 2093 RP and IL 2093 S.A. RP

2.3.2 IL 2093 RP and IL 2093 S.A RP were previously occupied by a 6-storey residential-cum-commercial building known as Miu Kang Terrace ("**MKT**") which has been demolished. HHL acquired this Site in 2014 and it is now a vacant site.

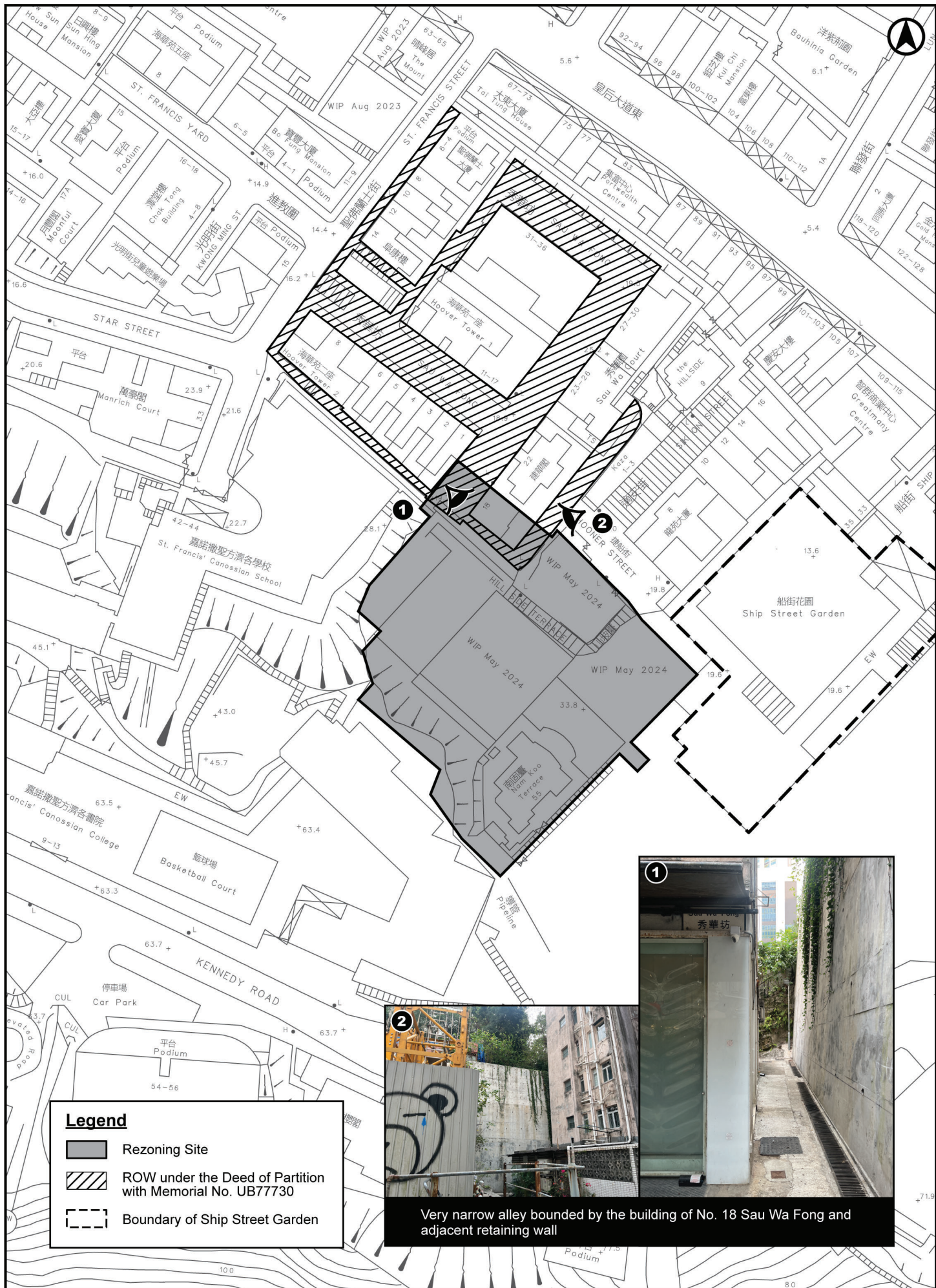
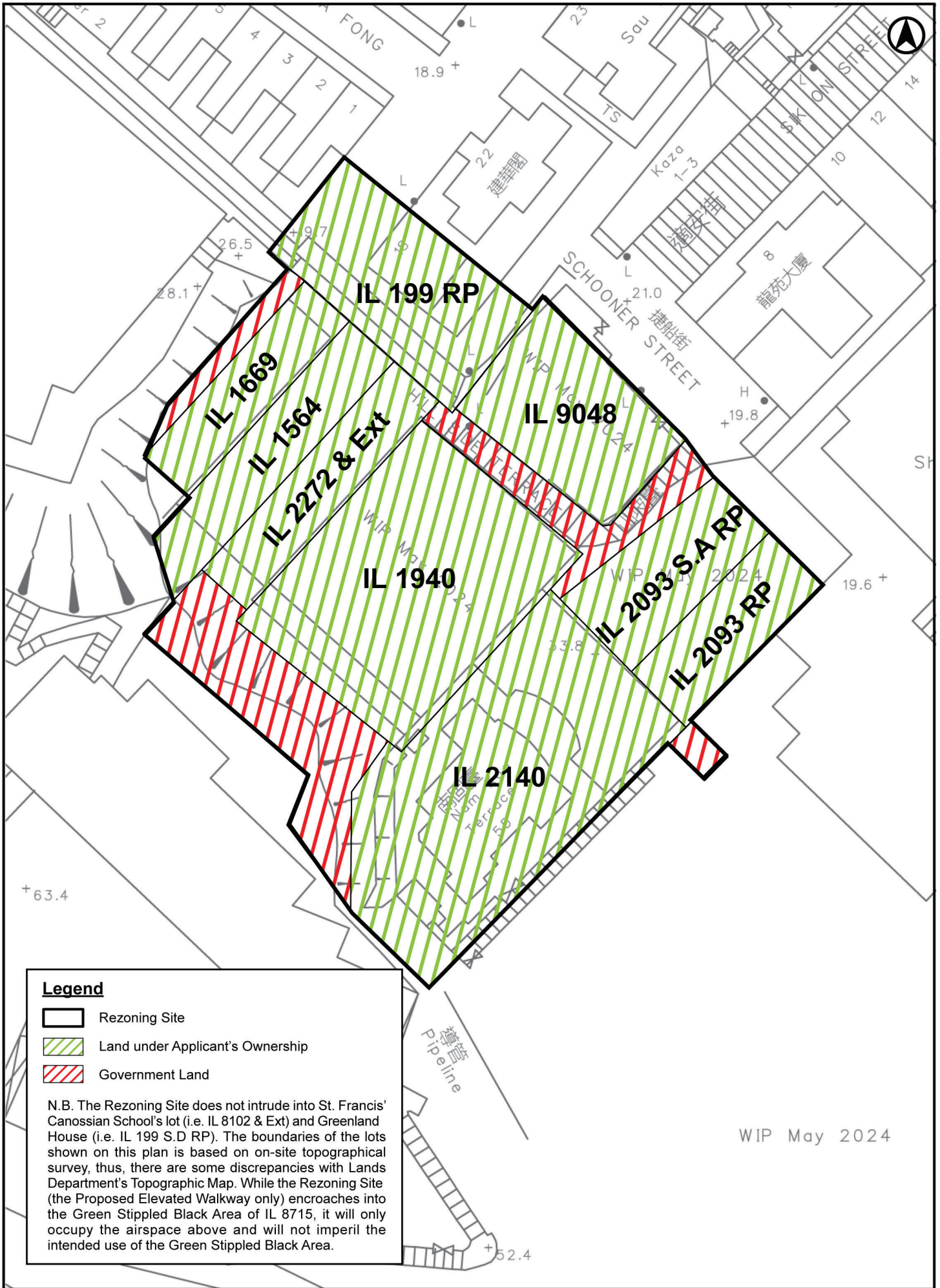


FIGURE 2.1 SITE LOCATION PLAN
SCALE 1 : 1,000



Nam Koo Terrace (NKT)

- 2.3.3 A vacant two-storey house built between 1915 and 1921. HHL acquired the Site in 1988.
- 2.3.4 NKT was built in 1918 by overseas Chinese businessman on the south end high side of Ship Street. At that time, it was within the “European residential area” which is a designated area whereby only European-style residences could be built under the “European District Reservation Ordinance” enacted in 1888. In 1996, the Antiquities Advisory Board (“AAB”) listed NKT as a Grade I Historic Building and subsequently confirmed its listing on 18 December 2009. The architectural style of the building is Colonial Eclectic adopting Classical Revival and Italian Renaissance features. The external wall is red facing brickwork laid in Flemish bond. There are four (4) classic columns of Doric and Ionic orders on the two-storey main façade of the building facing the garden on the northern side. To-day, NKT remains as the few buildings combine with the characteristics of Chinese and Western buildings, and the only terraced house on the stepping platform, making it an irreplaceable member of the history and cultural landscape of Wanchai. It also forms part of the Wan Chai Heritage Trail – Architectural Trail and Cultural Trail in Wan Chai.

HST

- 2.3.5 HST consists of Nos. 1, 1A, 2 and 3 HST where HHL acquired in 1981 and 1988. The former St Luke’s College at HST 1A and all other buildings at HST have been demolished. Pedestrian access to HST is by way of an existing staircases located on Schooner Street which is connected to Ship Street and Sik On Street. There is no vehicular access to the Site.

IL 9048

- 2.3.6 IL 9048 is a vegetated land currently vacant and fenced off. It is designated for residential use. Building Plans have been approved for a single tower development on the Site. HHL acquired the Site in 2014.

IL 199 RP (No. 18 Sau Wa Fong)

- 2.3.7 HHL acquired IL 199 RP in 2023 which was occupied by a 6-storey residential building (i.e. No. 18 Sau Wa Fong). Within IL 199 RP, there is a right-of-way (“ROW”) which forms part of the Sau Wa Fong and connects to Schooner Street (through a very narrow alley bounded by the building of No. 18 Sau Wa Fong and adjacent retaining wall). It is designated under the Deed of Partition (with memorial No. UB77730 (dated 25.11.1921)), covering Sections A, B, C, D and E of IL 199, which is a private agreement amongst the lot owners without involvement by the Government nor the owner of IL 199 RP (**Figure 2.1** refers). The broad development parameters of No. 18 Sau Wa Fong based on existing Building Plans can be referred at **Table 2.2** below.

Table 2.2 – Broad Development Parameters of No. 18 Sau Wa Fong

| Broad Development Parameters | No. 18 Sau Wa Fong |
|------------------------------|-----------------------------|
| Site Area | Approx. 311.9m ² |
| Gross Floor Area (“GFA”) | Approx. 244.8m ² |
| BH (at Main Roof Level) | Approx. 37.765mPD |
| No. of Storeys | 6 |
| No. of Block | 1 |
| No. of Unit | 6 |

Government Land

- 2.3.8 The Government Land included within the Rezoning Site comprises of (1) steps at HST; (2) slopes at the southwest and northwest edges of the Site; and (3) air space above the Ship Street steps.

2.4 Surrounding Land Uses

2.4.1 The area surrounding the Rezoning Site is characterised by a mix of land uses (**Figure 2.3** refers). Major land use characterises are summarised as follows:

- A cluster of medium-rise residential buildings is located to the immediate north of the Site such as a Greatmany Centre, Hing On Mansion, Dragon Villa, Kaza, Greenland House, Sau Wa Court and the HILLSIDE are zoned ‘Residential (Group B)’ (“**R(B)**”) and “R(C)”. Those residential developments in the immediate vicinity of the Rezoning Site particularly on Sik On Street and Schooner Street including Kaza, Dragon Villa and the HILLSIDE etc. are without vehicular access. Some buildings have been renovated with small boutiques, restaurants and art galleries on the G/F.
- A newly opened Public Open Space at Ship Street known as the Ship Street Garden is located approx. 5m to the northeast of the Site. Further to the northeast of the Site on Queen’s Road East is a Grade 1 historic building known as the Hung Shing Temple currently zoned “G/IC”;
- Immediate to the east of the Rezoning Site is zoned “Other Specified Uses (Comprehensive Redevelopment Area)” (“**OU(CRA)**”) in the Approved OZP and is currently occupied by HCII and The Park¹. The area to the further east adjoining HCII is the existing commercial hub centred around Hopewell Centre; Wu Chung House; QRE Plaza as well as No. 248 Queen’s Road East (“**QRE**”);
- St. Francis’ Canossian School and St. Francis’ Canossian College are located to the northwest and southwest of the Site respectively and are zoned “G/IC” of the Approved OZP;
- The area to the south along Kennedy Road is a residential neighbourhood characterised by a number of higher-end residential developments including Kantian Rise, Sakura Court, Ewan Court, Man Yuen Garden and Monticello. They are zoned “R(B)1” on Draft Mid-levels East OZP No. S/H12/13 with a maximum Building Height Restriction (“**BHR**”) of 120mPD including roof structures; and
- Several Urban Renewal Authority (“**URA**”) projects in the vicinity of the Site including the Lee Tung Street / McGregor Street Project and the Johnson Road Project completed in 2015. Additionally, organic urban renewal is taking place at Ship Street and in the Star Street Precinct with the Presence of art galleries, café and restaurants (**Figure 2.3** refers). It is expected that these new uses will create synergy effect with the Indicative Development Scheme to further enhance the urban renewal and revitalisation of Wan Chai.

2.4.2 Based on the above, the Rezoning Site is located within an area of transitional from old residential to new residential with mixed commercial area and open spaces.

Surrounding Heritage Features

2.4.3 In September 2009, the Old Wan Chai Revitalisation Initiatives Special Committee² (“OWCRISC”) launched two (2) heritage trails in Wan Chai, namely the Architectural Trail and Cultural Trail. The NKT is one of the highlights on the Architectural Trail. Although, OWCRISC ended their term in February 2012, the heritage trails remain as a popular attraction by tourist and local visitors. The Site is located within reasonable walking distance to other historical buildings in the area, including Hung Shing Temple, No. 18 Ship Street, and the Pawn (Figure 2.4 refers).

¹ ‘The Park’ is referred to as The Park at HCII off Kennedy Road.

² The OWCRISC was established in response to the district-based approach in considering the revitalization of Wan Chai announced in 2007-08 Policy Address. The Committee comprising members of the Wan Chai District Council, experts on heritage conservation and revitalization, and representatives from the Development Bureau and the Urban Renewal Authority.

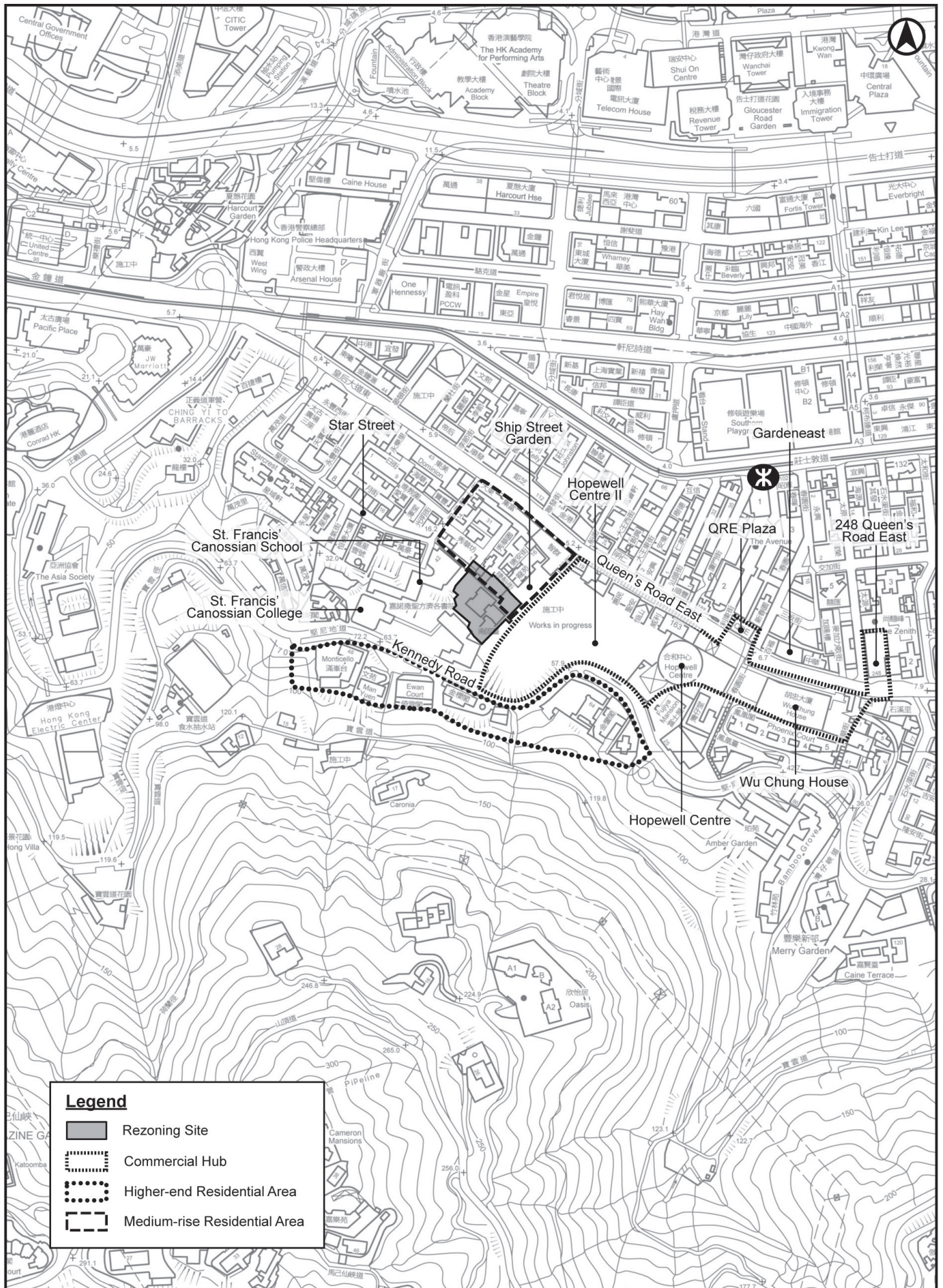


FIGURE 2.3 SITE LOCATION PLAN
SCALE 1 : 5,000

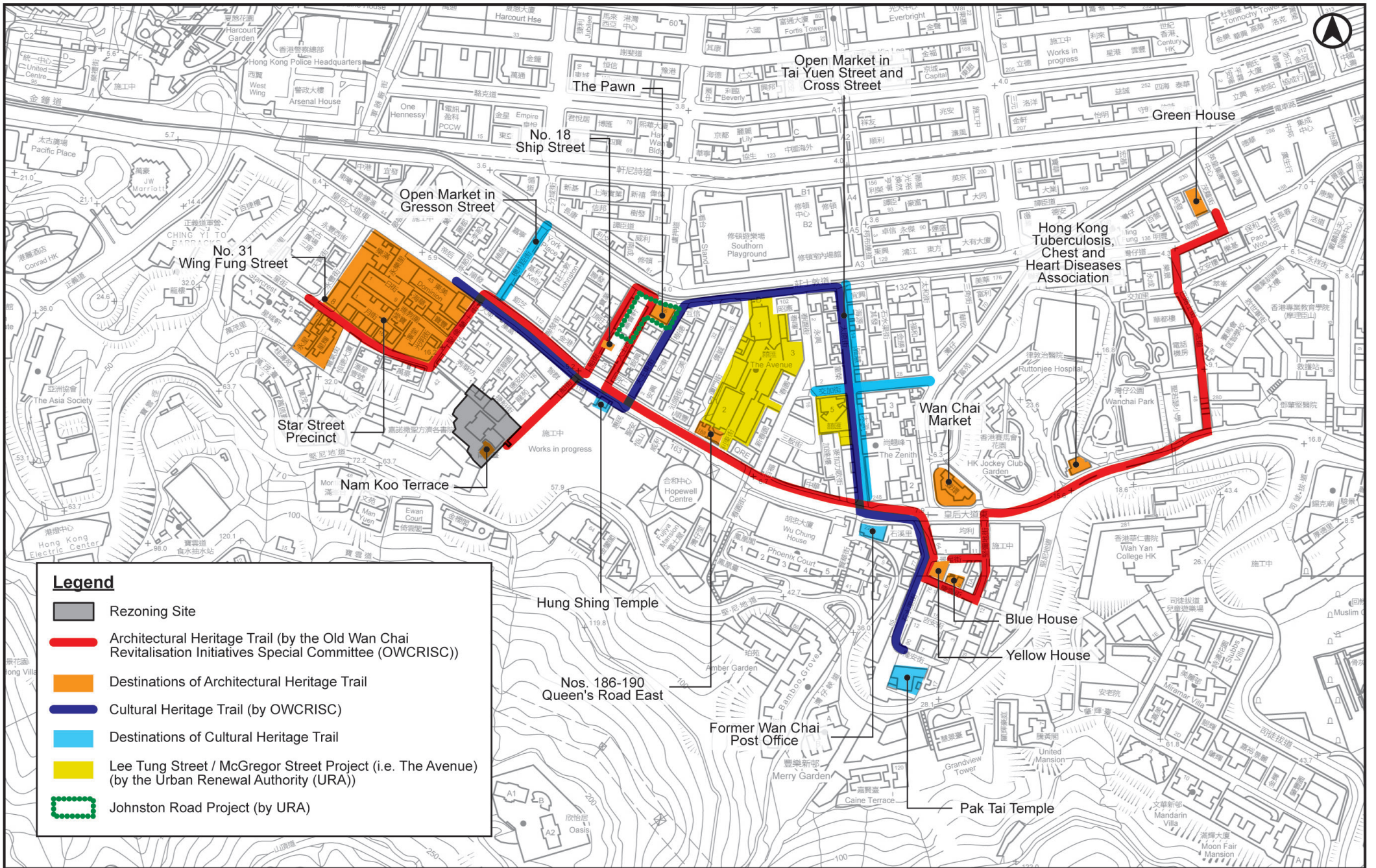


FIGURE 2.4 HERITAGE RESOURCES SURROUNDING THE REZONING SITE
SCALE 1 : 5,000

2.5 Accessibility

- 2.5.1 The Site is situated in a well-established residential neighbourhood in the built-up urban area of Wan Chai which includes Sau Wa Fong, Sik On Street, Schooner Street and the Site. This entire neighbourhood area does not have direct vehicular access nor on-site car park and loading / unloading (“L/UL”) facilities. There is no vehicular access connecting the Site to the existing road network due to (i) the significant level difference between Kennedy Road (approx. +63.7mPD) and the proposed G/F (approx. +19.8mPD) of over 40m; and (ii) other geotechnical constraints, including the existing developments and the topography and the terrain of the Area in the vicinity. Given these constraints, it is **not feasible** to (1) provide direct vehicular access to the Site; or (2) provide car parking and L/UL facilities within the Site. It is also noted that there is no requirement for on-site transport provisions in the Lease for IL 9048.
- 2.5.2 Notwithstanding the above constraints, the Site has excellent pedestrian connectivity within the local district. It is well connected to and well served by QRE and St Francis Street-Star Street. In fact, there are five (5) pedestrian access routes to and from the Site (**Figure 2.5** refers), three (3) of which are to QRE which is downhill of the Site, one (1) to the Kennedy Road which is uphill of the Site and one (1) to Star Street. They provide ample and convenient access to and from the Site and connection with QRE, St Francis Street-Star Street and Kennedy Road.
- 2.5.3 Various public transports are also available along QRE and to the north of QRE. For example, Johnston Road and Hennessy Road which are serviced by 24 bus routes, 3 minibus routes, taxi and the trams. Wan Chai MTR Station is also in close walking distance by foot to the Site (above 475m).

