

Task Force on Harbourfront Developments on Hong Kong Island

For discussion
on 7 June 2013

TFHK/06/2013

Amendments to the Approved Wan Chai North Outline Zoning Plan No. S/H25/2

PURPOSE

The purpose of this Paper is to invite Members' views on the amendments to the approved Wan Chai North Outline Zoning Plan (OZP) No. S/H25/2 which mainly involve the rezoning of the Exhibition (EXH) Station site of the Shatin to Central Link (SCL) and other technical amendments (**Plan 1** and **Annex**).

AMENDMENTS TO THE OZP

2. The amendments to the OZP (**Plan 1**) are as follows:

Item A – Rezoning of the EXH Station site (about 1.65 ha) of the SCL to “Comprehensive Development Area (“CDA”) zone.

Item B – Rezoning of the Atrium Link Extension Site (about 1.31 ha) to “Other Specified Uses” annotated “Exhibition Centre” (“OU(Exhibition Centre)”).

Item C – Rezoning of Harbour View International House (about 0.11 ha) to “Government, Institution or Community(5)” (“G/IC(5)”).

Item D – Rezoning a narrow strip of land (0.01 ha) to “G/IC(1)” according to the gazetted road alignment of Tonnochy Road.

Rezoning of the EXH Station site of the SCL (Item A)

3. The site is at a strategic location in the Wan Chai waterfront. It is well-served by public transport and is a potential major transport hub in Wan Chai North. The EXH Station, one of the stations in the Hung Hom to Admiralty section of the SCL which was gazetted and

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authorized under the Railways Ordinance, will be situated at the site. While the station concourse and platforms are accommodated underground, the station entrances and the Public Transport Interchange (PTI) are located at the ground level. A ferry pier is located to the north. Besides, it is conveniently linked to the MTR Wan Chai Station of Island Line and the Wan Chai hinterland by the proposed and existing pedestrian walkway at the podium level (**Plan 2**).

4. The site is in close proximity to the Hong Kong Convention and Exhibition Centre (HKCEC) and other commercial buildings. Taking account of the locational advantages, it is considered that a topside development at the EXH Station primarily for convention and meeting facilities and other commercial related uses would optimize the land resources and meet the future economic development of Hong Kong.

5. An architectural feasibility study has therefore been commissioned in August 2012 to explore the feasibility of a topside development at the EXH Station. The study has ascertained the feasibility of a development not exceeding 50mPD in height mainly for convention and meeting facilities. The ground level is mainly used to accommodate the originally planned facilities including the station entrances and facilities and a PTI, etc. A public open space is proposed at the northwestern corner of the site to enhance visual permeability and pedestrian accessibility at the junction of Road P2 and Fleming Road.

6. To preserve the flexibility for allowing the future topside development at the EXH Station, the site is rezoned from “G/IC(1)”, “OU(Railway Station Facilities)”, “OU(Railway Ventilation Building)”, “OU(Amenity Area)”, “OU(Landscaped Elevated Walkway)” and areas shown as ‘Road’ to “CDA”.

7. The planning intention of the “CDA” zoning is for comprehensive development, which is primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a PTI 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.

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8. The existing maximum building height restriction of 50mPD of the site is retained for the “CDA” zone. This is to ensure compatibility of the proposed topside development with the waterfront setting and surrounding developments, and to be in line with the Harbour Planning Guidelines for adopting a stepped height profile with building height descending towards the waterfront.

9. Under the “CDA” zoning, the applicant shall prepare a Master Layout Plan (MLP) together with the technical assessments including visual, air ventilation and traffic impact assessments, landscape master plan and urban design proposals, etc. for approval of the Town Planning Board (TPB) at the planning application stage to ensure that the proposed development would not generate adverse impacts to the surrounding areas.