2.6 Utilities

- 2.6.1 The existing Wan Chai Area is provided with an adequate supply of utility facilities including water supply, sewerage, electricity, and telephone services. The IDS will connect to the existing network.

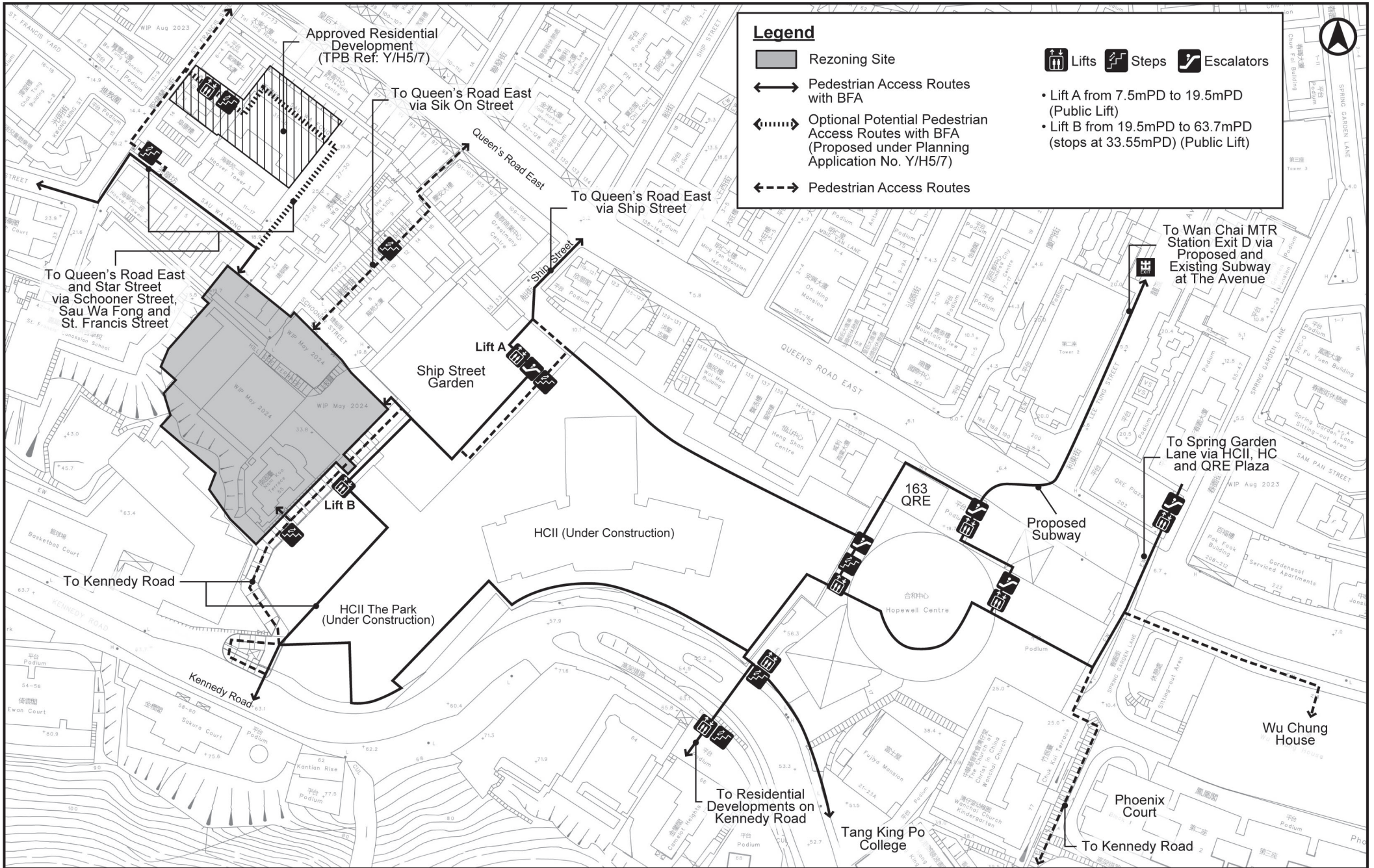


FIGURE 2.5 ACCESSIBILITY OF THE REZONING SITE
SCALE 1 : 1,500

3. PLANNING CONTEXT

3.1 Statutory Planning Context

Approved Wan Chai Outline Zoning Plan No. S/H5/31

3.1.1 The Rezoning Site is predominantly zoned “CDA”, “R(C)” and minor encroachment into “O”, “G/IC”, and ‘Road’ on the Approved OZP gazetted on 12 May 2023 (**Figures 3.1** and **3.2** refer). The minor encroachments into the adjacent “O” and “G/IC” zones are mainly due to the discrepancies between the lot boundaries and the zoning boundaries at the periphery of the Site (see **Diagram 3.1**).

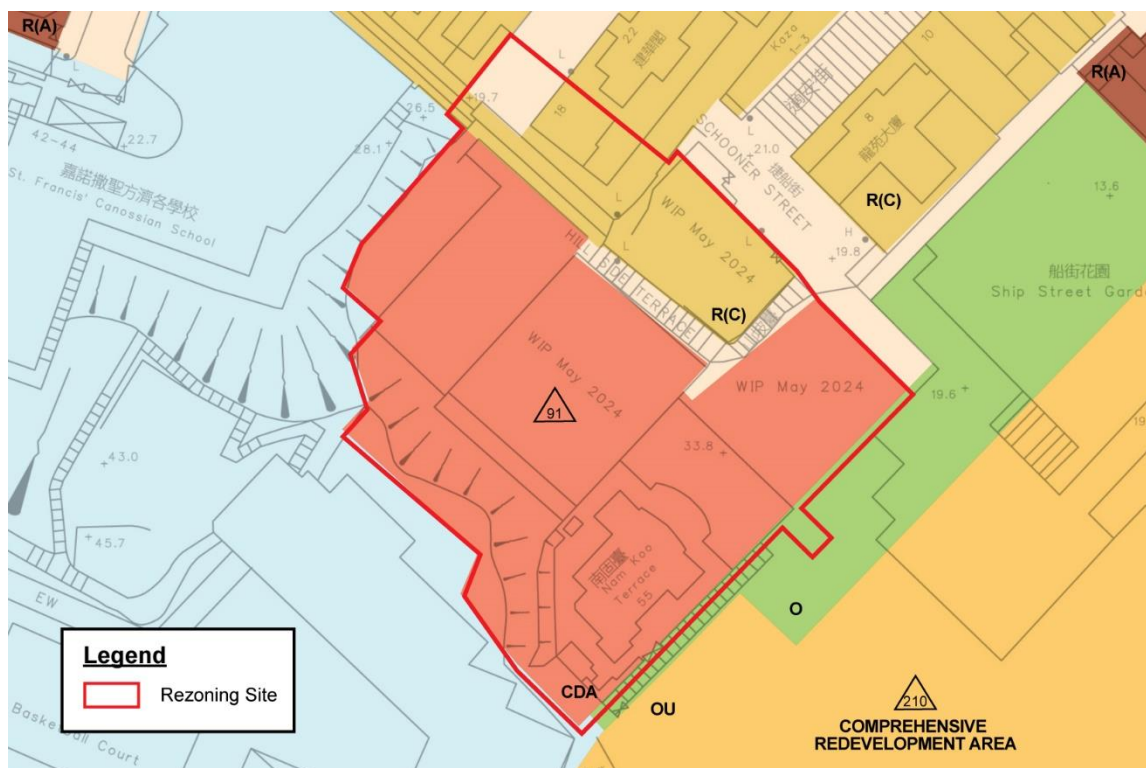


Diagram 3.1 Blow-up Plan of Approved OZP

Statutory Planning Intention in Respect of the “CDA” zone

- 3.1.2 The “CDA” zone is “intended for comprehensive development/redevelopment of the area for residential and/or commercial uses and in-situ preservation of the historic building of Nam Koo Terrace. 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” (**Figure 3.2** refers).
- 3.1.3 Development within the “CDA” zone is subject to maximum building height (“**BH**”) of 91mPD and a maximum PR restriction of 5, or the PR and height of the existing building whichever is the greater. In addition, a public open space of not less than 2,100m² shall be provided. A Master Layout Plan (“**MLP**”) should be accompanied by a number of technical assessments as required under Section 4A(2) of the Town Planning Ordinance (“**TPO**”) including an Environmental Assessment (“**EA**”), a Drainage Impact Assessment (“**DIA**”), Sewerage Impact Assessment (“**SIA**”), Traffic Impact Assessment (“**TIA**”), a Landscape and Urban Design Proposal and other information which may be required by the TPB.

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

- Commercial Bathhouse/Massage Establishment
- Eating Place
- Educational Institution
- Exhibition or Convention Hall
- Flat
- Government Refuse Collection Point
- Government Use (not elsewhere specified)
- Hospital
- Hotel
- House
- Information Technology and
Telecommunications Industries
- Institutional Use (not elsewhere specified)
- Library
- Mass Transit Railway Vent Shaft and/or
Other Structure above Ground Level
other than Entrances
- 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
- Research, Design and Development Centre
- Residential Institution
- School
- Shop and Services
- Social Welfare Facility
- Training Centre
- Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses and in-situ preservation of the historic building of Nam Koo Terrace. 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.

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, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking 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 and urban design proposals within the area;
 - (vi) programmes 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 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;
 - (ix) 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; and
 - (x) such other information as may be required by the Town Planning Board.

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (2) The Master Layout Plan mentioned in paragraph (1) above 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, design population, types of GIC facilities, and recreational and open space facilities.
- (3) 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 plot ratio of 5 or the plot ratio of the existing building, whichever is the greater. In addition, a minimum of 2,100m² of public open space shall be provided. The historic building, i.e. Nam Koo Terrace, shall be preserved in-situ for adaptive reuse and gross floor area of the historic building should not be taken into account in plot ratio calculation.
- (4) 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 the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or height of the existing building, whichever is the greater.
- (5) In determining the maximum plot ratio for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP C)

| Column 1 Uses always permitted | Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board |
|--|---|
| Flat Government Use (Police Reporting Centre, Post Office only) House Utility Installation for Private Project | Government Use (not elsewhere specified) Public Utility Installation Residential Institution |

Planning Intention

This zone is intended for low to medium-rise residential developments subject to specific plot ratio and building height restrictions to preserve the local character and to avoid adverse visual, air ventilation and traffic impacts from more intensive development.

Remarks

- (1) 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 plot ratio of 5.0, and a maximum building height of 12 storeys, or the plot ratio and height of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building, 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 plot ratio and building height restrictions 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 Public Convenience Sitting Out Area Zoo | 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.

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 | Correctional Institution |
| Cable Car Route and Terminal Building | Driving School |
| Eating Place (Canteen, Cooked Food Centre only) | Eating Place (not elsewhere specified) |
| Educational Institution | Flat |
| Exhibition or Convention Hall | Funeral Facility |
| Field Study/Education/Visitor Centre | Holiday Camp |
| Government Refuse Collection Point | Hotel |
| Government Use (not elsewhere specified) | House |
| Hospital | Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances |
| Institutional Use (not elsewhere specified) | Off-course Betting Centre |
| Library | Office |
| Market | Petrol Filling Station |
| Place of Recreation, Sports or Culture | Place of Entertainment |
| Public Clinic | Private Club |
| Public Convenience | Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation |
| Public Transport Terminus or Station | Refuse Disposal Installation (Refuse Transfer Station only) |
| Public Utility Installation | Residential Institution |
| Public Vehicle Park (excluding container vehicle) | Sewage Treatment/Screening Plant |
| Recyclable Collection Centre | Shop and Services (not elsewhere specified) |
| Religious Institution | Utility Installation for Private Project |
| Research, Design and Development Centre | Zoo |
| School | |
| Service Reservoir | |
| Social Welfare Facility | |
| 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 shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of number of storeys or metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) A minimum setback of 1m from the lot boundary at 22 Hennessy Road fronting Anton Street shall be provided.
- (3) A minimum setback of 2m from the lot boundary at 77 Spring Garden Lane fronting Spring Garden Lane shall be provided.
- (4) A minimum setback of 3m from the lot boundary at 271 Queen's Road East fronting Queen's Road East and a covered open space of not less than 360m² at street level with open-sided frontage along Queen's Road East and Kennedy Road at 271 Queen's Road East shall be provided.
- (5) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan and the setback requirement stated in paragraphs (2) to (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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 buildings 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 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.

- 3.1.4 With reference to Para. 8.2.1 of the Explanatory Statement (“**ES**”) of the Approved OZP, the Grade 1 historic building, i.e. Nam Koo Terrace, shall be preserved in-situ for adaptive reuse and the gross floor area (“**GFA**”) of the historic building should not be taken into account in PR calculation. The PR 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 / Gross Floor Area” and shall be subject to the streamlining arrangements stated therein.
- 3.1.5 Moreover, NKT shall be preserved for public use and be integrated with the whole comprehensive development. Minor relaxation of PR and BH restrictions may be considered to provide flexibility for innovative design adapted to the characteristics of the site and in-situ preservation of NKT (Para 8.2.2 and 8.2.4 of the ES refer).

Statutory Planning Intention in Respect of “R(C)” zone

- 3.1.6 According to the Statutory Notes of the Approved OZP, the “R(C)” zone is “intended for low to medium-rise residential developments subject to specific plot ratio and building height restrictions to preserve the local character and to avoid adverse visual, air ventilation and traffic impacts from more intensive development” (**Figure 3.2** refers). “Flat” is a Column 1 use and is always permitted under the “R(C)” zone.
- 3.1.7 As per the ES of the Approved OZP, “the area is inaccessible by vehicular traffic and is connected to Queen’s Road East via St. Francis Street and two stepped streets including Sik On Street and Ship Street. The Wan Chai MTR station could be accessed within about 10 minutes’ walk”. In addition, Para 8.5.3 of the ES states that “Given the special local character of the area, development intensity is restricted to a maximum plot ratio of 5 and a maximum building height of 12 storeys or the plot ratio and height of the existing building, whichever is the greater.” Despite there being no vehicular access to the Rezoning Site or its immediate vicinity (including Sau Wa Fong, Sik On Street and Schooner Street), the Rezoning Site is easily accessible by foot and is well connected with QRE and Kennedy Road. The Wan Chai MTR Station is also accessible by foot within 10 minutes.

Statutory Planning Intention in Respect of “O” zone

- 3.1.8 According to the Statutory Notes attached to the Approved OZP, the “O” zone is “intended 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” (**Figure 3.2** refers).
- 3.1.9 With reference to Para. 8.8.2 of the ES of the Approved OZP, “Meanwhile, in the planning area, the incorporation of open space for public use within comprehensive redevelopment sites has been encouraged.”

“G/IC” zone

- 3.1.10 There is only minor encroachment into the neighbouring “G/IC” zone at adjacent Government Land as a result of historical discrepancy between lot and zoning boundaries. This RR will also use the opportunity to readjust the zoning boundary to conform to the respective lease boundaries.

Area shown as ‘Road’

- 3.1.11 According to Paragraph 8 of the Covering Notes of the Approved OZP, “In any area shown as ‘Road’, all uses or developments except those specified in paragraph (7) above³ and those specified below⁴ require permission from the Town Planning Board” (**Figure 3.2** refer). These uses are not relevant to the current RR.

³ Specific uses are always permitted on land falling within the boundaries of the Plan. Please refer to **Figure 3.2**.

⁴ On-street vehicle park, railway track and tram track

3.2 Non-Statutory Planning Context

Long Term Housing Strategy (“LTHS”)

- 3.2.1 The Long Term Housing Strategy (“LTHS”) was announced by the Transport and Housing Bureau (“THB”) in December 2014. According to the LTHS Annual Progress Report released in October 2023, the 10-year housing projection from 2024-25 to 2033-34 is 432,000 units (rounded up to 440,000 units). This target is approx. 10,000 units more than the supply target of the last 10-year period from 2023-23 to 2332-33 as announced in 2022, due to the net increase in the number of households which is based on the latest domestic household projections assessed independently by the Census and Statistics Department (“C&SD”).
- 3.2.2 The public / private split of new housing supply remains at 70:30 for the next 10-year period from 2024-25 to 2033-34 since LTHS annual update in 2018. Out of the total 440,000 units projection, the public housing supply target will be 308,000 units and the private housing supply target will be 132,000 units.

Policy Address

- 3.2.3 The Policy Address (“Policy Address”) is the annual address made by the Chief Executive (“CE”) of Hong Kong outlining the policy objectives of the Government for the following year. In the Chief Executive’s 2023 Policy Address, the CE continued to emphasise on the importance of enhancing quantity, speed, efficiency and quality in delivering housing projects. For private housing, the Government is targeting to make sufficient land to provide about 80,000 units in the next five years (**Para. 97 of the CE’s 2023 Policy Address** refers). The Government is also determined to speed up redevelopment in view of urban decay and ageing buildings and optimise land resources to unleash development potential. For instance, to increase incentives for redevelopment in the Yau Ma Tei and Mong Kok area, the Government will remove Plot Ratio restriction for the commercial zones along Nathan Road and rezoning certain area to allow flexibility (**Para. 102(i) of the CE’s 2023 Policy Address** refers)
- 3.2.4 Apart from fulfilling housing needs, talent acquisition is also a direction for the Government to strengthen Hong Kong’s competitiveness in view of the significant global competition. Housing is recognised as a critical factor in attracting and retaining talents. Therefore, the Government introduced stamp duty suspension arrangement for incoming talents’ acquisition of residential properties (**Para. 100(iii) of the CE’s 2023 Policy Address** refers).

Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030

- 3.2.5 Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (“HK2030+”) is a long-term planning framework to guide Hong Kong’s city planning, land and infrastructure development, and shape Hong Kong’s built environment beyond 2030. HK2030+ recognises the importance of enhancing liveability in promoting the health, well-being and quality living environment of Hong Kong people. There is a stronger focus on quality of life and tackling the challenge of enhancing liveability in the high-density urban context of Hong Kong.
- 3.2.6 One of the Government’s objectives or “Building Blocks” in HK2030+ released in the latest version in October 2021 is to achieve “Enhancing Liveability in a Compact High-density City”, through various strategic directions including (i) healthy and revitalised city; and (ii) is to create a unique and diverse city. The Key Actions under these two (2) strategic directions is to (a) seize opportunities to retrofit the decaying urban areas under an area-based approach; and (b) through safeguarding and promoting distinctive urban characters, townscape qualities and heritage features to sustain the city’s uniqueness. A well-planned spatial layout will enable public’s equal access to the enjoyment of the unique city fabric (**Final Recommendations Booklet of HK2030+** refers).

3.2.7 Moreover, to meet the society's aspiration for more spacious living environment and also to promote child-raising, family-building and "ageing in place" and to attract talents, the Government acknowledges the need for larger home space. In response, the land requirement and supply analysis has been updated to increase the assumptions of average flat size by 10-20%⁵.

Reimagining Public Spaces in Hong Kong – Feasibility Study

3.2.8 In December 2023, PlanD published a Feasibility Study on Reimagining Public Spaces ("**FSRPS**") in Hong Kong which aim to consolidate and analyse key issues, public aspirations and trend pertinent to open space in Hong Kong and international cities in order to refine the definition, standards, guidelines and calculation methodology of open spaces as stipulated under Hong Kong Planning Standards and Guidelines ("**HKPSG**") Chapter 4.

3.2.9 According to **Para 3.1.2 of the FSRPS**, it is proposed to revise the definition of open space as "generally refers to accessible outdoor spaces within existing/proposed built-up area with recreation and amenity value for users' enjoyment". In comparison to the definition of open space in HKPSG Chapter 4, the proposed definition would allow a more flexible interpretation and would meet the following three (3) key attributes of open space:

- An outdoor space with some amenity values such as greening or other scenic resources;
- Accessible by target users which may include the general public or local residents/ users for ancillary open space; and
- Accommodate some forms of recreation and leisure activities such as sitting, relaxing, exercising, playing, etc.

3.2.10 The re-definition of open space would "provide a broader perspective so that open space is no longer confined by the corresponding statutory land use zoning or with the need to be perceived as a standalone, purposely built or defined spatial entity".

3.2.11 With the Open Space provision of the FSRPS, a minimum of 35 ha per 100,000 persons (i.e. 3.5m² per person) throughout the Territory is proposed to echo the Hong Kong 2030+ initiative. Furthermore, it is proposed to remove the provision standards for Local Open Space ("**LOS**") and District Open Space ("**DOS**") in order to increase flexibility in provision of open space, whereas DOS / Regional Open Space ("**ROS**") in proximity to local area can perform the function of LOS instead (**Para 3.2.2 of the FSRPS** refers).

3.2.12 In addition, the calculation of Open Space towards standards of provision as set out in the HKPSG have been reviewed in the FSRPS and changes were proposed to be in line with the revised Open Space definition mentioned above. In particular, the proposed changes to Covered Areas which the FSRPS recommended include "*covered and/or shaded areas within open spaces to be countable subject to scale, function and design considerations on a case-by-case basis*". The general considerations may include the following (**Para 3.4.4 of FSRPS** refers):

- "Covered area forming an integral component, design or extension of an open space may be counted as part of the open space;
- For sizable open spaces, areas occupied by ancillary facilities and structures with specified functions contributing to the amenity, recreation value, sheltering and vibrancy of an open space, such as pavilions, sheltered seating, kiosks and small cafes, etc. may be counted as open space; and
- Space beneath a viaduct, highway or footbridge structure with sufficient headroom clearance allowing comfortable pedestrian movement, sunlight penetration, and natural air ventilation, and whose primary function is for active or passive recreation may be counted as open space."

⁵ The land requirement and supply analysis in 2016 assumed 75m² for private housing. The updated assumptions will be 82.5m² (+10%) and 90m² (+20%).

3.2.13 **Para. 3.5.1 of the FSRPS** also lists out the locational guidelines for open space which includes the following three (3) criteria:

- **Accessibility:** For better access, visibility and greening opportunities, at-grade open space is more preferred than elevated open space. While LOS should be located within 400m from nearby residents and workplaces (approx. 10 minutes walking distance), DOS or ROS should be located 400m from public transport facilities including MTR and Public Transport Interchanges for territorial visitors and tourists. In private comprehensive residential developments LO may be provided at ground or above ground level;
- **Compatibility and Synergy:** Open spaces must be compatible with surrounding uses / developments and away from potential nuisance (e.g. air and noise pollution). It should have good connectivity with other open space creating synergy with the open space network.
- **Optimisation of Unused Public Space:** Unused open space (e.g. alley) should be enhanced to create a public space for leisure, recreation and amenity purpose (such as sitting-out areas).

Urban Renewal Strategy

3.2.14 In February 2011, the URA published the latest Urban Renewal Strategy (“**URS**”) which is a Government strategy/ framework to guide urban renewal in Hong Kong. It sets out objectives and the approach to urban renewal. Some of the relevant objectives of urban renewal are as follows:

- “restructuring and replanning of concerned urban areas;
- rationalising land uses within the concerned urban areas;
- redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
- promoting sustainable development in the urban areas;
- promoting the timely maintenance and rehabilitation of buildings in need of repair;
- preserving buildings, sites and structures of historical, cultural or architectural value;
- preserving as far as practicable local characteristics; and
- enhancing the townscape with attractive landscape and urban design”

3.2.15 The adopted “people first, district-based, public participatory” approach targets to embrace the concepts of sustainable development and building a quality city whilst putting people first. The concepts include appropriate development intensity, land use planning, urban design, greening, and local culture.

Hong Kong Planning Standards and Guidelines

3.2.16 According to **Para. 5.2 and 5.3 of Chapter 1 of HKPSG**, “the planning standards and guidelines should be applied with a degree of flexibility, having regard to land use demands, local conditions, development constraints and resource availability, They should not be applied in isolation and cross-reference between standards and guidelines should be made, whenever necessary” and “in drawing up development proposals, trade-offs between standards may be necessary so that the community at large would benefit most from the development. In the development process, planners may need to balance the objectives and requirements amongst different parties in order to arrive at acceptable solutions” respectively.

3.2.17 Furthermore, the standards and guidelines in the HKPSG are **neither statutory nor rigid**. Its effectiveness depends on the proper understanding, flexible application, and cooperation within the Government and similarly its application by developers through proper guidance from the Government (**Para. 8.2 of Chapter 1 of the HKPSG**). The relevant sections of the HKPSG which applies to the Rezoning Site are discussed below.

Chapter 4 – Recreation Open Space and Greening

- 3.2.18 Chapter 4 of the HKPSG sets out the standards and guidelines for recreational facilities and open space. It guides the planning, distribution, and design of these facilities. Particularly, to the definition of the various types of open spaces set out in Section 1.6 of the said Chapter 4, the Open Space within the Rezoning Site should be classified as a LOS. The standard of provision for Local Open Space is 1m² per person but in business and commercial areas, the standard of provision is a minimum of 0.5m² per worker (**Section 1.8 of the said Chapter 4** refers).
- 3.2.19 In the Locational Guideline for Open Space, Para. 1.12.1, remarked that Open Space must be “planned as a land use in its own right.... In the right location and should not be the remainder when other land uses have been provided”. It should also be “accessible, suitable, functional and usable... visibility of the open space from public roads and accessibility requirements of all segments of the population should be taken into account, including persons with disabilities to enhance as wide usage as possible”. A radius of not more than 0.4km is preferred (a short walking distance) from the residents it intends to serve to and where it is private comprehensive residential developments, LOS may be provided on podium (**Para. 1.12.4 of the said Chapter 4** refers).
- 3.2.20 In the Design Guideline for Open Space, the following recommendations were given (**Para. 1.13.1 to 1.13.3 of the said Chapter 4** refers):
- “**Safety** is a major consideration in open space design, in respect of location, the facilities provided, as well as the detailed treatment of play equipment. To enhance usage, entrance to open space should be easily identifiable and **accessible**. There may be a need to centralise active recreation facilities to **confine the impacts to noise and movement** users. Children’s play area should also be confined for easier supervision by parents. **Existing natural landscape features should be retained** whenever possible to help create local identity. Adequate lighting should be provided in shaded sitting out areas together with other necessary street furniture” (**Para. 1.13.1 of the said Chapter 4** refers);
 - “**Integrated**, instead of segregated, open space/ play areas should be provided for children, adults, elderly people and persons with disabilities to create a sense of community and facilitate parental/ mutual care among different age groups. These integrated play areas should be designed in a **barrier-free** manner to cater for the needs of persons with disabilities” (**Para. 1.13.2 of the said Chapter 4** refers); and
 - “**Avoid locating active recreation facilities with close proximity to main roads**. Where space permits, planting should be combined with earth-mounding to act as a buffer to polluting sources”.

Chapter 8 – Internal Transport Provision

- 3.2.21 Chapter 8 of the HKPSG set out the recommendations of parking provisions for private cars, motorcycles and loading/ unloading (“**L/UL**”) facilities. As stipulated in Para. 7.1.3, when assessing the appropriate level of provision of parking spaces facilities, the following should be taken into consideration:
- a) Availability of public transport services in the vicinity;
 - b) Availability of public car parks in the vicinity;
 - c) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges;
 - d) Traffic conditions of local road networks; and
 - e) Parking demand and supply condition in the vicinity.
- 3.2.22 Standards for private parking and L/UL facilities for developments (including residential, community facilities, commercial facilities and industrial and business) are listed in Table 11 – Parking Standards of Chapter 8 of HKPSG and should be followed as close as possible and not mandatory. Nonetheless, flexibility may be exercised within and beyond the standard ranges, to meet special circumstances, taking into account particular factors relevant to individual developments and as well as following aspects of land use/ transport interactions:
- a) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges;
 - b) Availability of public transport services in the vicinity;

- c) Availability of public car parks in the locality;
- d) Projected road capacity and traffic volumes in both the immediate vicinity and the wider district;
- e) Feasibility of providing safe entry/ exit points;
- f) Existence of closed road permit policies (e.g. South Lantau Island);
- g) Area and shape of specific site; and
- h) Parking demand and supply condition in the vicinity.

Chapter 10 – Conservation

- 3.2.23 The HKPSG recognises the need to retain significant heritage features. The AAB has assessed recorded historic buildings in Hong Kong. Grade I historic buildings are of outstanding merits, which every effort should be made to preserve, if possible. “Private owners are encouraged to explore the possibility of “preservation-cum-development” options to incorporate their historic buildings in the future development” (**Para. 4.6.1 of Chapter 10 of the HKPSG** refers).
- 3.2.24 Para. 4.6.3 of the said Chapter 10 states that in the planning process, efforts should be made to ensure the site settings could be preserved with consideration to the impacts to its neighbouring land uses, these include; **visual, landscape, physical intrusion, overshadowing of high buildings of adjacent developments, compatibility between uses, air flow, buffer zones etc.**
- 3.2.25 For redevelopment/ conservation proposals of a graded building which falls within a large redevelopment site, the historic building should be incorporated into the redevelopment scheme as far as possible. Additionally, “where the original use of the building is no longer continued, **adaptive re-use** of the building should be conscientiously considered. New use should aim to **conserve the heritage values and significance of the historic building to ensure authenticity and integrity of the cultural heritage**” (**Para. 4.6.5 of the said Chapter 10** refers).

Chapter 11 – Urban Design Guidelines

- 3.2.26 Chapter 11 – Urban Design Guidelines of the HKPSG has identified heritage features as important landmarks in the city. Five (5) aspects should be considered (**Para. 6.2.49-6.2.54 of Chapter 11 of the HKPSG** refers):
- a) **Re-use:** Refurbishment and re-use should be compatible with the surroundings and suitable new uses should be found for heritage features.
 - b) **Protecting the Setting of Heritage Features:** Provide suitable settings for heritage features and whenever possible, views to the heritage features should be preserved and opened up.
 - c) **Compatibility:** Massing of the new development should be arranged in such a way to minimise negative impact on a neighbouring heritage feature. Terraced and landscaped podium could be adopted to integrate with proportionate scale and character of the heritage feature. Colour, materials or architectural design of the new development, especially in the lower floors, should be compatible with the heritage feature as far as possible.
 - d) **Preservation of Local Character:** For redevelopment, local cultural activities and historical characters should be retained and enhanced as much as possible.
 - e) **Recreate heritage:** Where appropriate, new developments could consider creating a sense of history through their architectural forms and materials to provide interest and contrast with the general urban area.

Town Planning Board Guidelines for Designation of “Comprehensive Development Area” Zones and Monitoring the Progress of “CDA” Developments

- 3.2.27 According to Town Planning Board Guidelines for Designation of “CDA” zones and monitoring the progress of “CDA” developments (“**TPB PG No. 17A**”), “CDAs” will only be designated where there are no better alternative zonings to achieve the following objectives as to:
- a) “facilitate urban renewal and restructuring of land uses in the old urban areas;
 - b) provide incentives for the restructuring of obsolete areas, including old industrial areas, and the phasing out of non-conforming uses, such as open storage and container back-up uses in the rural areas;

- c) *provide opportunities for site amalgamation and restructuring of road patterns and ensure integration of various land-uses and infrastructure development, thereby optimizing the development potential of the site;*
- d) *provide a means for achieving co-ordinated development in areas subject to traffic, environmental and infrastructure capacity constraints, and in areas with interface problems of incompatible land-uses;*
- e) *ensure adequate as well as timely provision of Government, institution or community (GIC), transport and public transport facilities and open space for the development and where possible, to address the shortfall in the district; and*
- f) *ensure appropriate control on the overall scale and design of development in areas of high landscape and amenity values and in locations with special design or historical significance”.*

3.2.28 Typically, “CDA” sites will be re-designated to other zoning **upon completion of development** to provide flexibility in subsequent change of uses by removing the need for submitting a revised MLP. The consideration for re-designation includes:

- a) *“the planning intention of maintaining comprehensive control on the overall development of the area should not be undermined. For instance, if a “CDA” site is subject to environmental constraints and the layout of the development has to allow for the provision of a buffer against the environmental nuisances, the removal of the buffer will not be desirable;*
- b) *in the case of mixed developments especially for a variety of uses sharing a common podium, a re-designation of different parts of the “CDA” site to various discrete land-use zonings may only be possible provided that the planning intention of each zone could be clearly reflected; and*
- c) *if part of the site is excluded from the development zone and rezoned to, say “Open Space” or “Government, Institution or Community”, it should be ensured that the resultant development intensities of the site will not be higher than those permitted under the Notes of the OZP or in the Building (Planning) Regulation”.*

Policy Directives for Heritage Conservation

2013 Policy Address

3.2.29 In the 2013 Policy Address, the CE acknowledged the need to strike a balance between the need to enhance conservation of heritage buildings in the context of town planning and to respect private property rights by encouraging appropriate economic incentives to private owners to either hand over or conserve historic buildings in their ownership. The policy on the conservation of privately-owned historic buildings would be reviewed.

Report on the Policy Review on Conservation of Built Heritage

3.2.30 Given there were diverse views in the community on whether public funds should be used to purchase or resume privately-owned historic buildings, Antiques Advisory Board (“**AAB**”) in December 2014 conducted a Report on the Policy Review on Conservation of Built Heritage (“**Policy Review**”). Under the Policy Review, the Administration will consider more attractive economic incentives (e.g. financial assistance, relaxation of PR and land exchange) to facilitate private owners to carry out timely maintenance works and protect historic buildings. The recommendations were accepted by the Government in 2015. Subsequently in the Approved S16, in-principle support to relaxation of PR for the preservation of NKT has been obtained from Antiquities and Monuments Office (“**AMO**”). AMO have also been consulted on the current proposal and maintain their in-principle support.

Practice Guidebook for Adaptive Re-use and Alteration and Addition Works to Heritage Buildings 2012

- 3.2.31 To facilitate the **adaptive re-use** of historic buildings under the building regulations, the Building Department (“**BD**”) issued the Practice Note and the Practice Guidebook for Adaptive Re-use and Alteration and Addition Works to Heritage Buildings in 2012 which was first issued in June 2009 and revisions have been since 2016 with the latest edition issued in February 2021. According to the Practice Guidebook, “Adaptive re-use” may be defined as modifying a building for use other than its original use. Through adaptive re-use, a heritage building may be rejuvenated in terms of both physical and economic values (Para. 2.4 of the Practice Guidebook (2021 Edition) refers).
- 3.2.32 According to Para. 4.3 of the Practice Guidebook (2021 Edition), the AMO’s key principles to assess the suitability of adaptive re-use / Alterations & Additions (“**A&A**”) proposals is that the “new” development should be distinguishable and compatible with the “old” development, but it should not be made to look like the “old”.

Revitalisation of Old Wan Chai through Point, Line, Plan Approach

- 3.2.33 The 2007-2008 Policy Address encouraged the protection of privately-owned historic building and had identified the need to explore new arrangements to provide economic incentives for private owners to protect heritage (Para. 54 of the 2007-2008 Policy Address refers). Besides, the then CE also recognised the difficulties in preserving privately-owned historic building as it involved the balancing of interests including the safeguarding of private property rights, the prudent use of public money as well as the meeting of public expectations. The revitalisation of Wan Chai through a district-based approach was also mentioned in the Policy Address and acknowledged that “the Development Bureau and the URA will adopt a district-based approach in considering the development and revitalisation of Wan Chai” (Para. 53(3) of the 2007-2008 Policy Address refers) under which the OWCRISC was established. This suggests heritage conservation is no longer limited to the preservation of historic buildings in a piecemeal manner but should be considered on a small area so as to preserve the local characteristics.
- 3.2.34 In 2014, AAB explored the “**point-line-plane**” approach for heritage conservation which looks at individual buildings as points, buildings along a street as lines and collections of streets as planes. This approach examines the scope of consideration beyond just the individual building (micro level) but consider the wider urban or rural setting as well as the “historical ambience” (macro level). The Administration also launched a funding scheme under Built Heritage Conservation Fund (“**BHCF**”) for carrying out thematic research on built heritage conservation in 2017. Under the scheme, eight academic institutions were invited to conduct thematic studies including the “point-line-plane” approach. These studies, which commenced in the third quarter of 2018, would be completed in two years’ time (Legislative Council Paper No. CB(1)393/19-20(04) refers).
- 3.2.35 Moreover, the Administration also knowledge that pursuing heritage conservation through legislation would infringe private property rights and contradict the Government’s heritage conservation policy premised on respecting private property rights. Thus, encouragement to private owners to preserve historic buildings using a “preservation-cum-development” approach will continue (Para. 14 of Legislative Council Paper No. CB(1)393/19-20(04) refers).

Heritage Conservation Policy 2007

- 3.2.36 In 2007, the Government promulgated a new heritage conservation policy and adopted the following policy statement to guide its heritage conservation work: “To protect, conserve and revitalize as appropriate historical and heritage sites and buildings through relevant and sustainable approaches for the benefit and enjoyment of present and future generations. In implementing this policy, due regard should be given to development needs in the public interest, respect for private property rights, budgetary considerations, cross-sector collaboration and active engagement of stakeholders and the general public.” (File Ref.: DEVB(CR)(W) 1-55/68/01 refers).

3.2.37 Furthermore, the following initiatives should also be implemented (File Ref.: DEVB(CR)(W) 1-55/68/01 refers):

- a) *“The Administration to focus for the time being on administrative means to implement measures on heritage conservation instead of using legislative means;*
- b) *In the Government domain, the Administration to introduce –*
 - (i) *an internal mechanism requiring Heritage Impact Assessments to be conducted for new capital works projects where necessary; and*
 - (ii) *a scheme for adaptive re-use of Government-owned historic buildings by engaging non-profit making organisations for running social enterprises;*
- c) *In the private sector domain, the Administration to –*
 - (i) *accept in principle the need for appropriate incentive schemes to facilitate the conservation of privately-owned historic buildings and undertake to actively engage relevant stakeholders in devising appropriate measures including land exchange and transfer of development rights; and*
 - (ii) *extend the current financial assistance to enhance the maintenance of privately-owned historic buildings from declared monuments to graded buildings subject to certain conditions;”*

3.2.38 The above policy statement and initiatives are still being adopted by the Commissioner for Heritage’s Office (“**CHO**”) under Development Bureau (“**DevB**”) in the Heritage Conservation Policy and New Initiatives on Heritage Conservation of the CHO. Providing economic incentives for preservation of privately-owned historic buildings and facilitating maintenance of privately-owned graded historic buildings are some of the package of initiatives in response to Heritage Conservation Policy.

Study on Redevelopment along Stepped Streets

3.2.39 With the change in Fire Services Department (“**FSD**”) policy for developments without direct vehicular access requiring the need for fire appliance to reach the major face of a residential building in the stepped street situations, Planning Department (“**PlanD**”) in 1991 prepared a report “Study on Redevelopment along Stepped Streets” (the “**Study**”). The Study was prepared to examine the need for development control over the development intensity of sites along stepped streets that are not accessible to vehicles and to determine the level of control appropriate for these sites with considerations of planning, traffic, environmental and infrastructural factors, including:

- Strategic planning context;
- Local planning intentions including the neighbourhood characteristics, heritage, urban design and/ or aesthetic factors;
- Impact on the local G/IC facilities;
- Distances and level difference with the nearest street accessible to emergency vehicles;
- Road capacities;
- Infrastructural constraints; and
- Potential environmental impact.

3.2.40 The Study included sites that are abutting stepped streets without direct vehicular access but excluded sites which have limited frontage onto streets and are accessible to vehicles, regardless of the length of frontage (Para. 3.1 of the Study refers). The Site falls within the Study Area Number 12 – Sau Wa Fong Area which is identified as ‘Areas Requiring Special Local Action’. This identification was to encourage amalgamation of individual lots to achieve better control through comprehensive redevelopment.

3.2.41 In the Study, it was found that the substantial increase in developments in Sau Wa Fong Area would result in significant adverse impact on the local road network and infrastructure (sewerage). The result indicated a major part of Sau Wa Fong Area had an unacceptable means of access (especially at No. 1A HST) as the Two (2) nearest streets accessible by vehicles (i.e. Ship Street and St. Francis Street) were narrow and cul-de-sac. Therefore, at the time of the Study it was recommended that the existing level of development should be maintained. With that being said,

the Study also recommended that “*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*” (Study Area No. 12 Table in Section 5 of the Study refers).

- 3.2.42 In conclusion, the Study recognised that control over the intensity of redevelopment was required for (i) the safety of the residents due to the unacceptable means of access (e.g. not within 30m from the nearest Fire Services pumping appliance access); and (ii) the infrastructural constraints (Para. 6.1 of the Study refers). Pure residential use for the stepped streets sites was also recommended with consideration of the lack of L/UL facilities in the area. The Study also viewed that the introduction of any development control should be comprehensively reviewed in the overall district context taking into consideration all committed traffic and infrastructural improvement works as well as the long term development strategy for the district. The development control measures would be in line with one of the principal objectives of Metroplan on reducing population density and hence improving the living environment of the densely populated metropolitan area (Para. 6.4 of the Study refers).
- 3.2.43 Specifically for the Sau Wa Fong Area, the Study recommended to rezone this area to residential use with a maximum building height of 7 storeys, or the existing building height, whichever is greater.

Review of Stepped Street Sites

- 3.2.44 Subsequently, PlanD undertook the ‘Review of Stepped Street Sites on Hong Kong Island’ (the “**Review**”) and the findings were considered and agreed by the TPB on 23 March 2012. According to Para. 7.1 of MPC Paper No. 7/12, the agreed recommendations are as follows:

- “(a) the planning intention of the “R(C)” zone covering the stepped street sites as stated in the Notes and ES of the relevant OZPs should be suitably revised to set out the latest planning considerations relevant to the redevelopment of these sites. These include the local character, terrace ambience, heritage value, visual, air and traffic considerations, where appropriate. The wording related to fire safety concerns and limited emergency vehicular access would be deleted;
- (b) the current development restrictions, i.e. maximum PR of 5 and maximum 12 storeys, should be maintained for all the stepped street sites;
- (c) the “relaxation” clause should be revised to a “minor relaxation” clause. Each application will be considered by the Board based on individual merits; and
- (d) to prevent the major stepped streets and terraces from being built over, the concerned areas would be excised from the “R(C)” zones and shown as ‘Road’ on relevant OZPs”.

- 3.2.45 To reflect TPB’s decision on the ‘Review of Stepped Street Sites on Hong Kong Island’ and to preserve the existing character of the Sau Wa Fong Area, the terraces and the stepped streets including Sik On Street and Schooner Street in the Sau Wa Fong Area was subsequently rezoned from “R(C)” to area shown as ‘Road’.

3.3 Planning History

Site Planning History

- 3.3.1 Originally, the Site was zoned “Residential (“R”) and “G/IC” on the Draft Wan Chai OZP No. LH 5/29 gazetted on 1.10.1968 with no development restrictions. However, it was later rezoned to “R(B)” on the Draft Wan Chai OZP No. LH 5/35C together with other “R” sites to the north of Kennedy Road on 4.11.1977. The planning intention of the “R(B)” zone was for lower density residential development “*because the area along Kennedy Road is steep and inadequately serviced by roads. Office and commercial development is not be encouraged in this area*”.