10. As the future topside development is intended primarily for convention and meeting facilities and other commercial related uses and no exhibition use is proposed, it is not expected that the development for convention and meeting facilities would cause significant traffic impact on the nearby road network. Besides, the development would only be constructed after the completion of the EXH Station in 2020. With the opening of the SCL, Central-Wan Chai Bypass and the completion of the road works in the Wan Chai Development Phase II (WDII) project, the traffic condition in the area will be improved. Furthermore, the applicant is required to submit a traffic impact assessment report as part of the MLP submission for approval of the TPB at the planning application stage to address the traffic and transport issues.

11. To facilitate pedestrian circulation, a public passageway is proposed at the podium level of the topside development with convenient links to the HKCEC Extension, the existing elevated walkway system in Wan Chai North and the proposed landscaped elevated walkway under the WDII project leading to the waterfront. This would enhance the north-south and east-west connectivity between the waterfront and the Wan Chai hinterland as well as the surrounding buildings at the podium level and in line with the Harbour Planning Principles to provide unrestricted and convenient access for pedestrians to and from the waterfront.

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12. Upon completion of the whole rezoning exercise, a Planning Brief will be prepared to facilitate the preparation of the MLP and provide guidance for the future development at the EXH Station site. It will set out the planning parameters and development requirements including development constraints, urban design principles, transport requirements, pedestrian facilities and circulation, open space and landscape proposal requirements, etc. to ensure a proper planning control over development on the site and the future development will be in compliance with the Harbour Planning Principles and Guidelines.

Rezoning of the Atrium Link Extension Site (Item B)

13. The site is located between HKCEC and HKCEC Extension. It was the subject of a planning application (No. A/H25/5) for proposed exhibition hall use and was approved by the Metro Planning Committee (MPC) of the TPB on 26 August 2005 to cater for the expansion of the HKCEC. The Atrium Link Extension has been completed and all the approval conditions of the planning permission have been complied with. The site is rezoned from “OU(Pedestrian Walkway with Ancillary Exhibition Facilities)”, “OU(Amenity Area)” and areas shown as ‘Road’ to “OU(Exhibition Centre)” to reflect the completed development.

Rezoning of Harbour View International House (Item C)

14. Harbour View International House is located at No. 4 Harbour Road. It is a 24-storey hostel building cum YMCA Centre completed in 1983. It was the subject of a section 12A application (No. Y/H25/1) for rezoning of the site from “G/IC” to “G/IC” sub-zone and to include ‘Hotel’ and ‘Eating Place’ in Column 1 of the Notes for the “G/IC” sub-zone and to transfer ‘School (other than in free-standing purpose-design school building only)’ from Column 2 to Column 1 of the Notes for the “G/IC” sub-zone. Whilst the MPC rejected the application on 7 May 2010, it was considered agreeable to designate the site as a specific “G/IC” sub-zone with the inclusion of ‘Hotel’ and ‘Residential Institution’ under Column 2 of the Notes for proper planning control over development/redevelopment and to allow for building improvement works for the existing building on the site. In the light of MPC's decision, the site is rezoned from “G/IC” to “G/IC(5)” with the inclusion of ‘Hotel’ and ‘Residential Institution’ under Column

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2 of the Notes for this “G/IC” sub-zone.

Minor Boundary Adjustments (Item D)

15. Opportunity has been taken to make minor adjustments to rezone a narrow strip of land from an area shown as ‘Road’ to “G/IC(1)” zone according to the gazetted road alignments of Tonnochy Road.

AMENDMENTS TO THE NOTES

16. Amendments have also been made to revise the Notes of the OZP as follows:

- (a) To reflect the rezoning of the EXH Station site to “CDA”, a new set of Notes for the “CDA” zone is added. Remarks are added to stipulate a maximum building height restriction of 50mPD and incorporate a minor relaxation clause for the “CDA” zone.
- (b) In connection with Item C above, the schedule of uses for the “G/IC” zone is amended by adding ‘Hotel (for “G/IC(5)” only)’ and ‘Residential Institution (for “G/IC(5)” only)’ under Column 2 of the Notes for the “G/IC” zone.
- (c) To incorporate the technical amendments to the Covering Notes and the Notes in accordance with the revised Master Schedule of the Notes to Statutory Plans.