- 3.3.2 On 10.6.1994, the Sites at Nos. 49-54 and 55 Ship Street, Nos. 1-3, 1A HST and part of Ship Street were rezoned from “Residential (Group A)” (“**R(A)**”) and “R(B)” to “O”⁶ due to the following reasons: (1) to limit development intensity in the Sau Wa Fong stepped street area; (b) to form a strategic open space network together with the open space at HCII development; (c) to preserve NKT; and (d) to meet the shortfall of open space provision in the area. HOPEWELL subsequently lodged an objection on the basis that their property rights were severely compromised. After further consideration in 1996, TPB decided to retain the “O” zone for NKT and HST, for the following reasons (Para. 5.2 of the TPB paper⁷ refers):
- a) To address the shortfall of open space provision in the old urban core of Wan Chai;
 - b) To improve the environment of the area as the sites are part of a comprehensive and integrated open space network; and
 - c) Open space shortfall would be aggravated in the area if the sites are rezoned to “R(A)” or “R(C)”.
- 3.3.3 On 24.5.2004, the Draft Wan Chai OZP No. S/H5/22 was gazetted which included, inter alia, amendments to the user schedule, the statement of planning intention in the Notes and changes to the ES for the “O” zone. In particular, six (6) uses were deleted from Column 2 in the “O” zone including “Exhibition and Convention Centre”, ‘Flat” and “Office”.
- 3.3.4 In 2006, TPB reviewed the “O” zone including private land within the Wan Chai District but confirmed the “O” zone for NKT and HST (para. 5.3 of TPB paper⁶ refers). Nonetheless, there was never any planning or programme for Government resumption of NKT and HST for implementation of the Open Space nor any compensation given to the owner for implementation of the Open Space.
- 3.3.5 On 13.12.2019, a part of the Site was approved by the TPB to be rezoned to “CDA” so that early implementation of the planned open space (open to public) together with the preservation of NKT could be realised. Further details on the approved S12A Rezoning Application (TPB Ref No. Y/H5/5) to “CDA” zone can be found in **Para. 3.3.7** to **3.3.10** below.
- 3.3.6 On 17.6.2022, the Draft Wan Chai OZP No. S/H5/30 was gazetted with part of the Site (excluding IL 9048, steps at HST and portion of Ship Street steps) rezoned to “CDA”.
- Latest Rezoning Application No. Y/H5/5*
- 3.3.7 The majority portion of the Site (excluding IL 9048, IL 199 RP, “Road” (steps at HST) and “O” (Ship Street steps)) is subject of an approved S12A Rezoning Application (TPB Ref No. Y/H5/5) from “O”, “R(C)”, “G/IC” to “CDA” which was approved by the TPB on 13.12.2019 with stipulation of appropriate development restrictions and requirements on the OZP.
- 3.3.8 At the time of the S12A Application, the steps at HST were part of Amendment Item E of the Draft Wan Chai OZP No. S/H5/2 and thus was yet to be approved by the Chief Executive in Council (“**CE in C**”). Therefore, the steps at HST, IL 199 RP and IL 9048 in the current Application were excluded from the previous Rezoning Request to “CDA”.
- 3.3.9 HHL has now acquired IL 199 RP and thus, seek to realise their comprehensive vision for the continuous urban renewal and revitalisation of Wan Chai by incorporating the lot into the Rezoning Site to implement a comprehensive and quality Open Space for public use and enhance the street environment and improve the accessibility in the Sau Wa Fong area.
- Latest S16 Planning Application No. A/H5/418*
- 3.3.10 A total of seven (7) S16 Planning Applications have been submitted by the Applicant with NKT discussed in context of the HCII development with the latest TPB approval being Ref No. A/H5/418 for Proposed Comprehensive Development.

⁶ The concerned “O” zone which under HHL’s landholding was about 1,785.9m², of which 685m² was the lot of NKT and 1,100.9m² was lots at HST. The buildings of NKT were included as part of the open space area.

⁷ Town Planning Board Paper for Planning Application No. Y/H5/5B for consideration on 13.12.2019.

- 3.3.11 On 9.6.2023, TPB approved a S16 Planning Application (A/H5/418) for the Proposed Comprehensive Development at Nos. 1, 1A, 2 and 3 HST, No. 55 Ship Street (a.k.a NKT), Nos. 1-5 Schooner Street, No. 53 Ship Street (previously known as MKT), IL 9048 and adjoining Government Land, Wan Chai (referred as **Approved S16 Scheme**). The broad development parameters of the Approved S16 Scheme can be referred at **Table 3.1**. The Approved S16 Scheme incorporated IL 9048, adjoining “Road” zone (i.e. the Steps at HST) and Ship Street steps into the MLP to allow for a more comprehensive development scheme and enhanced Public Planning Gains (“**PPGs**”). The Approved S16 Scheme enable the following **additional** improvements when compared to the Approved S12A Rezoning Application (TPB Ref No. Y/H5/5):
- i. Elimination of a separate pencil building at IL 9048 to create an enlarged podium with opened up views towards the preserved NKT;
 - ii. By incorporating all residential GFA into the single tower design above an enlarged podium, an increase of Open Space with total of not less than 2,187m² of Open Space (including uncovered and covered Open Space) for public enjoyment can be achieved;
 - iii. Provision of street level setback along Schooner Street with cantilevered Open Space above to create more space for pedestrian activity, weather protection and to support local vibrancy;
 - iv. Better Air Ventilation performance at local level due to the elimination of a separate building at IL 9048 and setback at Schooner Street;
 - v. Provision of a new public lift at the north-eastern side of the Site to access the preserved NKT and Open Space at 34mPD;
 - vi. Assured implementation of the barrier-free connection (proposed footbridge) to the lift tower at HCII by inclusion of a portion of Ship Street as part of the Application boundary (excluded from plot ratio calculations);
 - vii. Enhanced overall connectivity within the wider district in terms of barrier-free and non-barrier free access, and improved Open Space System; and
 - viii. 13 flats additional to that proposed under the approved S12A Scheme and Approved General Building Plans (“**GBPs**”) for IL 9048 to meet urban housing supply; and
 - ix. Provision of toilet and kiosks within the covered landscaped area for the public.

Table 3.1 – Broad Development Parameters of Approved S16 Scheme

| Broad Development Parameters | Approved S16 Scheme |
|--|-----------------------------------|
| Development Site Area | Approx. 2,828.8m ² |
| Total GFA | Approx. 14,144m ² |
| - Domestic | Approx. 13,905.2m ² |
| - Non-domestic ⁽¹⁾ | Approx. 238.8m ² |
| Total PR | Approx. 5 |
| - Domestic | Approx. 4.916 |
| - Non-domestic ⁽¹⁾ | Approx. 0.084 |
| Site Coverage ⁽¹⁾ | |
| - Above 15m | Approx. 29.34% |
| - Below 15m | Approx. 15.58% |
| No. of Storeys | 21 |
| - At or Above 34mPD | 18 |
| - Below 34mPD | 3 |
| BH (at Main Roof Level) | 91mPD |
| No. of Domestic Blocks ⁽¹⁾ | 1 |
| No. of Unit | 255 |
| Estimated Population | Approx. 587 ⁽²⁾ |
| Average Unit Size | Approx. 48.6m ² |
| Provision of Open Space ⁽¹⁾⁽³⁾⁽⁴⁾ | Not less than 2,187m ² |
| - Uncovered | Approx. 1,498m ² |
| - Covered Landscaped Area | Approx. 689m ² |

Remarks:

- ⁽¹⁾ Excluded NKT
- ⁽²⁾ Referencing average domestic household size of 2.3 in 2016 Population Census in Tertiary Planning Unit 131
- ⁽³⁾ Open to serve both public and residents of the Proposed Development at reasonable hours (i.e. 6am to 11pm)
- ⁽⁴⁾ Excluded G/F Public Pedestrian Passage at Schooner Street

3.3.12 Despite, the Director of Fire Service had no in-principle objection to the S16 Application, it was advised that the Applicant to observe the requirements of Emergency Vehicular Access (“EVA”) as stipulated in Part D - Means of Access, Section 6 - Provision of EVA of the Code of Practice for Fire Safety in Building 2011 which stated that the provision of EVA was normally required unless the fire risk was low or the site abutted stepped street. PlanD also commented that it is not uncommon to have developments without the provision of EVA in this part of Wan Chai due to the stepped topographical profile and that “the nearest EVA would be provided in Hopewell Centre II that was under construction. Since the Site would be linked to Hopewell Centre II by a proposed elevated walkway, the future residents could evacuate from the Site towards Hopewell Centre II efficiently and firefighters could make use of the open areas in the Site and in Ship Street public open space in emergency situations. The provision of EVA from Queen’s Road East via nearby streets such as St Francis Street and Star Street was not practical as the route was longer and Sau Wa Fong was currently not for vehicular access (Para. 47 and 48 of the Minutes to 720th MPC meeting).

4. THE DEVELOPMENT PROPOSAL

4.1 Site Constraints and Design Considerations

- 4.1.1 The Rezoning Site is sandwiched between various residential developments to the northeast and G/IC facilities to the southwest with no vehicular access available. Due to the local topography, provision of EVA is considered impractical. Therefore, the Applicant will adopt Fire Services Installation (“**FSI**”) enhancement or a Fire Engineering Approach for the IDS. The Applicant will also follow the requirements of the FSI and water supplies for firefighting to the satisfaction of FSD. Detailed fire services requirements will be formulated at the General Building Plans (“**GBPs**”) stage.
- 4.1.2 Although there are significant level differences within the Site, the Applicant respects this feature and has taken into account the existing site constraints and the surrounding developments to maximise accessibility to the preserved NKT and Open Space for public use. The design and disposition of the Proposed Residential Tower corresponds with the existing NKT and respects its historic value. The proposed integrated Open Space at the same level of NKT will minimise the level differences within the Site. Sufficient building separation is maintained between the Proposed Residential Tower, the heritage building at NKT and adjacent slopes and buildings. By amalgamating IL 9048 and No. 18 Sau Wa Fong into the IDS there is greater opportunity to create a larger Open Space at podium level and at street level.
- 4.1.3 Apart from the provision of an integrated Open Space, the IDS has also adopted a number of design features to positively address the site constraints and local context. These include:
- Widening of Schooner Street at G/F by providing a minimum setback from site northeastern boundary of approx. 3m resulting an increase of width from 9m to approx. 12m;
 - Designating a non-building area (“**NBA**”) at the northwestern corner of the Site to be developed in the form of an Open Space open to public and serve as a public passageway to facilitate pedestrian circulation and to preserve the character and ambience of Sau Wa Fong. This is also a significant improvement to the existing narrow and insecure alley abutting the building at No. 18 Sau Wa Fong;
 - Provision of Shops fronting Schooner Street and Sau Wa Fong to promote vibrancy of the streets;
 - Provision of an all-weather protected public passageway to enhance the pedestrian environment at street level with the cantilevered structures above;
 - Adopt a building-free design in front of NKT to create a spacious forecourt for public enjoyment and appreciation;
 - Provision of 6m high void beneath the residential tower to enhance visual penetration and air ventilation;
 - Provision of a 3m wide elevated walkway (“**Proposed Elevated Walkway**”) to link the IDS with the public lift (Lift B) adjoining the Ship Street steps to improve connectivity between the open spaces. The Proposed Elevated Walkway will be constructed, maintained and managed by the Applicant; and
 - A landscape buffer between the Comprehensive Residential Development and NKT will better demarcate the two building (“old” and “new”) as separate entities.
- 4.1.4 **Figure 4.1** presented the design evolution from the previous S12A Planning Application, Approved S16 Scheme to the current IDS. The Urban Design Proposal (“**UDP**”) at **Appendix 2** further illustrates the urban design considerations adopted in the IDS.

S12A SCHEME (TPB REF.: Y/H5/5)



S16 APPROVED SCHEME



IDS



FIGURE 4.1 COMPARISON OF S12A SCHEME (TPB REF.: Y/H5/5), S16 APPROVED SCHEME AND IDS

4.2 Preservation and Revitalisation Objectives

- 4.2.1 NKT is currently managed and maintained by HHL in a basic condition. Over the years, the Applicant has been liaising with the CHO on the preservation-cum-development proposal to redevelop NKT and adjoining sites into a comprehensive development area with NKT being conserved in-situ and DevB supports this preservation efforts. Whilst the after-use proposal may change subject to further study and stakeholder discussions, the option to be ultimately selected will, in any event, run on a **non-profit making basis**.
- 4.2.2 According to the Historic Building Appraisal by AAB, the unique features other than NKT itself also have built heritage values which will be preserved as part of the IDS. The front façade of NKT facing the garden is simple and symmetrical, consisting of a curved colonnaded porch and verandah resembling a temple portico whilst the doric order (on the ground floor) and ionic order (on first floor) are applied to the columns. The main entrance gate situated in the side wall to the Ship Street steps is a combination of Greek and Roman features. The position of the entrance gate⁸, the rooftop pavilion and the asymmetrical plan suggested the influence of Chinese fung shui on the design. The use of architectural ironwork for the entrance gates also gives an artistic touch to the building. On the Hong Kong Island, there are not many heritage buildings that share the similar unique architectural style with NKT except Kom Tong Hall (Dr Sun Yat-sen Museum). While the Grade 1 historic building NKT will be preserved in the IDS, the Applicant also proposed to preserve the curved colonnaded porch in front of NKT. To open up the view to the entire front façade of NKT, the pavilion, water fountain, and hexagonal planter are proposed to be removed and a multi-function lawn is proposed to allow for an unobstructed view to NKT. After further evaluation of the slope stability to the southwest of NKT, the Annex Building of NKT is proposed to be demolished to facilitate the construction of a retaining wall. Photo record of the Annex Building will be display in the future development for public's appreciation where appropriate. Further elaboration and justifications of the preservation proposal are summarised in the Conservation Management Plan (“CMP”) at **Appendix 3** and the Applicant is prepared to review the preservation proposal at the detailed design stage. The Applicant will restore the overall character of NKT through a sophisticated landscape proposal (**Section 4.4** refers).



Diagram 4.1 Kom Tong Hall (Photo by AMO)

⁸ The entrance gateway of NKT at Ship Street is salvaged and relocated temporarily to make way for the modification works at Ship Street steps. The entrance gateway will be reinstated in future at a shifted location that matches with the appropriate level of the Ship Street steps.

4.2.3 After further review on the longevity of the conservation works of NKT, the Applicant recognises the importance of financial sustainability in the long-term maintenance and management of the historic building. In this regard, the Applicant proposed Eating Place at G/F of NKT to allow visitors fully appreciate the interior of NKT and also add vitality to the historical building. The 1/F of NKT is currently proposed for exhibition space for cultural purposes that are compatible with the historical building (e.g. display the history of NKT). The after-use proposal will subject to further study and stakeholder discussions. The option to be ultimately selected will, in any event, run on a non-profit making basis (i.e. the revenue will be solely for the purpose of operating and maintaining NKT) and with the intention of allowing public appreciation. Recognising the importance of the preservation of NKT, should the Board agree to the S12A Planning Application, the Applicant is prepared to accept the submission of Revised CMP being stipulated in the lease conditions at a later stage.

4.3 Indicative Development Scheme

4.3.1 The Applicant has prepared an IDS adopting the maximum PR permissible under B(P)R (**Appendix 1** refers). Given the street frontage at Ship Street and Schooner Street will account to approx. 43% of the perimeter of the total site boundary of the Development Site (i.e. excluding the area for Proposed Elevated Walkway), the Development Site is considered as a Class B Site under the Buildings Ordinance (“**BO**”). Further clarification/ justification on site classification will be provided for consideration by Buildings Department (“**BD**”) during the submission of GBP.

4.3.2 Subject to approval by the Building Authority (“**BA**”) at the detail design stage, the Covered Open Space at G/F and 4/F is proposed to be exempted from GFA calculation. GFA exemption for the ancillary recreation facilities would be applied for upon GBP submission to the BA. With reference to **Para. 3.2.30** above, AMO has given in-principle support to the relaxation of PR for the preservation of NKT and detailed calculation under B(P)R will be submitted to BD during the submission of GBP.

4.3.3 There is no development or PR applied to the area for Proposed Elevated Walkway (i.e. the Development Site Area will be equivalent to the Rezoning Site Area minus area for the Proposed Elevated Walkway (16.9m²)).

4.3.4 The IDS comprises of a 24-storey residential building over an Open Space open to public and three (3) storeys of podium. The G/F is mainly proposed for retail use and Open Space which align with the nearby local characteristics of Sau Wa Fong and Star Street Precinct. The 2/F and 3/F of the podium are reserved for E&M and residential recreational facilities. An integrated Open Space open to public is provided at the 4/F for the enjoyment by public (**Section 4.4** refers).

4.3.5 The Technical and Accommodation Schedule at **Tables 4.1** and **4.2** summarises the major development parameters of the IDS.

Table 4.1 Technical Schedule

| Technical Schedule | Indicative Development Scheme |
|------------------------------|----------------------------------|
| Development Site Area | Approx. 3,140.7m ² |
| Total GFA | Approx. 28,884.9m ² |
| - Domestic | Approx. 27,820.3m ² |
| - Non-domestic | Approx. 1,064.6m ²⁽¹⁾ |
| Total PR | Approx. 9.197 |
| - Domestic | Approx. 8.858 |
| - Non-domestic | Approx. 0.339 ⁽¹⁾ |
| Site Coverage ⁽¹⁾ | |
| - Above 15m | Approx. 37.5% |
| - Below 15m | Approx. 38.4% |
| No. of Storeys | 28 |
| - At or Above 34mPD | 25 |
| - Below 34mPD | 3 |

| Technical Schedule | Indicative Development Scheme |
|-----------------------------------|----------------------------------|
| BH (at Main Roof Level) | 119.56mPD |
| No. of Domestic Block | 1 |
| No. of Unit | 312 |
| Estimated Population | Approx. 655 ⁽²⁾ |
| No. of Workers | Approx. 44 ⁽³⁾ |
| Average Unit Size | Approx. 89.2m ² |
| Provision of Open Space | Approx. 3,179.9m ²⁽⁴⁾ |
| - Uncovered at G/F ⁽⁵⁾ | Approx. 255.6m ² |
| - Covered at G/F ⁽⁵⁾ | Approx. 258.0m ² |
| - Uncovered at 4/F ⁽⁶⁾ | Approx. 1,638.6m ²⁽⁷⁾ |
| - Covered at 4/F ⁽⁶⁾ | Approx. 1,027.7m ² |

Remarks:

- ⁽¹⁾ Included NKT (approx. 319.2m²)
- ⁽²⁾ Referencing average domestic household size of 2.1 in 2021 Population Census in Tertiary Planning Unit 131
- ⁽³⁾ Based on the total GFA of approx. 876m² which include Eating Place at G/F, Kiosk at 4/F and the Eating Place and Event Space at NKT and with reference to Chapter 5 of HKPSG the worker density of 20m²/ worker is adopted.
- ⁽⁴⁾ Subject to detailed design
- ⁽⁵⁾ Open to serve public at all times
- ⁽⁶⁾ Open to serve both public and residents of the Proposed Residential Development at reasonable hours (i.e. 6am to 11pm)
- ⁽⁷⁾ Included the footprint of NKT (approx. 159.6m²)

Table 4.2 Accommodation Schedule

| ACCOMMODATION SCHEDULE | |
|------------------------|---|
| G/F | Shop and Services, Open Space, Residential Entrance Lobby, Public Pedestrian Passage |
| 2/F* – 3/F | E&M, Residential Recreational Facilities |
| 4/F | Open Space, NKT, Accessible Lavatories, Kiosk |
| 5/F-28/F | Flats |
| R/F | E&M |
| NKT only | |
| G/F | Eating Place |
| 1/F | Exhibition Space for Cultural Purposes (akin to 'Place of Recreation, Sports or Culture') |

Remarks:

- * 1/F is not applicable to the podium of the Proposed Residential Development.

4.4 Open Space Objectives and Landscape Consideration

Open Space Proposal

4.4.1 While the Approved OZP stipulates a minimum Open Space of 2,100m² on the “CDA” zone (exclude footprint of NKT and include Annex Building of 192m²), the area of the original “O” zone (i.e. before being rezoned to “CDA” in 2022) owned by the Applicant is equivalent to approx. 1,785.9m² and the footprint of NKT was included (as part of the “O” zone in 1994). Considering the NKT will be integrated with the Open Space which will become a heritage and landmark building, the after-use of NKT (i.e. F&B at G/F) will compliment with the uses of the Open Space thus, the footprint of NKT is also proposed to be included in the Open Space area calculation.

4.4.2 The IDS under Application will now provide a total Open Space (open to public) of approx. 3,179.9m² of both uncovered and covered (subject to detailed design) which can only be achieved by the amalgamation of IL9048, No. 18 Sau Wa Fong and adjoining HST (**Diagram 4.2** refers). The areas of uncovered and covered Open Space shown in the IDS are approx. 1,894.2m² and approx. 1,285.7m² respectively. The IDS only presents the initial vision of the Applicant on open space provision and the actual provision of Open Space will still subject to further investigation at the detailed design stage with various factors that may potentially reduce the provision (e.g. site formation arrangement, geotechnical works and other E&M requirements). Nonetheless, the minimum Open Space of 2,100m² open to public is maintained. **Table 4.3** tabulated the comparison of Open Space provision among the IDS, Approved S16 Scheme and under the context of Draft Wan Chai OZP No. S/H5/8.