PUBLIC INSPECTION

17. The draft Wan Chai North OZP No. S/H25/3 showing the amendments is exhibited for public inspection for a period of two months from 24 May 2013 to 24 July 2013. The OZP including its accompanying Notes and Explanatory Statement is available for inspection at the Secretariat of the TPB, Planning Enquiry Counters of Planning Department at North Point Government Offices and Sha Tin Government Offices, the Hong Kong District Planning Office, the Wan Chai District Office and the Eastern District Office. Members of the

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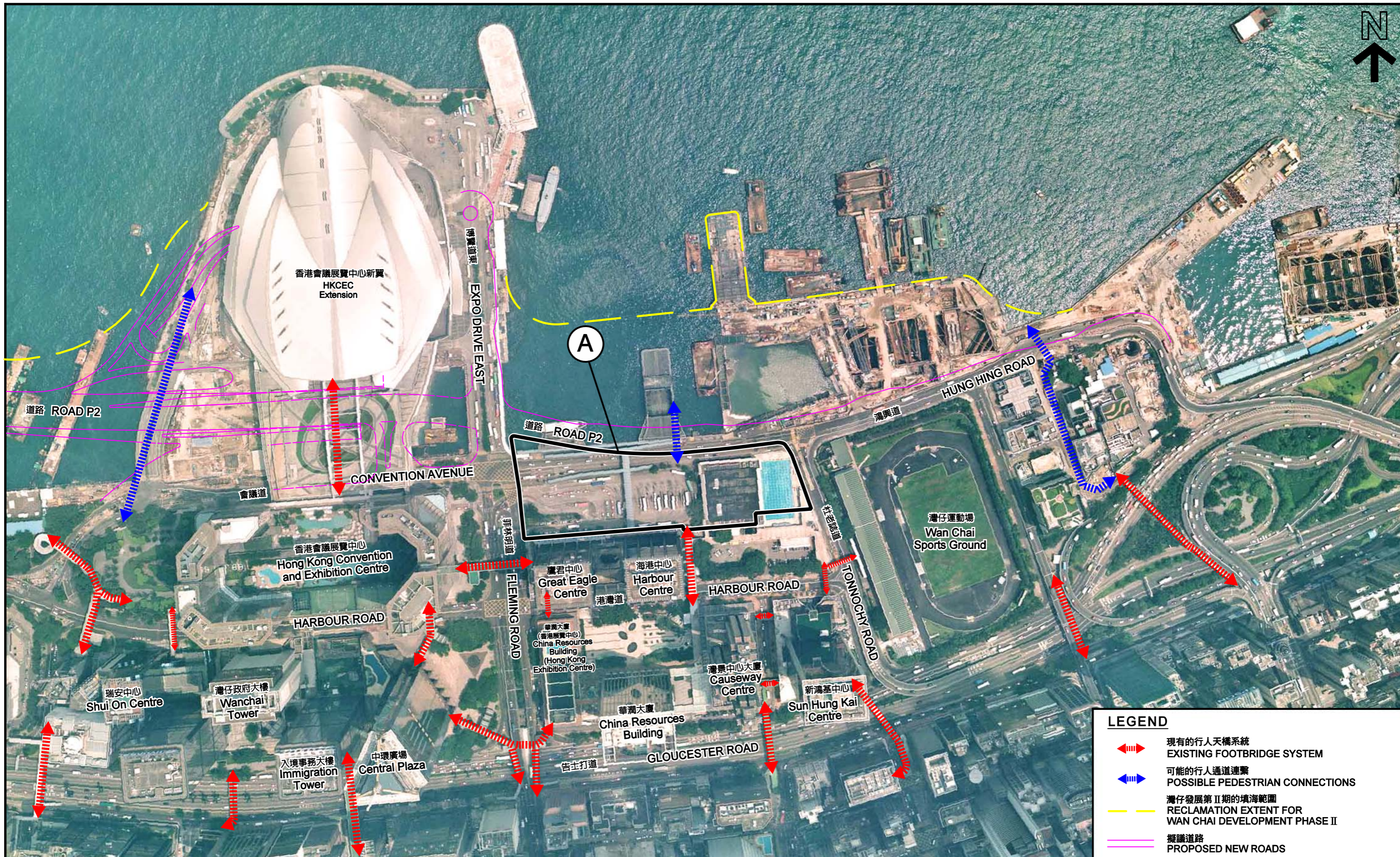
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public can also access the OZP at the Statutory Planning Portal (<http://www.ozp.tpb.gov.hk>). During the exhibition period, any person may make representation to the TPB in respect of any of the proposed amendments. Representations should be made in writing to the Secretary, TPB, 15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