Diagram 4.2 Artist's Impression of At-grade Open Space (Indicative only)

Table 4.3 Comparison of Provision of Open Space

| Type of Open Space | Draft Wan Chai OZP No. S/H5/8 (1994) | Approved S16 Scheme (2023) | IDS |
|----------------------------|--------------------------------------|---------------------------------|-----------------------------------|
| Uncovered at G/F | Nil | Nil | Approx. 255.6m ² |
| Covered at G/F | Nil | Approx. 342.7m ² (1) | Approx. 258.0 m ² |
| Uncovered at NKT Level | Approx. 1,785.9m ² | Approx. 1,690m ² (2) | Approx. 1,638.6m ² (3) |
| Covered at NKT Level | Nil | Approx. 689m ² | Approx. 1,027.7m ² |
| Total | Approx. 1,785.9m ² | Approx. 2,721.7m ² | Approx. 3,179.9m ² (4) |
| % increase compared to IDS | +80% | +18% | - |

Remarks:

- (1) Referring to the Public Pedestrian Passage at Schooner Street
- (2) Included NKT (Footprint of NKT and Annex Building approx. 192m²)
- (3) Included NKT (Footprint of NKT approx. 159.6m²)
- (4) The total Open Space area open to public is subject to detailed design

4.4.3 NKT and the integrated Open Space at 4/F will become easily and conveniently accessible for people of all ages and abilities to enjoy. NKT, after revitalisation, will become the core of attraction of the Open Space due to its heritage value. The Proposed Eating Place and Exhibition Space for Cultural Purposes within NKT will complement the open space function by providing quality leisure facilities that are not common in other open space that opens to public. Taking advantage of the additional circulation space and visual connectivity provided by the enlarged site area and open

Covered Landscape Area, NKT together with the spacious open space will be integrated to offer an unparalleled experience to the visitors where they can have leisure activities and appreciate the heritage at the same time. There is no similar open space cum heritage preservation projects of this scale in the locality.

- 4.4.4 The Open Space is designed to enhance the sense of openness at pedestrian level for public enjoyment whilst being connected to surrounding Open Spaces including the immediate Ship Street Garden, Kwong Ming Street Children's Playground and The Park at HCII to enhance the area-wide Open Space system. When compared to the S16 Approved Scheme, Open Space will also be provided at the G/F at Sau Wa Fong and Schooner Street with a view to enhance the streetscape and vibrancy of the neighbourhood. Refreshment kiosk and accessible lavatories to be maintained and managed by the Applicant may be provided at 4/F for public use.
- 4.4.5 Similar to the operation of The Park at HCII, the Proposed Open Space at 4/F will be under private management and open to the public between reasonable hours (i.e. 6am to 11pm daily). The Applicant has no intention to hand over the Open Space to Government. The Proposed Open Space at 4/F is restricted to reasonable hours to avoid public nuisance to residents and for security reasons. On the contrary, the Proposed Open Space at G/F will be opened at all hours as it also serves as a public passageway between Sau Wa Fong and Schooner Street. The overall provision of Open Space will be greater than the Approved Scheme or the requirement stipulated under the Approved OZP. Most importantly, it will be implemented as previously intended under the former "O" zone. The management responsibilities of the Proposed Open Space and NKT would be set out in the relevant documents with the Government such as Land Lease.
- 4.4.6 According to HKPSG, 1m² and 0.5m² per person of Private Open Space should be provided within the development for the enjoyment of residents (i.e. 655m²) and workers (i.e. 22m²) respectively. To allow the Open Space open to public be integrated and unified, Private Open Space exclusive for the residents use and to separately demarcated on the plan is not proposed. Given the significant amount of Open Space proposed within the IDS (approx. 3,179.9m² and subject to detailed design), it is not necessary to designate an area for Private Open Space on the plan. The IDS meets the required area of Private Open Space under the recommendation of HKPSG for residents and workers. Rather than demarcating an area for residents and workers within the Comprehensive Open Space, all people is free to use the Open Spaces located at G/F (at all times) and 4/F (at reasonable hours between 6am to 11pm). The overall Open Space area is sufficient for both public and private to enjoy.
- 4.4.7 The Applicant is aware of the future maintenance responsibility of the Proposed Open Space and has no current plan to dispose of the property, including the Open Space.

Conceptual Landscape Proposal

- 4.4.8 All the Open Spaces are fully integrated and comply with the landscape requirements in terms of providing users with quality leisure and recreational facilities. Taking advantage of the additional circulation space and visual connectivity provided by the Covered Open Space, the Uncovered Open Space at 4/F allow various places for photo taking and appreciation of NKT. Kerb planters will be planted around the NKT to provide unimpeded and unobstructed views of NKT within the garden.
- 4.4.9 The Conceptual Landscape Proposal provides a variety of landscaped uses such as formal and informal gardens, sitting nodes and NKT garden to provide natural ambience and visual relief for users' enjoyment. Scent Garden, Multi-functional Lawn and Courtyard may be provided in the Uncovered Open Space whilst Resting Garden and Botanical Garden may be provided within the Covered Open Space at 4/F. The Open Spaces at 4/F will be opened to the residents and public at reasonable hours (i.e. 6am to 11pm) and no booking is required. At the Uncovered Open Space at G/F, Gathering Courtyard maybe provided. A Covered Open Space underneath the cantilevered podium floors will be provided and serve as Public Pedestrian Passage. Please see the Landscape Proposal in **Appendix 4** for details.

4.5 Access Arrangements

Pedestrian Access

- 4.5.1 Pedestrian access arrangements for the IDS are similar to the S16 Approved Scheme. There are five (5) pedestrian access routes to and from the Site (**Figures 2.5** and **4.2** refer). Out of the five (5) pedestrian access routes, three (3) routes are link to QRE which is downhill of the Site, one (1) route to St Francis Street-Star Street which is to the west of the Site; and one (1) route to Kennedy Road which is uphill of the Site. These routes provide ample and convenient accesses to and from the Site through connection with QRE, St Francis Street-Star Street and Kennedy Road.
- 4.5.2 The entrance to the residential portion of the IDS remains separated from the entrances to the Open Space and commercial uses for safety and privacy reasons. The public can access the at-grade shops at Schooner Street and the Proposed Open Space and NKT at 4/F via Ship Street steps, and the public lift within the Rezoning Site or the Proposed Elevated Walkway above Ship Street from HCII. The interface issue between the Open Space at 4/F opened to the public (including Covered Landscape Area) and the private residential development will be minimal.
- 4.5.3 New barrier free access (“**BFA**”) directly connecting to the Rezoning Site are completed as part of the HCII development. Two (2) public lifts, Lift A and Lift B, are located at the Ship Street Garden and HCII respectively (**Figure 4.2** refers). They address the significant level difference between Kennedy Road (approx. 63.7mPD) and Queen’s Road East (approx. 5.4mPD). Lift B will be connected to 4/F of the IDS via the Proposed Elevated Walkway. A BFA that connect the Rezoning Site to St. Francis Street (approx. 19mPD) via Sau Wa Fong. In future, should the planned residential development sandwiched between Sau Wa Fong and St. Francis Street (partially agreed by the TPB in 2023 (TPB Ref: Y/H5/7)) be implemented, an additional public lift (Lift D) to be opened to the public at all hours will serve as a public passageway that connects St. Francis Street (approx. 12mPD) to the terraced area of Sau Wa Fong (approx. 19.5mPD) and will further expand the pedestrian routing options.
- 4.5.4 The Public Lift (Lift C) at Schooner Street to the Open Space and NKT at 4/F will also be open and accessible by the general public under the same hours as the Proposed Open Space for ease of access. These four (4) public lifts will enable greater accessibility in the wider area by linking up strategy pedestrian networks and open spaces.

Nil Internal Transport Provision

- 4.5.5 Due to site constraints, internal transport provision including carpark and L/UL facilities cannot be accommodated on site. Vehicular access to the Site would also be impractical. Nonetheless, no impacts are anticipated for the following reasons (**Appendix 5** refers):

Car Parking Facilities are available in the vicinity of the Rezoning Site

- 4.5.6 Both off-street and on-street metered private car parking spaces are available within 500m of the Site. A total of 491 and 560 nos. of off-street private car parking spaces for hourly parking are available during weekdays and weekends respectively. In addition, a total of 151 nos. of on-street private metered car parking spaces (excluding parking space for person with disabilities) are available.

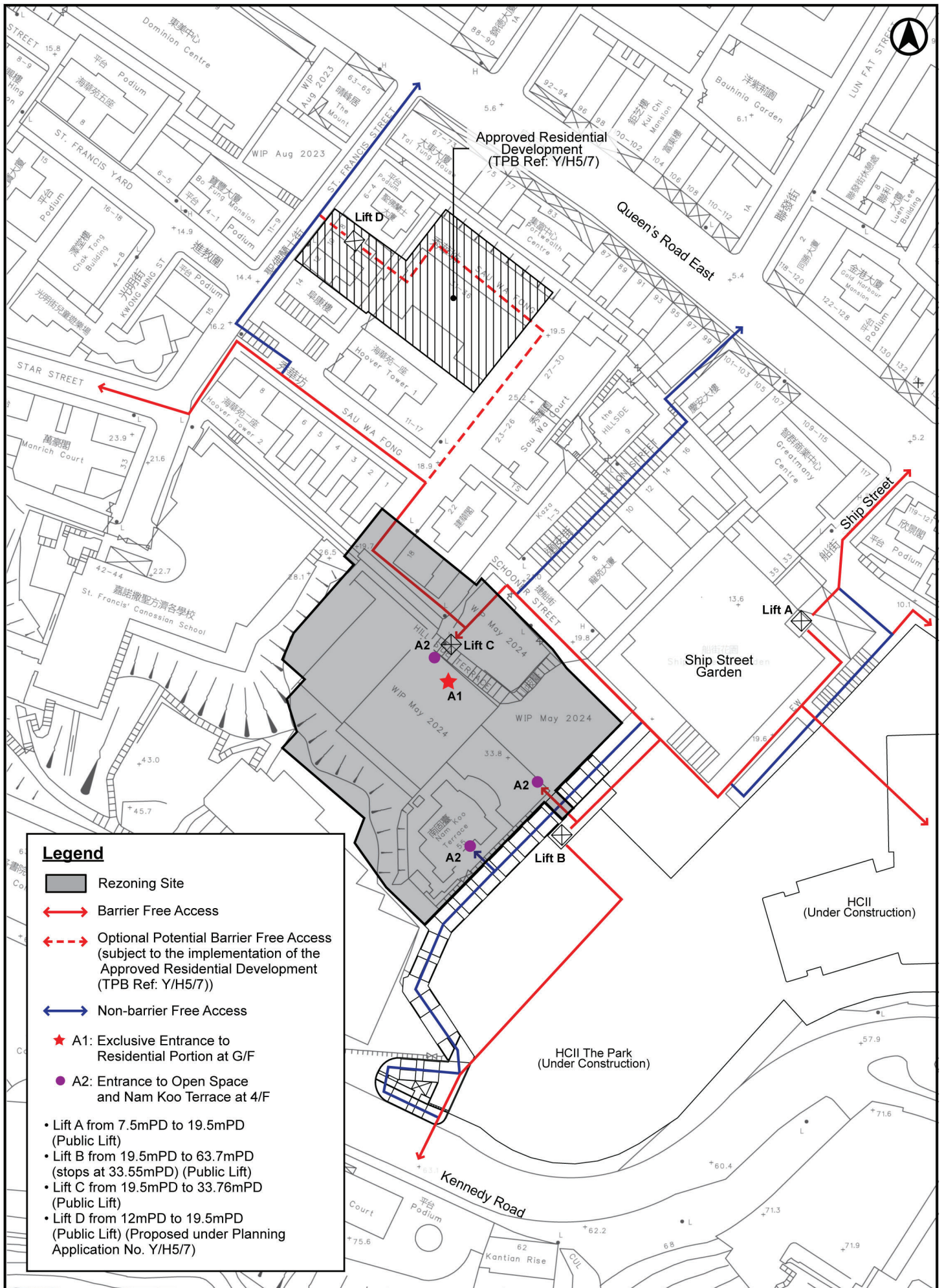


FIGURE 4.2 ACCESS ROUTES TO / FROM THE SITE
SCALE 1 : 1,000

Availability of Public Transport Services

- 4.5.7 Various public transport services (i.e. bus, GMB and MTR) are located within walking distance to the Site including those along QRE and Johnston Road. Series of pedestrian linkage enhancement measures (e.g. public lift at Ship Street Garden, proposed subway between 163 QRE and The Avenue for connection to Wan Chai MTR Station) are also provided to help improve the accessibility to public transport.

Available On-Street Loading/Unloading Facilities in the vicinity of the Rezoning Site

- 4.5.8 Various kerbside parking spaces and lay-bys along QRE and Star Street in the vicinity of the Site have been identified in the TIA (**Appendix 5** refers). Along QRE, there are three (3) kerbside spaces and two (2) lay-bys with a total length of 152m (i.e. approx. 11 nos. of Goods Vehicles (“GVs”), assuming 12m kerb space for L/UL). The kerbside spaces are available during most times, except for the “no-stopping restriction period” at 08:00 to 10:00 and 17:00 to 19:00. Furthermore, one of the lay-bys outside Hopewell Centre will be extended to about 40m. Hence, this further improves the kerb length serviceability along QRE.
- 4.5.9 In addition to the aforementioned kerbside spaces and lay-bys along QRE, two (2) lay-bys of total 42m in length (i.e. approx. 3 nos. of GV) are available in the vicinity of the Site on Star Street for L/UL activities. The availability of the kerbside spaces and lay-bys in the vicinity of the Site can meet the L/UL demand of residential units of the IDS. The commercial uses of the IDS can also adopt the same L/UL arrangement at QRE or St. Francis Street per other existing developments.

Refuse Collection

- 4.5.10 Nearby residential buildings at Sau Wa Fong, Ship Street and Schooner Street requires the caretakers to manually transfer the refuse to the Star Street Refuse Collection Point (“RCP”) which is the closest RCP to the Site, approx. 140m from the Site (**Figure 4.3** refers). The Applicant will adopt the same approach by arranging a management company to transfer refuse to Star Street RCP in late evening when there is least disturbance to the nearby residents and schools. Other RCPs are located in the vicinity of the Site including Luard Road RCP (approx. 240m) and Sam Pan Street RCP (320m), the Applicant will also explore these alternatives at the detailed design stage.

Firemen’s Access

- 4.5.11 Despite the Rezoning Site is not accessible by fire engines directly, it is located in proximity to nearby public road or EVA of other developments (e.g. HCII). Firemen will be able to arrive the Rezoning Site swiftly during emergency situation after getting off from the fire engines. **Figure 4.4** illustrates the routings by firemen to access the Rezoning Site. To overcome the absence of EVA, the following compensatory measures may be implemented, subject to discussion with FSD at the detailed design stage:
- Provision of an independent sprinkler tank with appropriate capacity and a sprinkler system to protect the entire commercial portion and all common areas of domestic portion of the building. Sprinkler heads should be of the approved fast response type;
 - Provision of pressurization of staircase or natural venting of staircase;
 - Provision of a direct line to the Fire Services Communication Centre and connected to the sprinkler alarm system and manual fire alarm system;
 - Enhancement to the size of water tank/inflow rate for sprinkler or fire hydrant/hose reel system tank; and
 - Any combination of the above items.

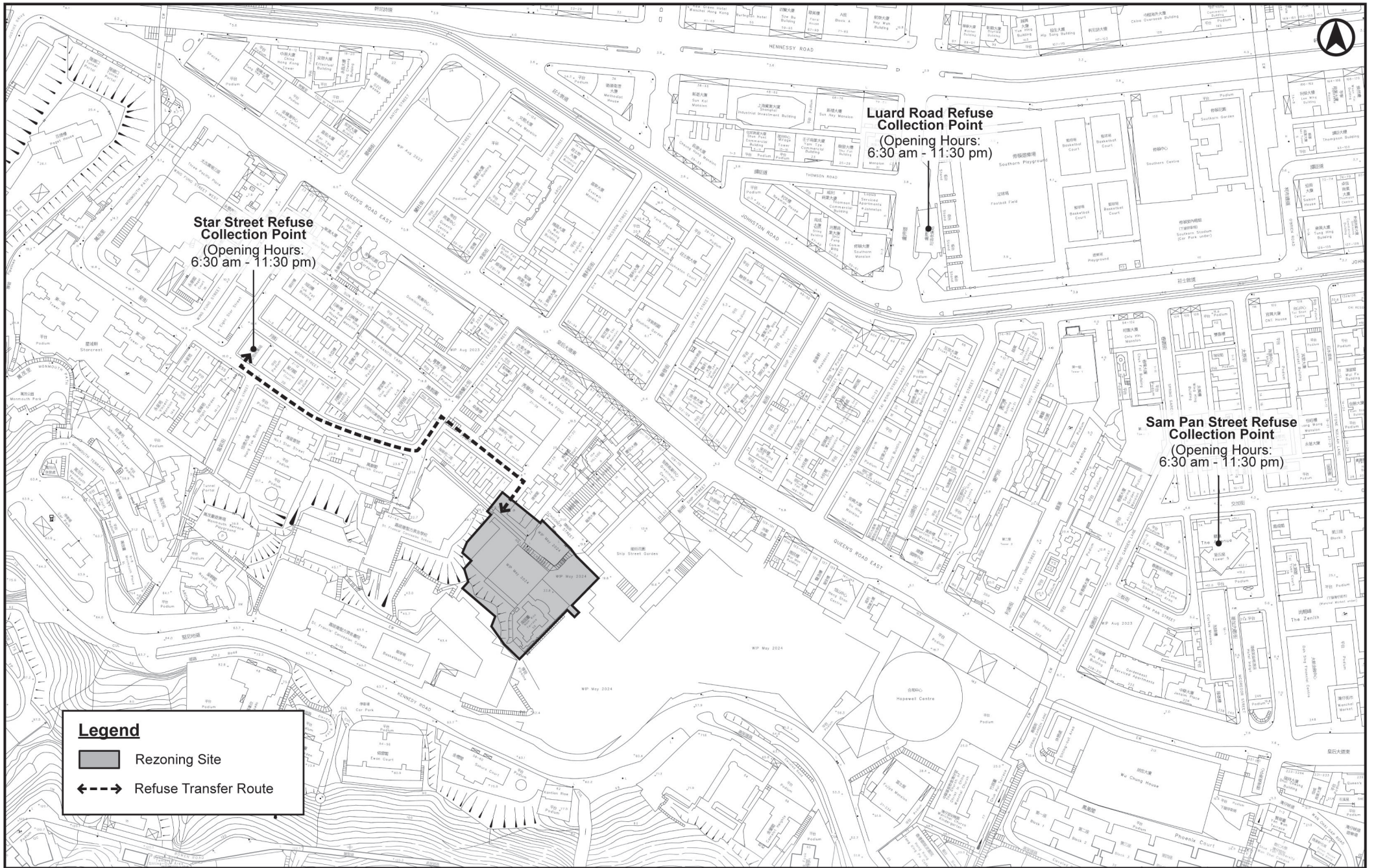


FIGURE 4.3 REFUSE TRANSFER ROUTE
SCALE 1 : 2,500

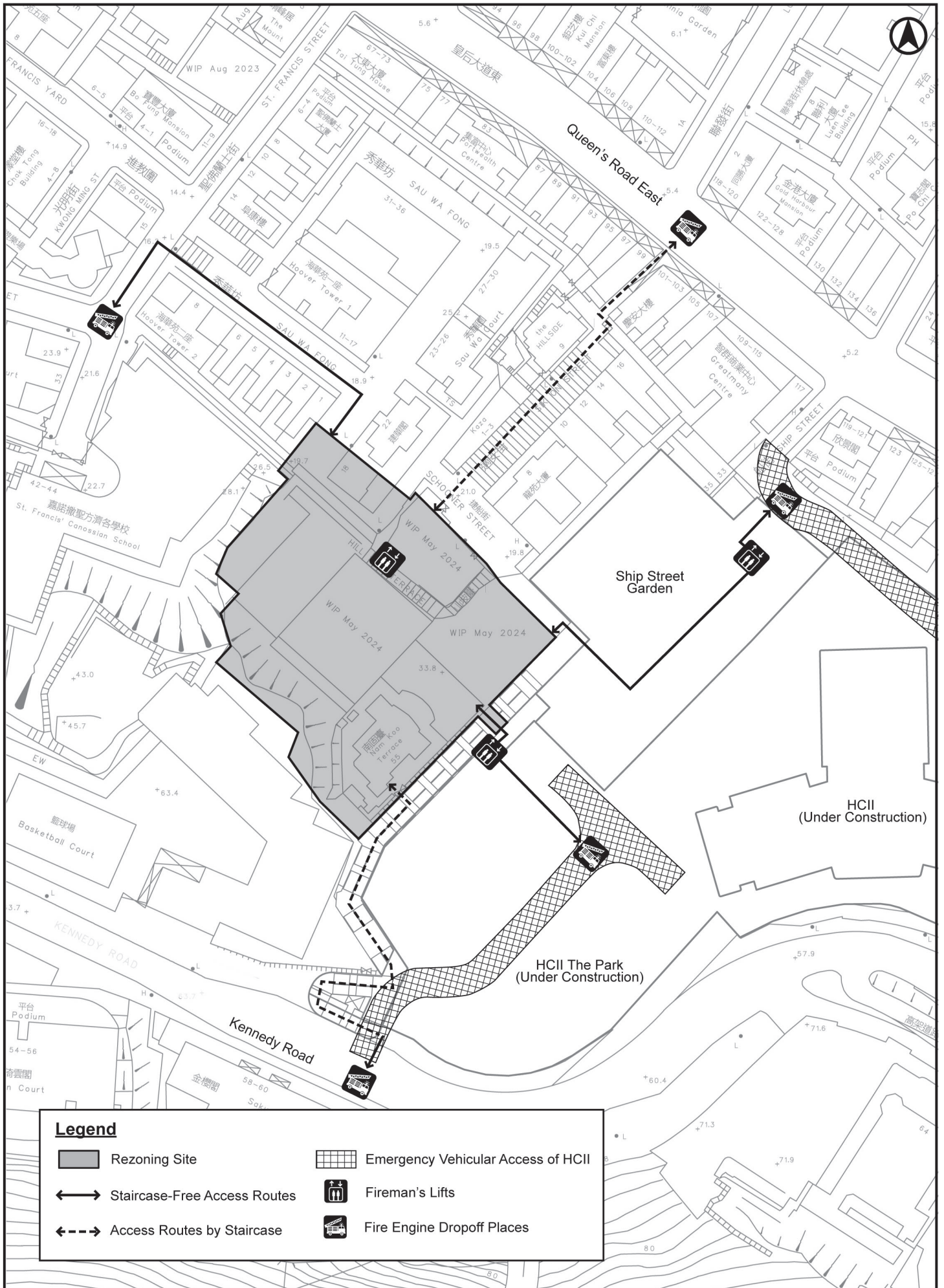


FIGURE 4.4 FIREMEN'S ACCESS TO / FROM THE SITE
SCALE 1 : 1,000

4.6 Consideration of Provision of G/IC Facilities

4.6.1 According to Attachment VII of MPC Paper No. 5/22, it is noted that the existing and planned provision of major G/IC facilities are generally adequate to meet the demand according to the requirements of HKPSG. Nevertheless, some deficit in Social Welfare Facilities (“**SWF**”) was identified. The Applicant thoroughly reviewed a wish list of SWF prepared by the Social Welfare Department (“**SWD**”) based on the size of the Site and the outstanding demand in Wan Chai District. After further reviewed, it is considered that those SWF are not considered compatible or suitable to be provided at the Rezoning Site with the lack of vehicular access and site constraints. Despite the provision of G/IC facilities is not suitable at the Site, the substantial supply of Open Space open to public and the preservation of NKT offered under the IDS is considered a significant PPGs where the general public can be greatly benefited.

4.7 Development Programme

4.7.1 The Comprehensive Residential Development is anticipated to be completed in 2028.

5. PROPOSED AMENDMENTS TO THE APPROVED OZP

5.1 Proposed “Other Specified Uses (Residential Development with Historical Building Conserved)” Zone

- 5.1.1 The Applicant is proposing to rezone a majority of the Rezoning Site (about 3,140.7m²) to “OU(RDHBC)” zone (**Figures 5.1 to 5.3** refer). The statutory planning intention of the “OU(RDHBC)” zone is intended primarily to facilitate residential development with the Grade 1 historical building at NKT (conserved in-situ) within the Site. It should facilitate the preservation and revitalisation of the NKT to become part of the significant heritages in Wan Chai with provision of cultural and commercial facilities for the enjoyment of the public. Commercial uses are always permitted on the lowest three (3) floors of a building or in the purpose-designed non-residential portion of an existing building.
- 5.1.2 Similar to the existing “R(A)” zone on the Approved OZP, no PR / GFA restrictions are proposed to be stipulated under the “OU(RDHBC)” zone. Two (2) BH restrictions are proposed for the “OU(RDHBC)” zone: (1) 120mPD at the northwestern part of the Rezoning Site to allow sufficient height for the residential tower to accommodate the proposed development intensity and to allow for more flexibility in innovative and sustainable building design in respond to the historical building within the Site; and (2) 34mPD at the southeastern part of the Rezoning Site to ensure a spacious forecourt in front of NKT and sufficient separation between NKT and the residential tower are provided. The proposed BH restrictions are considered in line with the BH height profile in the surrounding area.
- 5.1.3 A NBA with an area of approx. 371m² acting as an Open Space at the northwest corner of the Site (approx. +19.76mPD at Schooner Street level) is proposed to be stipulated to respect the existing character of Sau Wa Fong area and prevent the stepped streets and terraces from being built over. Within the NBA, no above ground structure is allowed except for landscaping, street furniture (including canopy shading device) and boundary fence/ boundary wall that is designed to allow high air porosity will be permitted. In order to improve the pedestrian environment at Schooner Street, a minimum G/F setback of 3m is also proposed to be stipulated from Schooner Street to ease pedestrian flow.
- 5.1.4 Same as the existing “CDA” zone, a minimum area of Open Space of 2,100m² open to public shall be provided within the Proposed “OU(RDHBC)” zone (Approx. 2,259.6m² if including the footprint of NKT of approx. 159.6m²).
- 5.1.5 A separate schedule of uses will be applied to NKT to allow a range of selected commercial uses that will facilitate the adaptive reuse of the historical building. In addition, to safeguard the historical building, it is also proposed to include a clause in the Proposed “OU(RDHBC)” zone that *“any demolition of, or addition, alteration and/or modification to (except those minor alteration and/or modification works which are always permitted under the covering Notes) on the Grade 1 historical building will require permission from the TPB”*. A BH restriction of 2 storeys is also applied to NKT to reflect the existing BH.
- 5.1.6 To further ensures that future developments within this zone is being implemented in a comprehensive manner, it is proposed to also include a clause in the Proposed “OU(RDHBC)” zone that *“New development or redevelopment shall be in the form of comprehensive development. Piecemeal/ stand-alone development(s) may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance”*.
- 5.1.7 Under the Proposed “OU(RDHBC)” zone, requirement on submission of MLP is omitted when compared to the current “CDA” zone as the BHRs and setbacks have provided sufficient control over the development layout. The removal of the requirement for MLP submission will help expedite the development process to allow the development to materialise in the short term.

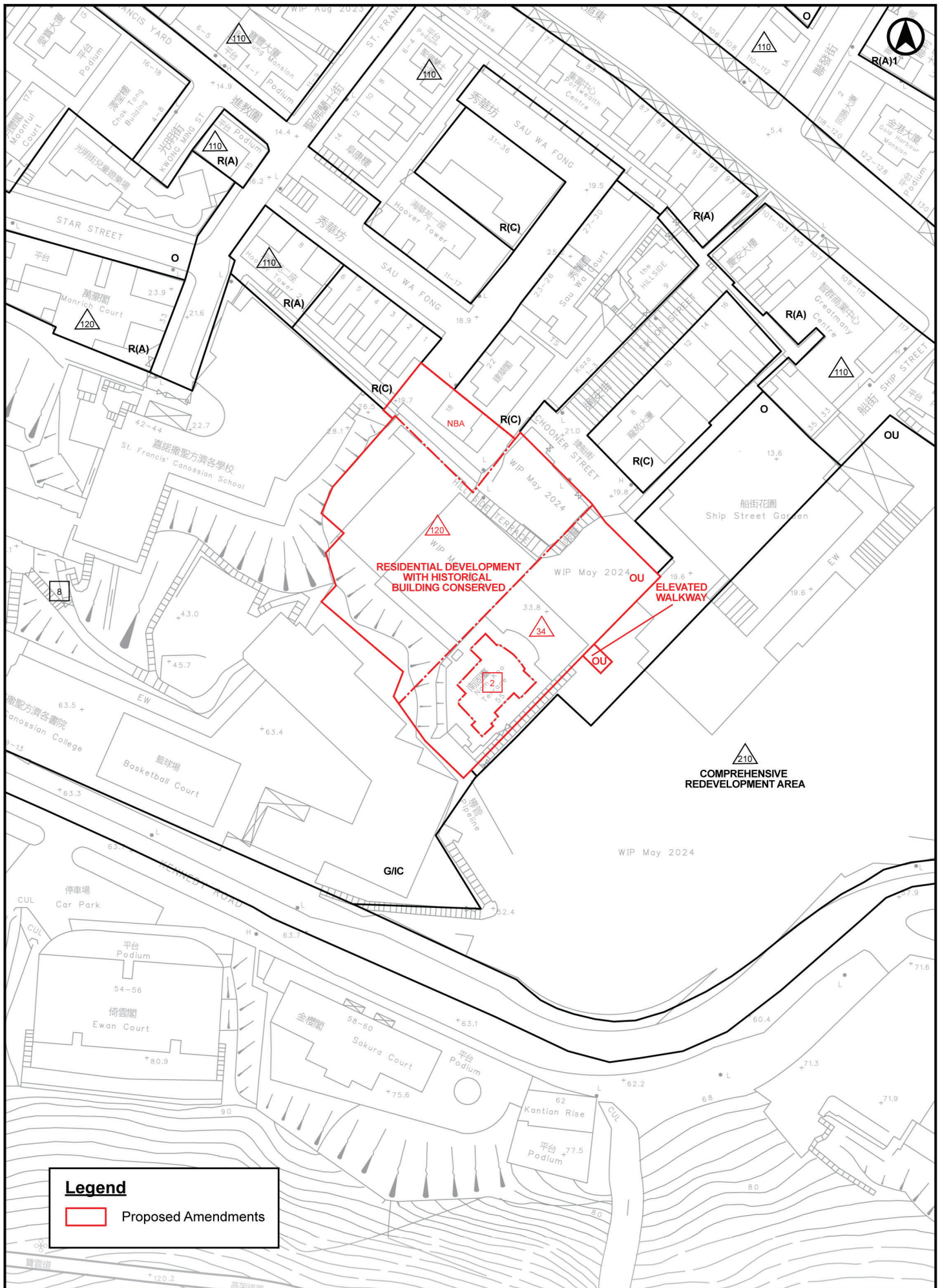


FIGURE 5.1 PROPOSED AMENDMENTS TO APPROVED WAN CHAI OUTLINE ZONING PLAN NO. S/H5/31

OTHER SPECIFIED USES

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

For "Residential Development with Historical Building Conserved" Only

Schedule I : for residential development other than the historical building

| | |
|---|---|
| <i>Flat</i> <i>Government Use (Police Reporting Centre, Post Office only)</i> <i>House</i> <i>Library</i> <i>Residential Institution</i> <i>Utility Installation for Private Project</i> | <i>Eating Place</i> <i>Educational Institution</i> <i>Government Refuse Collection Point</i> <i>Government Use (elsewhere specified)</i> <i>Hotel</i> <i>Office</i> <i>Place of Entertainment</i> <i>Place of Recreation, Sports or Culture</i> <i>Private Club</i> <i>Public Clinic</i> <i>Public Convenience</i> <i>Public Utility Installation</i> <i>Religious Institution</i> <i>School</i> <i>Shop and Services</i> <i>Social Welfare Facility</i> <i>Training Centre</i> |
|---|---|

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Place of Recreation, Sports or Culture
Private Club
Shop and Services
School
Training Centre

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Residential Development with Historical Building Conserved" Only (Cont'd)

Schedule II : for the historical building

| | |
|--|--------------------------------|
| <i>Eating Place</i> | <i>Place of Entertainment</i> |
| <i>Educational Institution</i> | <i>Religious Institution</i> |
| <i>Field Study/Education/ Visitor Centre</i> | <i>Social Welfare Facility</i> |
| <i>Government Use</i> | |
| <i>Institutional Use (not elsewhere specified)</i> | |
| <i>Library</i> | |
| <i>Place of Recreation, Sports or Culture</i> | |
| <i>Private Club</i> | |
| <i>School</i> | |
| <i>Shop and Services</i> | |
| <i>Training Centre</i> | |

Planning Intention

The zone is intended primarily to facilitate residential development with the Grade 1 historical building at Nam Koo Terrace (conserved in-situ) within the Site. It should facilitate the preservation and revitalisation of the Nam Koo Terrace to become part of the significant heritages in Wan Chai with provision of cultural and commercial facilities for the enjoyment of the public. Commercial uses are always permitted on the lowest three (3) floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) 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 the maximum building heights, in terms of number of storeys or metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (2) The historic building, i.e. Nam Koo Terrace, shall be preserved in-situ for adaptive reuse. Any demolition of, or addition, alteration and/or modification to (except those minor alteration and/or modification works which are always permitted under the covering Notes) any of the existing historical buildings requires permission from the Town Planning Board.*

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Residential Development with Historical Building Conserved" Only (Cont'd)

Remarks (Cont'd)

- (3) *New development or redevelopment shall be in the form of comprehensive development. Piecemeal/ stand-alone development(s) may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*
- (4) *An open space open to public of not less than 2,100m² shall be provided.*
- (5) *A minimum ground floor setback of 3m from the lot boundary fronting Schooner Street shall be provided.*
- (6) *In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.*
- (7) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraphs (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*
- (8) *Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area stipulated on the Plan or setback requirement stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

(Please see next page)

8.7.9 Under exceptional circumstances, for developments/redevelopments, minor relaxation of non-building area restriction and setback requirements may be considered by the Board on application.

8.8 Open Space (“O”) - Total Area 3.75 hectares

8.8.1 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. The existing built-up area of Wan Chai is one of the most densely-populated parts on Hong Kong Island and there is a need for more district and local open space.

8.8.2 Open spaces are distributed throughout the Area to provide passive and active recreational facilities for the local residents. Open spaces in Wan Chai include the existing Southorn Playground, the Amoy Street Sitting-out Area, the children’s playground between Lockhart Road and Jaffe Road near Arsenal Street, Tak Yan Street Children’s Playground and Wing Ning Street Sitting-out Area. The Wan Chai Park is located at Queen’s Road East whereas Morrison Hill Road Playground is located at the junction of Queen’s Road East and Morrison Hill Road. Furthermore, in the residential area between Johnston Road and Queen’s Road East and at Stone Nullah Lane, several sites have been designated for development as open space. Meanwhile, in the planning area, the incorporation of open space for public use within comprehensive redevelopment sites has been encouraged.

8.9 Other Specified Uses (“OU”) - Total Area ⁸⁶~~6.55~~ hectares

8.9.1 This zone is primarily to provide/reserve land for purposes as specified on the plan.

8.9.2 One site located to the south of Queen’s Road East and east of Ship Street is zoned “OU” annotated “Comprehensive Redevelopment Area”. This zone is intended primarily to encourage the redevelopment of this area into commercial uses with the provision of public open space 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. It aims to encourage environmental improvement within the area which is partly occupied by dilapidated pre-war buildings. It is anticipated that considerable amount of open space would be provided within this site upon redevelopment.

8.9.3 The old Wan Chai Post Office at Queen’s Road East which is a historic monument is zoned “OU” annotated “Historical Building preserved for Cultural and Community Uses” so as to reflect the planning intention to preserve this monument. This post office building is currently used as an Environmental Resources Centre under the management of the Environmental Protection Department.

8.9.4 The Old Wan Chai Police Station at 123 Gloucester Road is a Grade 2 historic building constructed in 1932. It is zoned “OU” annotated “Historical Building Preserved for Hotel, Commercial, Community and/or Cultural Uses”. The planning intention for this zone is primarily for preservation and adaptive re-use of the Old Wan Chai Police Station building for hotel, commercial, community and/or

cultural uses. For hotel development, all uses which are ancillary and directly related to the hotel use such as ancillary shops and services, food and beverage facilities are always permitted. The following planning controls are applicable for this zone:

- (a) a maximum building height of 4 storeys which generally reflects the existing building height. Redevelopment of the Old Wan Chai Police Station is not allowed except minor addition, alteration and/or modification to the existing building. Any new development, major addition, alteration and/or modification to, or any demolition of part of the existing building, requires permission from the Board under section 16 of the Ordinance. Reference should be made to the Conservation Guidelines prepared by the Antiquities and Monuments Offices for any adaptive re-use of Old Wan Chai Police Station; and
- (b) to provide flexibility for innovative design, minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance, and each application will be considered on its own merits.

8.9.5 The Southorn Centre, Southorn Garden and the Southorn Stadium at Hennessy Road, O'Brien Road and Johnston Road are zoned "OU" annotated "Residential cum Commercial, Government Offices and Community Facilities" to reflect the existing residential, Government office and stadium with retail and community uses. A maximum domestic gross floor area of 26,038m² and a maximum non-domestic gross floor area of 49,283m², of which not less than 40,000m² for GIC facilities, shall be provided.

8.9.6 The land bounded by Johnston Road/Hennessy Road, Canal Road West, Leighton Road, Morrison Hill Road and Wan Chai Road is zoned "OU" annotated "Mixed Use" to reflect the existing mixed commercial/residential land uses. This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents. Some commercial uses are always permitted in an existing mixed use building before its redevelopment/conversion. In general, for existing buildings, development controls on the uses within these buildings are similar to that of a building under the previous "C/R" zone (Schedule III). Separate schedules are provided for residential buildings or residential portion of a composite building (Schedule II), and non-residential buildings or non-residential portion of a composite building (Schedule I) upon development/redevelopment/conversion.

Two zones are
8.9.7 ~~An "OU" annotated "Elevated Walkway" zone is~~ designated on the Plan for the development of ~~an elevated walkway~~ *the walkways* between Hopewell Centre and QRE Plaza **and between Hopewell Centre II and the planned open space open to public at Nam Koo Terrace.** Also, a site at Kennedy Road is zoned "OU" annotated "Petrol Filling Station" to reflect the existing use.

8.9.8 The area bounded by Mallory Street to the east and Burrows Street to the west is zoned “OU” annotated “Open Space and Historic Buildings preserved for Cultural and Commercial Uses”. The area covering pre-war buildings within the street block including 1, 3, 5, 7, 9 and 11 Mallory Street and 6, 8, 10 and 12 Burrows Street which are Grade 2 historic buildings. The area was previously covered by the approved URA Stone Nullah Lane/Hing Wan Street/King Sing Street DSP No. S/H5/URA1/2. URA has redeveloped part of this area for public open space and preserved some historic buildings within the area for cultural and commercial uses. The development has been renamed to M7 to continue its provision of areas for public open space, cultural and commercial uses. The following planning controls are applicable for this zone:

- (a) a maximum building height of 28mPD which generally reflects the existing building height. Any demolition of, or addition, alteration and/or modification to or redevelopment of an existing building requires permission from the Board under section 16 of the Ordinance; and
- (b) public open space of not less than 300m² shall be provided within this zone.

8.9.9 The area bounded by Stone Nullah Lane to the west, Hing Wan Street to the south and King Sing Street to the north is zoned “OU” annotated “Open Space and Historic Buildings preserved for Cultural, Community and Commercial Uses”. The area is the Blue House Cluster, including 72, 72A, 74 and 74A Stone Nullah Lane (Grade 1 historic building) constructed in 1923 or 1924, 2, 4, 6 and 8 Hing Wan Street (Grade 3 historic building) constructed in 1925 or 1926 and 8 King Sing Street constructed in late 1950s. The area was previously covered by the approved URA Mallory Street/Burrows Street DSP No. S/H5/URA2/2. The Blue House Cluster is the first revitalisation project of the government to adopt the “Retain House and Tenant” approach. Part of the area was developed for at grade public open space and the heritage buildings within the area were preserved for residential, commercial, cultural and community uses. The planning intention for this zone is primarily to preserve the historic buildings at 72, 72A, 74 and 74A Stone Nullah Lane, and 2, 4, 6 and 8 Hing Wan Street for cultural, community and commercial uses, with the provision of outdoor open-air public space for recreational uses serving the need of the local residents as well as the general public. The following planning controls are applicable for this zone:

- (a) a maximum building height of 4 storeys which generally reflects the existing building height. Any demolition of, or addition, alteration and/or modification to (except demolition of 8 King Sing Street and those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) or redevelopment of an existing building requires permission from the Board under section 16 of the Ordinance; and
- (b) public open space of not less than 220m² shall be provided within this zone.

8.9.10 *The site located at 1, 1A, 2 and 3 Hillside Terrace, 53 Ship Street, 55 Ship Street (Nam Koo Terrace), 1-5 Schooner Street, 18 Sau Wa Fong, Inland Lot 9048 and adjoining government land is zoned “OU” annotated “Residential Development with Historical Building Conserved”. This zone is intended primarily to facilitate residential development with the Grade 1 historical building at Nam Koo Terrace (conserved in-situ) within the Site. It should facilitate the preservation and revitalisation of the Nam Koo Terrace to become part of the significant heritage in Wan Chai with provision of cultural and commercial facilities for the enjoyment of the public. The Grade 1 historic building, i.e. Nam Koo Terrace, shall be preserved for public use and integrated with the whole comprehensive development, including the Open Space to be opened for public enjoyment. By providing a series of pedestrian facilities (public lifts and elevated walkway) that respond to the unique topography and setting along Ship Street, the Open Space open to public within this zone will integrate with other open space in the vicinity, including the Ship Street Garden and The Park at Hopewell Centre II. The NKT will also become a focal landmark feature that creates orientation and a sense of place. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The following planning controls are applicable for this zone:*

- (a) any demolition of, or addition, alteration and/or modification to (except those minor alteration and/or modification works which are always permitted under the covering Notes) any of the existing historical buildings requires permission from the Town Planning Board;*
- (b) to ensure the development within this zone being implemented in a comprehensive manner, piecemeal/stand-alone development(s) requires permission from the Board under section 16 of the Ordinance;*
- (c) a non-building area at the northwest corner of the zone is stipulated to respect the existing character of Sau Wa Fong area and prevent the stepped streets and terraces from being built over. Within the NBA, no above ground structure is allowed except for landscaping, street furniture (including canopy shading device) and boundary fence/ boundary wall that is designed to allow high air porosity will be permitted;*
- (d) a minimum ground floor setback of 3m from the lot boundary fronting Schooner Street shall be provided to improve the pedestrian environment;*
- (e) open space open to public of not less than 2,100m² shall be provided within this zone; and*

8.9.11

~~8.9.10~~

Minor relaxation of the building height and gross floor area restrictions **and non-building area and setback requirements** may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

5.2 Proposed “Other Specified Uses (Elevated Walkway)” (“OU(EW)”) Zone

- 5.2.1 For implementing the Proposed Elevated Walkway above the Ship Street steps, the Applicant is proposing to rezone the remaining portion of the Rezoning Site (about 16.9m²) to Proposed “OU(EW)” zone. The prevailing statutory notes of “OU(EW)” zone in the Approved OZP will be adopted (**Figure 5.4** refers). **Figure 5.3** also reflects the proposed changes to the ES of the Approved OZP in respect of the Proposed Elevated Walkway.

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 "Elevated Walkway" Only

Elevated Walkway
Government Use

Public Utility Installation

Planning Intention

This zone is intended primarily for the development of an elevated walkway.

(Please see next page)

6. PLANNING JUSTIFICATIONS

6.1 Changes in Planning Circumstances

6.1.1 The current “R(C)” zoning and its restrictions in Sau Wa Fong were based on the recommendations from the Study in 1991. At the time of the Study, the planning intention and restrictions were considered appropriate in response to the planning and technological (with respect to fire engineering) circumstances. However, more than 30 years have passed, there is a significant change in the development context, surrounding area and the land ownership. There is a need to critically review the prevailing PR and BH restrictions in the Sau Wa Fong area to avoid overly stringent restrictions that lead to planning blight. It is noted that a further review of the Study was completed by PlanD (i.e. the Review) which the TPB at its meeting in 2012 considered and agreed that fire safety concerns and limited emergency vehicular access were no longer relevant to the planning intention of the “R(C)” zone (**Para. 7.1(a) of MPC Paper 7/12** refers). Nonetheless, the following sections will discuss the various implications with the advancement in fire engineering.

Changes in Local Planning Context

6.1.2 According to **Section 4.1 of the Study**, the Rezoning Site falls within Category 1 Area under the District Planning Guidelines of the Metroplan which were subject to various issues (e.g. lack of open space and community facilities, traffic congestion, poor living conditions and lack of local identity). Nonetheless, the overall local living environment and policy directions have greatly improved and shifted respectively since the completion of the Study and a different planning consideration for the Rezoning Site should be given.