ATTACHMENTS

- Plan 1: Extract of Draft Wan Chai North OZP No. S/H25/3
- Plan 2: Aerial Photo
- Annex: Schedule of Amendments to the Approved Wan Chai North OZP No. S/H25/2

**Planning Department
May 2013**



LEGEND	
	現有的行人天橋系統 EXISTING FOOTBRIDGE SYSTEM
	可能的行人通道連繫 POSSIBLE PEDESTRIAN CONNECTIONS
	灣仔發展第二期填海範圍 RECLAMATION EXTENT FOR WAN CHAI DEVELOPMENT PHASE II
	擬議道路 PROPOSED NEW ROADS

本摘要圖於2013年5月28日擬備，所根據的資料為地政總署於2012年8月7日拍得的航攝照片編號CS37496
 EXTRACT PLAN PREPARED ON 28.5.2013 BASED ON AERIAL PHOTO NO. CS37496 TAKEN ON 7.8.2012 BY LANDS DEPT.

航攝照片 AERIAL PHOTO
 灣仔北分區計劃大綱草圖編號S/H25/3
 DRAFT WAN CHAI NORTH OUTLINE ZONING PLAN No. S/H25/3
 修訂項目A
 AMENDMENT ITEM A

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No. M/SD/13/41	圖 PLAN 2
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**SCHEDULE OF AMENDMENTS TO THE
APPROVED WAN CHAI NORTH OUTLINE ZONING PLAN NO. S/H25/2
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site bounded by Road P2, Fleming Road, Tonnochy Road, Great Eagle Centre and Harbour Centre from “Government, Institution or Community(1)” (“G/IC(1)”), “Other Specified Uses” (“OU”) annotated “Railway Station Facilities”, “OU” annotated “Railway Ventilation Building”, “OU” annotated “Amenity Area”, “OU” annotated “Landscaped Elevated Walkway” and areas shown as ‘Road’ to “Comprehensive Development Area” (“CDA”), and stipulation of a maximum building height restriction for the zone.
- Item B – Rezoning of a site between the Hong Kong Convention and Exhibition Centre (HKCEC) and HKCEC Extension from “OU” annotated “Pedestrian Walkway with Ancillary Exhibition Facilities”, “OU” annotated “Amenity Area” and areas shown as ‘Road’ to “OU” annotated “Exhibition Centre”.
- Item C – Rezoning of a site occupied by Harbour View International House at 4 Harbour Road from “G/IC” to “G/IC(5)”.
- Item D – Rezoning of a strip of land along Tonnochy Road from an area shown as ‘Road’ to “G/IC(1)”.

II. Amendments to the Notes of the Plan

- (a) Incorporation of a new set of Notes for the “CDA” zone with stipulation of a maximum building height restriction and a minor relaxation clause for such restriction in the Remarks of the Notes for the zone.
- (b) Deletion of the set of Notes for the “OU” annotated “Railway Station Facilities” zone.
- (c) Incorporation of a set of Notes for the “OU” annotated “Cross Harbour Tunnel Vent Shaft” zone.
- (d) Incorporation of a set of Notes for the “OU” annotated “Petrol Filling Station” zone.
- (e) Inclusion of ‘Hotel (for “G/IC(5)” only)’ and ‘Residential Institution (for “G/IC(5)” only)’ uses under Column 2 of the Notes for “G/IC” zone.
- (f) Revision to the covering Notes and the Notes in accordance with the Revised Master Schedule of Notes to Statutory Plans.