6.1.3 With the shift in demographic profile and several new town developments elsewhere, the Sau Wa Fong area is no longer considered to be overcrowded or an area with poor living condition. The recommended control over development intensity to avoid further deteriorating the area in the Study is no longer considered applicable. As Hong Kong seeks to be an exemplar of compact high-density sustainable development, restrictive development control is not a prerequisite to improve liveability in this context. Instead, land should be optimised in the compact development pattern. There is also a consistent policy direction in the past Policy Addresses on enhancing land supply and optimisation of land in view of the dire housing needs.

6.1.4 In terms of provision of open space and community facilities, Section 5.1 of MPC Paper No. 5/22 indicated that the existing and planned provision of major G/IC facilities in the Wan Chai Planning Area is generally adequate to meet the demand of the planned population per the requirements of the HKPSG. The deficit on the provision of district and local open space could be met by the surplus of district open space within the Wan Chai district. In addition, the open spaces proposed within the Rezoning Site can also help address the demand.

6.1.5 Over the years with various new developments being built, traffic improvement measures have been implemented to enhance the traffic movements within the Wan Chai area. The Applicant has prepared a Traffic Impact Assessment (“TIA”) which demonstrates no adverse impact to the road network and junctions as a result of the RR.

Changes in Surrounding Context

6.1.6 The Review in 2012 indicated that the current PR and BH restrictions of 5 and 12 storeys respectively for the “R(C)” zone were considered appropriate to avoid out-of-context development in the area from the visual, air ventilation, traffic and local character perspective. However, in the past three decades, the area in the vicinity of the Rezoning Site has undergone a substantial change. Many new developments and redevelopments have been constructed. For instance, at the core of Sau Wa Fong area is the high-density residential developments namely Hoover Tower 1 (approx. 26 storeys) and Hoover Tower 2 (approx. 25 storeys) which were constructed in the early 90s; a recently completed super-high-rise commercial development adjacent to the Rezoning Site, HCII with a height of approx. 207mPD; a RR (TPB Ref: Y/H5/7) for a high-density residential development (110mPD) at Nos. 31-36 Sau Wa Fong and 8-12 St. Francis Street was partially agreed in 2023.

6.1.7 As can be seen, there is a major change in the development pattern in the area over the years and yet the ambience of Sau Wa Fong and the surrounding stepped street sites are unlikely being altered by these high-density developments. Thus, a restrictive zoning (i.e. “R(C)” zone) is not considered an appropriate development control to preserve the character of the area but design control such as NBA or setback would be more suitable to create a human scale pedestrian environment in consonance with the local distinctive character.

Changes in Means of Access

6.1.8 Apart from the substantial changes in the surrounding built environment, the accessibility and means of access also undergone a significant change since the completion of the Study. In the past, the two (2) nearest streets that have vehicular access, i.e. Ship Street and St. Francis Street, were narrow and a cul-de-sac. Until the early 90s, road works to connect St. Francis Street with Star Street were completed which enable St. Francis Street to be more accessible by fire engine (see **Diagram 6.1**). Whilst Ship Street remain as a cul-de-sac, with the completion of HCII and the Ship Street Garden, its accessibility for fire engine has been improved and connects to HCII’s EVA.

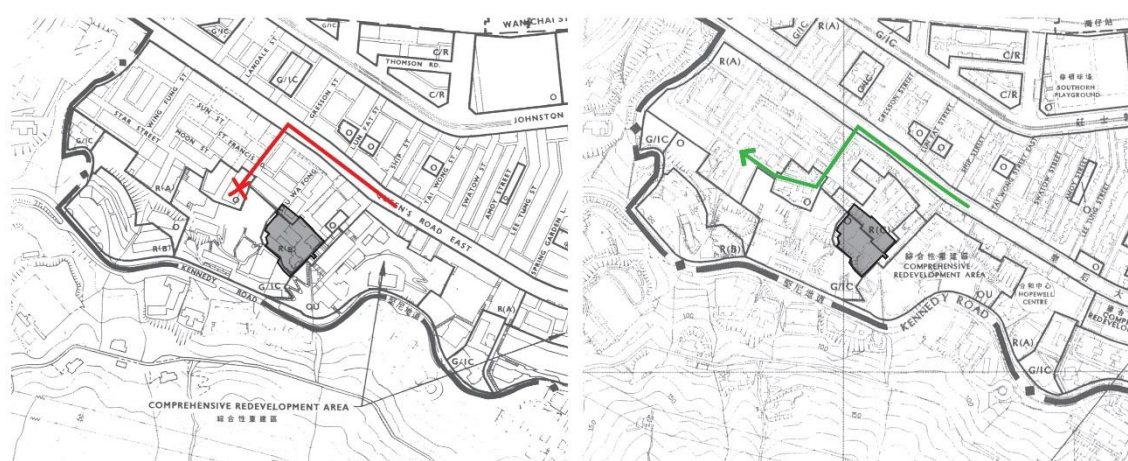


Diagram 6.1 Left: Draft Wan Chai OZP No. S/H5/6 gazetted in 1988; Right: Draft Wan Chai OZP No. S/H5/10 in 1998

6.1.9 Besides, the Rezoning Site was previously only able to be accessed via steps along Ship Street, Sik On Street or Sau Wa Fong, but now the public lifts are installed at the Ship Street Garden and HCII that would permit the firemen to arrive the Rezoning Site swiftly from Queen’s Road East or Kennedy Road albeit the level difference. The proposed NBA at the northwest corner of the Rezoning Site will also significantly widen the existing narrow ROW (less than 2m) to the southwest of No. 18 Sau Wa Fong when accessing the Site from Sau Wa Fong. In light of the above, the safety of the residents during emergencies is no longer anticipated and it is unnecessary to control the development intensity from the fire safety perspective.

6.1.10 The great improvement to the pedestrian safety and convenience due to the new BFAs (i.e. via the Ship Street Garden from Queen’s Road East and public accessible lift at The Park at HCII from Kennedy Road) and upgraded steps (i.e. Ship Street) also denotes the Rezoning Site being suitable and capable of accommodating supporting commercial uses, such as retail and eating place. The L/UL facilities on the roadside and adjacent HCII can also be utilised to support commercial activities at the Rezoning Site. Therefore, the recommended restriction for pure residential development from the Study can be relaxed.

Amalgamation of Sites

6.1.11 During the Study in 1991, the land ownership of sites in the Sau Wa Fong Area were fragmented. There was an apparent difficulty in amalgamating the sites for comprehensive redevelopment to overcome the issues of inadequate access and to achieve a more integrated and coordinated development. Over the past decades, HHL (holding company of the Applicant) has patiently acquired various lots within the Rezoning Site with the Vision to comprehensively develop the Site together with the historical building preserved in-situ. No piecemeal development is envisaged to be proposed that would jeopardise the local character of Sau Wa Fong. As recommended in the

Study, comprehensive redevelopment proposal with site amalgamation should be with favourable consideration.

- 6.1.12 With the amalgamation of No. 18 Sau Wa Fong into the Rezoning Site, the Applicant believed that the Site is now considered accessible by vehicles (including emergency vehicles) via St Francis Street as part of the IL 199 and that the development restrictions (i.e. PR of 5) can be lifted.

Technological Advancement in Fire Engineering and Minimal Increase in Risk during Emergency

- 6.1.13 With the completion of the Study which is more than 30 years ago, the technological advancement in fire engineering has introduced and established various fire safety installations to overcome the lack of emergency vehicular access (“EVA”)
- 6.1.14 As stipulated in the Code of Practice for Fire Safety in Buildings 2011, the BA, in consultation with the Director of Fire Services, may exempt the requirements of EVA for a proposed building where its site is situated in an area that the topographical features of which make the provision of an EVA or the compliance with the requirements in the Code impracticable. In case there is a non-provision or deficiency of EVA for a proposed building, enhancement to its fire safety provisions may be implemented as a compensatory measure (see **Para. 4.5.11**). A fire engineering approach would be adopted to address the fire safety requirements. Detailed FSIs would be provided to the satisfaction of the BA and the FSD at the building plan submission stage.

Infrastructural Capacity

- 6.1.15 Since 1991 there have been various infrastructure upgrading works that would allow further increase in development intensity in the Sau Wa Fong area. For instance, sewer upgrading works, junction improvement works, and road widening works were conducted in conjunction with the development of HCII. A new roadside lay-by is also constructed outside No. 163 Queen’s Road East. A series of technical assessments have been conducted which demonstrate the RR will not lead to any adverse infrastructural impact (see **Section 6.11** below).

6.2 Optimisation of Scarce Land Resources in Urban Area

- 6.2.1 The Rezoning Site presents a rare opportunity in the urban area of Hong Kong Island for a sizeable residential development which is considered inefficient to develop the Site under the permissible density of “R(C)” zone. In light of the scarce land resources within the heart of Wan Chai, redevelopment will not only attain significant supply of domestic GFA by fully unleashing the development potential but also for the benefit of the community (see Para. 6.6 below). Land resumption is not required as the private lots within the Rezoning Site have already been acquired by HHL. This would allow a swift implementation of the development and echoes the Government’s housing policy on enhancing quantity, speed, efficiency and quality.
- 6.2.2 Located in proximity to the core of Hong Kong Island, the Rezoning Site is well-connected to the Wan Chai MTR station and other modes of public transport. Under the concept of high-density compact city, it is imperative to capitalise the proximity to the railway station for high density residential development which in line with Government’s objectives for transport-oriented development and green mobility.

6.3 Sustainable Heritage Conservation

- 6.3.1 The Applicant proposes to develop the Site in association with the conservation and restoration of the historical building at NKT for the benefit of the community and in line with Government policy. As demonstrated by the IDS, the uses and layout are compatible with the preserved historical building at NKT. The nature of private residential use on the Rezoning Site will restore the character of NKT as a mansion before being vacant. The preservation of NKT will enhance the heritage resources in Wan Chai, bringing a better-quality environment to the local residents and improve Wan Chai District as a whole.
- 6.3.2 While NKT will be adaptively reused and make available for public appreciation, it is equally important to ensure the conservation project to be self-sustainable. In this connection, commercial elements within the historical building are proposed to generate incomes to sustain the maintenance and management of NKT.

- 6.3.3 It is the Applicant's intention to minimise the reliance on Government subsidy in conserving NKT by proposing the commercial elements (e.g. eating place, cultural activities). In comparison with other Government-led conservation projects (e.g. Haw Par Mansion and King Yin Lei), it is understood that significant expenditure has been spent on restoration, maintenance and management of the historical buildings. Furthermore, in some cases, the Government had to resume the historical buildings with significant amount of compensation in the form of financial payment or land exchange (e.g. King Yin Lei). Under this RR, the cost to the Government on conserving NKT will be minimal. This RR also allows the Applicant to maximise the development potential at the Rezoning Site which incentivises the Applicant to expedite the conservation works. Apart from minimising the Government's expenditure, it may also be more efficient for the private sector to lead the heritage conservation with less administrative constraints when compared to Government-led approach. For instance, King Yin Lei took at least 10 years (2012-2022) to finally award the operation of the heritage building and open to public on regular basis.
- 6.3.4 CHO has previously given support to the Applicant's intention for the in-situ preservation of NKT which is privately owned. AMO have also indicated their support to the relaxation of PR for the preservation of NKT. The Applicant will follow the Government Policy on preservation of heritage buildings. Moreover, the IDS will follow AMO's key principles for adaptive re-use / A&A proposals that "new" development should be distinguishable and compatible with the "old" development, but it should not be made to look like the old. The elevated tower design will help to provide a pedestrian scale environment at the Proposed Open Space at +33.6mPD and improve the spatial relationship between NKT and the future residential tower.

6.4 Appropriate Zoning to Facilitate Urban Renewal

- 6.4.1 As mentioned in **Section 6.1** above, the prevailing BH and PR restrictions are considered over-restrictive that lead to underutilisation of scarce land resources in urban areas. High-density residential development is not considered incompatible with the planning intention to preserve the local character. The Proposed "OU(RDHBC)" zone allows development within the zone to attain the maximum development intensity permitted under B(P)R as well as incentivise the redevelopment and facilitate urban renewal.
- 6.4.2 In comparison with the existing "CDA" zone at part of the Rezoning Site, the Proposed "OU(RDHBC)" zone will no longer require the submission of MLP which could greatly expedite the development process. Whilst it appears that TPB's subsequent control over the development under the MLP submission is removed, the Proposed "OU(RDHBC)" zone incorporate various development controls, such as BH restrictions, setback, NBA, separate schedule of uses for NKT, inclusion of remarks on protecting the Grade 1 historic building and provision of Open Space open to public to safeguard the intention of conserving the NKT and ensure the scale and design harmonious with the local character etc. The proposed BH restrictions will highly constrain the disposition and layout of the residential tower and will ensure the design merits proposed under the IDS be realised. In addition, subsequent land exchange/ lease modification is required to implement the IDS, at which the Government may consider stipulating lease conditions to possess control over the development impact (e.g. submission of technical assessments and CMP etc. for fulfilling lease conditions) and unit size. As indicated at **Para. 5.1.7**, the Applicant is prepared to accept a PDB attached to the Land Lease to ensure the future developments follow an integrated and compatible layout.
- 6.4.3 HHL, through its subsidiaries, is the sole owner of the Rezoning Site (except Government land to be granted through land exchange) which can preclude or minimise the possibility of piecemeal developments within the Site. Nonetheless, to minimise TPB's concern with developments in the future being piecemeal, a remark to the OZP under the Proposed "OU(RDHBC)" zone is proposed stating that *"New development or redevelopment shall be in the form of comprehensive development. Piecemeal / stand-alone development(s) may be considered by the TPB on application under S16 of the TPO"*.
- 6.4.4 In light of the above, the Proposed "OU(RDHBC)" zone balances the development needs and the necessary development controls, achieves the unique planning intention for the Rezoning Site and facilitates/ expedites the urban renewal process.

6.5 Improvement to Public Realm and Connectivity in the Area

- 6.5.1 Noting the planning intention of area shown as 'Road' within the Rezoning Site is to prevent the major stepped streets and terraces being built over. The IDS respects the planning intention and proposed an NBA which will not only covers the area shown as 'Road' but will voluntarily expands to include the entire lot of IL 199 R.P (i.e. more than 100% increase in terms of area of the NBA). The NBA will help preserve the terrace ambience of Sau Wa Fong and will be reserved for implementing an Open Space open to public to give punctuation effects in the locality. The NBA also eliminates the existing narrow and unpleasant ROW bounded by the retaining wall and No. 18 Sau Wa Fong that connects Sau Wa Fong to Schooner Street. The opening up of the area and the injection of new population at the Rezoning Site can also enhance passive surveillance amid the quiet neighbourhood.
- 6.5.2 Aside from the stipulation of NBA, a minimum 3m voluntary setback at G/F of the podium along Schooner Street is proposed to allow a public passageway to enhance the pedestrian environment. Setback requirement applying to the G/F at Schooner Street only will allow the upper storeys being cantilevered and serve as a canopy purpose for creating an all-weather passageway. Landscape treatments are also proposed at the street and podium levels to create positive landscape impact to the public realm.
- 6.5.3 The voluntary at-grade setback and stipulation of NBA will facilitate the pedestrian circulation in east-west direction which is currently obstructed by the narrow ROW but would also allow a convenient access from Star Street and St Francis Street to Kennedy Road. As shown in the **Figures 2.5** and **4.2**, this east-west direction will largely benefit the local community (e.g. along Star Streets and Sau Wa Fong) to / from Wan Chai Station via HCII and HC.
- 6.5.4 To create a more vibrant pedestrian environment, commercial uses are proposed at the G/F to not only provide an active street frontage but also create a more human scale streetscape. It also resembles the ambience of Sau Wa Fong or Star Street Precinct in the vicinity to strengthen the local character.

6.6 Not Incompatible with the Character of the Surroundings

- 6.6.1 According to the Approved OZP, the Sau Wa Fong area is an enclosed and tranquil terraced residential area. The streetscape possesses a human scale setting and introduces a contrasting urban form. A handful of commercial facilities have activated the streets and made pedestrians' journey interesting in the locality. The IDS introduced shops at the G/F of the podium to provide an active street frontage, create a more human scale streetscape and act as passive surveillance to increase public safety. It also enables a continuous pedestrian experience from Star Street Precinct to Schooner Street. Given the limited size of the shops in the IDS, it will unlikely disrupt/deteriorate the tranquil environment of Sau Wa Fong area by inducing significant influx of visitors. Furthermore, the partially agreed RR at St. Francis Street and Sau Wa Fong (TPB Ref: Y/H5/7) will also allow non-domestic uses fronting Sau Wa Fong and will eventually transform Sau Wa Fong to a more vibrant but safe neighbourhood through passive surveillance. As a result, the vital street frontage and visitors to the Open Space and NKT are not considered incompatible with the evolving character in the locality. The UDP (**Appendix 2** refers) also demonstrated the urban design merits of the IDS.

6.7 Enhancement to Local Open Space System

- 6.7.1 The current "CDA" zone of the Approved OZP stipulated a minimum requirement of Public Open Space of 2,100m². With the incorporation of IL 199 RP into the Site, a more spacious open space setting and a better quality of open space can also be designed (**Appendix 4** refers). The IDS proposed both at-grade and podium level open space that will be open to public at reasonable hours. This is a significant improvement when compared to the Approved S16 Scheme where the open space was only proposed at the podium level.

6.7.2 Similar to the Approved S16 Scheme, a public lift (Lift C) within the Site and an elevated walkway connecting to the public lift (Lift B) adjoining the Ship Street Steps are proposed for accessing the open spaces at podium level from Schooner Street and Kennedy Road conveniently. The open space within the Rezoning Site will form an interconnected and multi-level local open space system with the Ship Street Garden and The Park at HCII at different level, which responds to the unique topography and landscape setting along Ship Street. NKT, forming part of the open space at the podium level, will become a focal landmark feature that creates a sense of place.

6.8 Compatible Building Height Restriction with the Surroundings

6.8.1 The proposed BH restriction is in line with the surrounding BH restrictions. A stepped down height profile from south to north and east to west is evident (**Figure 6.1** refers). In particular, there is a belt of high-rise developments along Kennedy Road and the Proposed 120mPD at the Rezoning Site abutting the super-high-rise HCII of 207mPD will presents an appropriate transition to the Sau Wa Fong area. Given the Rezoning Site is located at a relatively higher development platform than the sites zoned “R(A)” along Queen’s Road East which is subject to a BH restriction of 110mPD, the proposed BH restriction of 120mPD is considered reasonable to allow the IDS develop to its full potential under B(P)R.

6.9 Boosting Housing Supply and Promote Quality Living

6.9.1 Housing shortage has been one of the major issues in Hong Kong. CE’s Policy Addresses in recent years have indicated that housing supply should be increased to address Hong Kong’s acute shortage of housing. Through the amalgamation of land and increasing the maximum PR of the Rezoning Site from 5 to the level permitted under B(P)R, substantial increase in domestic GFA can be achieved.

6.9.2 The Rezoning Site is also located in proximity to the major employment centres in the core business districts, including Central, Admiralty, Wan Chai and Causeway Bay, and will meet the significant housing demand in the area. It aligns with Government’s objectives to bring jobs closer to homes and helps address the imbalanced spatial distribution of homes and jobs.

6.9.3 In addition to enhancing housing supply in the urban area, the IDS will also improve the quality of housing in the context that nano flats have become prevalent in the past few years and concerns have been raised over the inadequate living space per person. According to the Property Market Statistics “Private Domestic – Completions, Stock, Vacancy and Take-up” from the Rating and Valuation Department (“RVD”) issued in November 2023, the completion of Class A flats (saleable area less than 40m²) has increased from 7,212 in 2018 to 7,806 in 2023 with a peak of 9,881 in 2022. Meanwhile, the completion of Class C flats (saleable area between 70m² to 99.9m²) hit the peak in 2018 with 3,414 units completed and down to 1,058 units completed in 2023. Furthermore, there is a substantial decrease in terms of the ratio of Class C flats completion to the overall flats’ completion from 16.3% in 2018 to 7.7% only in 2023.

6.9.4 According to HK2030+, the land requirement and supply analysis has been updated to increase the assumptions of average flat size by 10-20% to between 82.5m² and 90m² as the Government acknowledged the public’s aspiration for larger home space.

6.9.5 Given the situation described above, the IDS providing approx. 312 units with an average unit size of 89m² will enhance the range of housing options and provide greater choices for the public. This is also in line with the Government’s policy objectives and assumptions in promoting child-raising, family-building and “ageing in place” and attracting talents. The proposed average unit size is also on par with the residential developments nearby around the mid-levels. The observation based on publicly available information is summarised in **Table 6.1**.

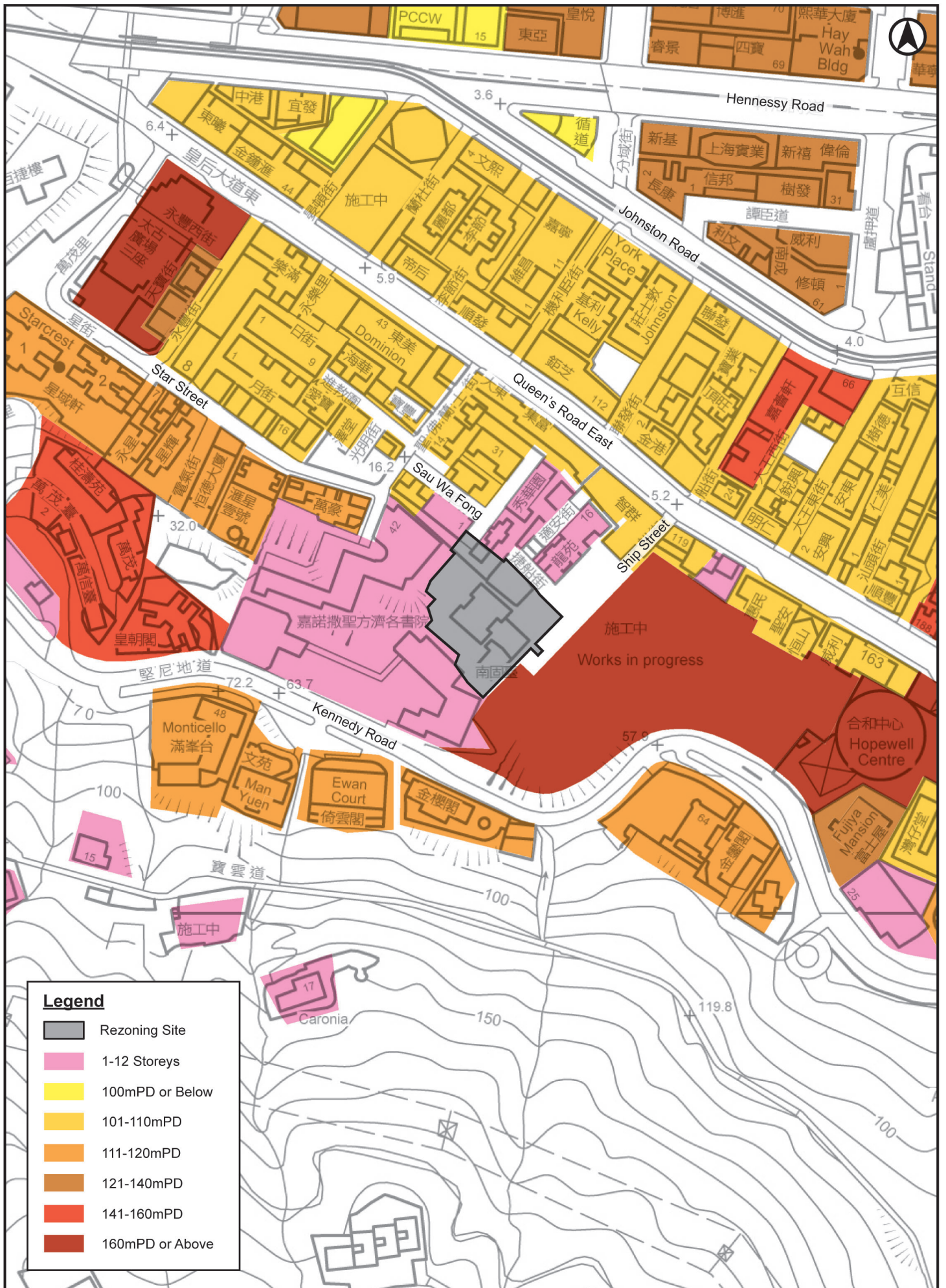


FIGURE 6.1 BUILDING HEIGHT ILLUSTRATION
SCALE 1 : 2,500

Table 6.1 Unit Size of Nearby Residential Developments

| Developments | Largest Unit Size ⁽¹⁾ | Average Unit Size ⁽¹⁾ |
|---------------------|---|---|
| Sakura Court | Approx. 177m ² | Approx. 177m ² |
| Suncrest Tower | Approx. 266m ² | Approx. 158m ² |
| Man Yuen Garden | Approx. 155m ² | Approx. 155m ² |
| Bamboo Grove | Approx. 446m ² | Approx. 152m ² |
| Kantian Rise | Approx. 206m ² | Approx. 150m ² |
| Wing Way Court | Approx. 137m ² | Approx. 137m ² |
| Amber Garden | Approx. 259m ² | Approx. 134m ² |
| Monmouth Villa | Approx. 146m ² | Approx. 117m ² |
| Ewan Court | Approx. 113m ² | Approx. 112m ² |
| Fujiya Mansion | Approx. 127m ² | Approx. 108m ² |
| Monticello | Approx. 114m ² | Approx. 106m ² |
| Camelot Heights | Approx. 112m ² | Approx. 104m ² |
| Phoenix Court | Approx. 208m ² | Approx. 94m ² |
| Monmouth Place | Approx. 90m ² | Approx. 77m ² |
| Wing Fook Court | Approx. 73m ² | Approx. 73m ² |
| Royal Court | Approx. 65m ² | Approx. 57m ² |

Remarks:

⁽¹⁾ In Saleable Floor Area

6.10 Applicant's Track Record

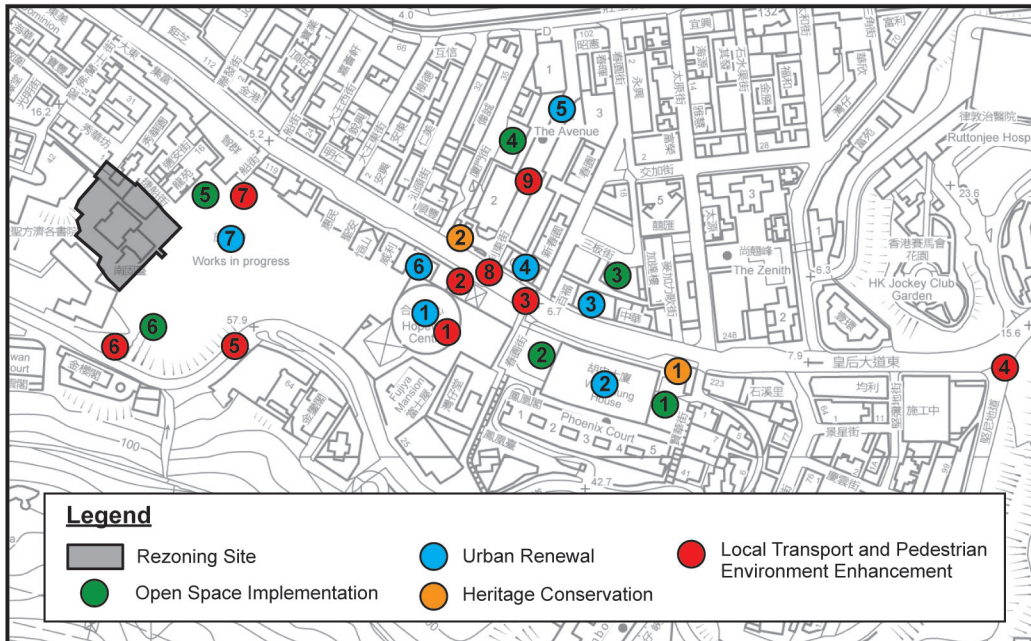
6.10.1 HHL, the Holding Company of the Applicant, is a highly dedicated Property Developer in the Wan Chai area. It is also the pioneer in private sector urban renewal in Wan Chai and completed various redevelopment projects of major significance to the image of Wan Chai. As part of the urban renewal process, strenuous efforts were also made in heritage preservation. Apart from facilitating urban renewal, HHL also committed to enhance the quality of the Public Realm in Wan Chai through implementation of open spaces and improvement to the pedestrian environment. Please refer to **Figure 6.2** for the location of the Applicant's Track Record within Wan Chai. HHL has a genuine intention to develop the Rezoning Site in a comprehensive manner and revitalise NKT. HHL has had the right to develop the lots within the Rezoning Site individually during the years of acquisition and possession of the lots. The demolition of NKT was also approved as part of the HCII in the early 90s but HHL consulted with the local community and Government in good faith and decided to conserve the historical building. The following track record demonstrates the Applicant's quality, experience, commitment, and determination in achieving urban renewal, conservation and implement of the Public Realm. All to again be achieved through the implementation of the IDS.

Facilitation of Urban Renewal

6.10.2 As shown in **Figure 6.2**, HHL is responsible for numerous redevelopment projects in Wan Chai including Wu Chung House, HC, QRE Plaza, GARDENEast, 163 QRE and HCII. Each of the redevelopment projects involved extensive amalgamation of lots to ensure the objective of comprehensive redevelopment is not compromised. HHL's sustainable urban renewal approach is also evidenced by the PPGs incorporated as part of the redevelopment and the positive impacts for the community. HHL aims to implement the IDS with significant public benefits for the community similar to their past projects.

Heritage Conservation

6.10.3 Wan Chai is an area full of heritage resources. Of these, HHL participated in two of the heritage conservation projects, i.e. the historical tenement houses at The Avenue and Old Wan Chai Post Office at Wu Chung (see **Figure 6.2**). Both historical buildings were revitalised with adaptive re-use. They are available for public appreciation and considered to be successful conservation projects. HHL is knowledgeable in carrying out conservation, and in conserving NKT, they will continue their commitments and efforts in implementing these successful heritage conservation projects in Wan Chai.



1. Sitting-out area at Wu Chung House (Yen Wa Steps)



2. Sitting-out area at Wu Chung House (Spring Garden Lane)



3. Sitting-out area at GARDENEast



4. Public Open Space at The Avenue abutting Amoy Street



5. Ship Street Garden



6. The Park (HCII)



1. Old Wan Chai Post Office



2. Historical tenement houses at The Avenue



1. Lifts at Hopewell Centre opening to the public



2. Lay-bys at Hopewell Centre and 163 QRE



3. Elevated Walkway between Hopewell Centre and QRE Plaza



4. Junction Improvement Works at Kennedy Road / Queen's Road East (Construction of footbridge included)



1. Hopewell Centre



2. Wu Chung House



3. GARDENEast



4. QRE Plaza



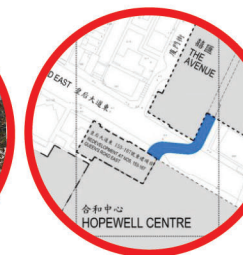
5. Road widening and continuous pavement on both sides of Kennedy Road



6. Modification of Ship Street steps to Highways' Department Standard



7. Public lift at Ship Street Garden



8. Proposed Subway between 163 QRE and The Avenue



9. Walking Street at The Avenue



5. The Avenue



6. 163 QRE



7. Hopewell Centre II

Implementation of Open Space

6.10.4 HHL have extensive experience in designing an inclusive and coherent open space for public enjoyment. They have implemented various types and scale of open spaces including The Park at HCII, sitting-out areas at GARDENEast and Wu Chung House, walking street at The Avenue and the Ship Street Garden. **Figure 6.2** illustrates the open spaces implemented by HHL which comprise of sitting-out areas and playground in different parts of Wan Chai that foster community cohesion and their connection with other local open spaces in the area.

Enhancement to Local Transport Conditions and the Pedestrian Environment

6.10.5 Recognising the hilly topography and the poor and unsafe pedestrian environment (e.g. narrow footpath) at the southern part of Wan Chai, HHL implemented various measures and road improvements works with the ultimate objective to improve the accessibility and connectivity for the Public to Wan Chai MTR Station and the overall pedestrian environment. Some of the measures implemented by HHL over the years include (**Figure 6.2** also refers):

- Provision of lifts at HC that open to the public to address the level difference between Queen's Road East and Kennedy Road;
- Road widening at Kennedy Road which is highly beneficial to students and teaching staff of the schools along Kennedy Road;
- BFA between Queen's Road East and Kennedy Road under the Ship Street Redevelopment project and HCII;
- Footbridge above Kennedy Road for the convenience of the nearby residents and school children;
- Continuous pavement on both sides of Kennedy Road;
- Modification to Ship Street steps to Highways Department's standard;
- Provision of Footbridge between QRE Plaza, HC and Wu Chung House;
- Proposed Subway between 163 QRE and The Avenue for connection to Wan Chai MTR Station;
- Public Lay-bys at Queen's Road East at HC and 163 QRE; and
- Proposed Junction Improvement at Queen's Road East and Kennedy Road (including construction of a new footbridge).

6.11 Win-Win-Win Scenario

6.11.1 This RR is a solution to the planning blight for the Rezoning Site and the IDS would be an ideal outcome where the Government, the Applicant and the General Public will mutually benefit. In this win-win-win situation, the Government receives additional revenue via land premium which is vital in the current economic environment. The additional private housing supply will also relieve the pressure off the Government in identifying land for housing. The Applicant will simultaneously realise their long-awaited development Vision and is enabled to maximise the development potential of the Rezoning Site. Lastly, the local community will enjoy the improved environment with positive impact on their well-being through the additional open space and conservation of NKT.

6.12 Planning Precedents

6.12.1 The Proposed "OU(RDHBC)" zone is not entirely a new zoning from the statutory planning perspective and is preceded by at least four (4) existing developments elsewhere that are of similar development context and subject to a similar "OU" zoning. The precedents of such zoning are summarised in **Table 6.2**.

Table 6.2 Precedents of “OU(RDHBC)” zone

| | Haw Par Mansion (虎豹別墅) | Ohel Leah Synagogue (猶太教莉亞堂) | London Mission Building (倫敦傳道會大樓) | Former Pumping Station of Water Supplies Department/ “Red Brick Building” (舊水務署抽水站 / 「紅磚屋」) |
|--|--|--|--|--|
| Grading by Antiquities Advisory Board | Grade 1 | Grade 1 | Grade 2 | Grade 1 |
| Ownership | Government | Private | Private | Government |
| Accessibility | Open to public by appointment | Open to Jewish Community and open to public by appointment | Not accessible by public | Open to public by appointment |
| Associated Development | The Legend | Robinson Place | 80 Robinson Road | 8 Waterloo |
| Outline Zoning Plan | Approved Causeway Bay OZP No. S/H6/17 | Approved Mid-Levels West OZP No. S/H11/15 | Approved Mid-Levels West OZP No. S/H11/15 | Draft Yau Ma Tei OZP No. S/K2/25 |
| Zoning | “OU (Residential Development with Historical Site Preserved In-situ)” (rezoned by the Government in 2001) | “OU (Residential Development with Historical Building Preserved)” ² (rezoned by the Government in 2008) | “OU (Residential Development with Historical Building Preserved)” ¹ . (rezoned by the Government in 2008) | “OU (Residential Development with Historical Building Preserved)” (rezoned by the Government in 2010) |
| Planning Intention | Intended primarily to facilitate residential development with the historical Haw Par Mansion and part of its garden preserved in-situ within the site. It should also facilitate the preservation, restoration and conversion of the Haw Par Mansion and its garden to become a local heritage attraction with provision of cultural and selected commercial facilities for the enjoyment of the public. | Intended primarily for residential development with the historical buildings of Ohel Leah Synagogue and London Mission Building preserved in- situ. | Intended primarily for residential development with the historical buildings of Ohel Leah Synagogue and London Mission Building preserved in- situ. | Intended primarily for residential development with the provision of public open space and in-situ preservation of the historical building of the former Pumping Station of Water Supplies Department for community/cultural uses. |
| PR and BHR Restrictions | <ul style="list-style-type: none"> BHR of 4 storeys or height of existing building, excluding basement (applies to Haw Par Mansion only) Maximum GFA of 47,300m² and BHR (including roof-top structures) of 234.7mPD (applies to area outside of Haw Par Mansion in the zoning, outside the area delineated by a pecked line) | <ul style="list-style-type: none"> BHR of 1 storey or height of existing building, excluding basement (applies to Ohel Leah Synagogue only) BHR of 215mPD and maximum domestic GFA* of 76,383m², maximum non-domestic GFA of 8,100m² of which a GFA of not less than 7,750m² shall be provided for the Jewish Community Centre, a primary school and a kindergarten/nursery | <ul style="list-style-type: none"> BHR of 3 storeys or height of existing building, excluding basement (applies to London Mission Building only) BHR of 200mPD and maximum domestic GFA of 28,284m² | <ul style="list-style-type: none"> BHR of 2 storeys or height of existing building, excluding basement (applies to “Red Brick Building” only) Maximum GFA of 29,071m² and BHR of 132mPD for existing building other than “Red Brick Building” |
| Other Statutory Planning Requirements | <ul style="list-style-type: none"> Any demolition of, or addition, alteration and/or modification to (except those minor alteration and/or modification works which are always permitted under the covering Notes) or redevelopment of an existing building or the associated garden/features within this area requires TPB permission | <ul style="list-style-type: none"> Any demolition of, or addition, alteration and/or modification to (except those minor alteration and/or modification works which are always permitted under the covering Notes) any of the existing historical buildings requires TPB permission. | <ul style="list-style-type: none"> Any addition, alteration and/or modification to the existing historical building requires TPB permission under section 16 of the Town Planning Ordinance. Provision of public open space of not less than 1,650m² at ground level Provision of a minimum setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street | |

6.12.2 Precedents at Haw Par Mansion, Ohel Leah Synagogue and “Red Brick Building” are highly relevant as they demonstrated that high-density residential developments are not necessarily incompatible with the historical buildings being conserved in-situ. Ohel Leah Synagogue and London Mission Building also validate the co-existence of development and conservation under private-led effort. While the “OU” zonings were proposed by the Government to reflect the existing use, three (3) of the four (4) abovementioned precedents were subject to planning approvals and they demonstrated that “OU” zone is a rational and sensible zoning arrangement to realise the planning intention of facilitating a residential development with the historical building. Therefore, the Proposed “OU(RDHBC)” zone is considered reasonable to accommodate residential development with NKT conserved in-situ within the Site. Adequate development controls are also proposed with the “OU(RDHBC)” zone thus, approval of this RR will not set an undesirable precedent to other privately-owned historical buildings.

6.12.3 Under the Approved OZP, a RR (TPB Ref No. Y/H5/7) to rezone a Site at Nos. 31-36 Sau Wa Fong and 8-12 St. Francis Street from “R(A)”, “R(C)” and area shown as ‘Road’ to “R(A)9” to enable a high-density residential development was partially agreed by the TPB on 22 September 2023. A similar example within the locality of the Site has been established and is also a comparable precedent. Approval of the current RR will not set an undesirable precedent to the neighbouring “R(C)” zone as it also presents the unique design merits and PPGs through amalgamation of sites.

6.13 No Adverse Technical Impact

6.13.1 Technical Assessments have been conducted on the IDS, including landscape, traffic, visual, sewerage, drainage, environmental, air ventilation and geotechnical aspects (**Appendices 4-11** refer). No adverse technical impact is anticipated based on the Technical Assessments. A CMP (**Appendix 3** refers) is prepared to ensure NKT will not be affected by the construction works at the Rezoning Site. A Water Supply Demand Assessment is also prepared for Water Supplies Department’s reference (**Appendix 12** refers).

6.14 Addressing comments from S16 Planning Application

6.14.1 The IDS has addressed the comments raised in the S16 Planning Application in that:

- a) Although provision of EVA for the Site is not feasible due to site constraints and the stepped topographical profile in this part of Wan Chai, enhanced fire engineering provision is provided to meet the fire safety requirements similar to other developments within Sau Wa Fong.
- b) The nearest EVA is provided in HCII and an elevated walkway is provided between the Site and HCII for future residents to evacuate from the Site efficiently via the Proposed Elevated Walkway and other lifts and firefighters could make use of the open area in the Site and in Ship Street Garden during emergency situations.
- c) The management and maintenance of the Open Space open to public together with the preservation of NKT and the public passageway on Schooner Street will be responsible by the Applicant.
- d) As stipulated under the lease of HCII, the requirement for public access via HCII between Queen’s Road East and Kennedy Road to be maintained and opened at reasonable hours between 6am to 11pm daily. A similar approach will be adopted for the Site for public access.
- e) The main building of NKT was a Grade 1 historic building and will be conserved accordingly. The associated features of NKT including the fountain, pavilion and hexagonal planter pot in the garden are not within the grading boundary of NKT, the Applicant proposed to remove these items to allow the front façade of NKT being clearly visible and can be fully appreciated by the public.
- f) By amalgamating the adjoining lot (i.e. IL 199RP), zoned “R(C)” into the Rezoning Site resulting in a larger site area with better site planning and design of the podium and additional open space instead of an existing 6 storeys residential development or a building with the permissible maximum 12 storeys BHR under the Approved OZP which lead to piecemeal developments.

7. CONCLUSION

7.1 This S12A seeks to amend the Approved OZP to rezone the Rezoning Site to “OU(RDHBC)” and “OU(EW)” zones to facilitate a Comprehensive Residential Development with supporting commercial uses and conservation of the NKT. It has been demonstrated in this SPS that the RR is justified on the following grounds:

- Due to change in planning circumstances and surrounding context (including means of access), the development restrictions recommended under the Study and the Review are considered no longer applicable;
- Enhanced fire safety provisions will be implemented as a compensatory measure to address the absence of EVA;
- The IDS demonstrates individual unique merits for enabling a high-density residential development through amalgamation of sites, which is also in line with the recommendation in the Study that comprehensive redevelopment proposal with site amalgamation should warrant favourable consideration;
- Piecemeal development/ redevelopment at IL 9048 and No. 18 Sau Wa Fong will be avoided;
- The RR will optimise the use of scarce urban land resources, in particular at area in close proximity to mass transit system;
- The RR allows NKT to be conserved in a sustainable manner under a private-led effort;
- The Proposed “OU(RDHBC)” zone balances the development needs and the necessary development controls, achieves the unique planning intention for the Rezoning Site and facilitates / expedites the urban renewal process;
- Through the stipulation of NBA and setback requirement at the street level, the IDS demonstrates that the scale and design of the future development will be harmonious with the local character of Sau Wa Fong;
- The RR will substantially increase the provision of Open Space open to public when compared to the Approved S16 Scheme and the requirement stipulated under the Approved OZP for the “CDA” zone;
- To enhance the connectivity of the open space within the Rezoning Site and the overall local open space network, the Applicant is prepared to construct the Proposed Elevated Walkway that connect to the public lift adjoining Ship Street steps;
- The IDS responds to the Government’s current Policy Initiatives to increase housing supply to meet the pressing demand;
- The IDS will provide quality housing options in the locality and in line with the Government’s policy objectives in promoting child-raising, family-building and “ageing in place” and attracting talents;
- The Site is immediately available and suitable for timely development to meet market demand for quality housing in the urban areas in the short term and in a sustainable manner;
- The Applicant’s track record demonstrated their dedication in urban renewal, heritage conservation, implementation of open space and enhancement to public realm through the RR.
- The RR will be an ideal outcome where the Government, the Applicant and the General Public mutually benefit;
- There are planning precedents that demonstrate the Proposed “OU(RDHBC)” zone is a rational and sensible zoning arrangement to realise the planning intention of facilitating a residential development with the historical building being conserved;
- Approval of the RR will not set an undesirable precedent to the neighbouring “R(C)” zone or other privately-owned historical buildings as it presents unique design and planning merits;
- The RR will not result in undesirable visual, traffic, environmental, geotechnical or infrastructural impacts;

7.2 In light of the justifications and planning merits put forth in this SPS, we sincerely request MEMBERS of the TPB to give favourable consideration to this Application.

Edited &
Approved by: Delius Wong



Prepared by: Eric Chan



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