

**Similar s.16 Applications for Commercial Development  
within the “R(A)” zone on the Sai Ying Pun & Sheung Wan OZP**

**Approved Applications**

<b>Application No.</b>	<b>Location</b>	<b>Date of Consideration (MPC/TPB)</b>	<b>Approval Conditions</b>
A/H3/153	32-36 Hollywood Road, 1-7 Shelley Street & 4 Tsun Wing Lane, Central	23.2.1990	(1)
A/H3/154	98-104A Hollywood Road, 15 Shing Wong Street & 1-27 Bridges Street	20.4.1990	(2) to (4)
A/H3/177	32-36 Hollywood Road, 1-7 Shelley Street & 1-4 Tsun Wing Lane	21.2.1992	(5)
A/H3/192	32-36 Hollywood Road, 1-7 Shelley Street & 1-4 Tsun Wing Lane	17.11.1992	(5)
A/H3/214	348-356 Queen's Road West, Sai Ying Pun	13.1.1995	(6)
A/H3/221	96-116 Hollywood Road, 1-27 Bridges Street & 15 Shing Wong Street	24.11.1995 (Review)	(7) to (11)
A/H3/247	348-356 Queen's Road West,	6.9.1996	(6)
A/H3/328	3/F to 7/F Kinwick Centre, 32-36 Hollywood Road Central	26.4.2002	(12)
A/H3/402	2-4 Shelley Street, Sheung Wan	13.7.2012	(9), (13) to (17)
A/H3/432	2-4 Shelley Street, Sheung Wan	7.4.2017	(13) to (17)

**Approval Conditions**

- (1) the south-western boundary of 7 Shelley Street and 4 Tsun Wing Lane should be set back by 1.5m for widening the eastern end of Tsun Wing Lane
- (2) the provision, management, maintenance and dedication for public use of a plaza/open space/amenity area; and an escalator, staircase and a supplementary disabled person lift, as proposed in the application

- (3) the landscaping of the slope as proposed in the application
- (4) the 6 loading/unloading bays proposed to serve the development should be relocated and laid out
- (5) the designed, constructed, managed and maintained of the proposed open space
- (6) the provision of vehicular ingress/egress arrangement
- (7) the diversion of the underground drainage system within the site
- (8) the submission of a sewage disposal proposal
- (9) the submission and implementation of a landscape plan
- (10) the provision, management and maintenance of the pedestrian escalator, the adjacent staircases and the lift for the disabled, as proposed by the applicant
- (11) the provision of stabilisation measure to slopes affected by the proposed development
- (12) the provision of loading/unloading facilities
- (13) the submission of a Sewerage Impact Assessment
- (14) the implementation of the local sewerage upgrading/sewerage connection works
- (15) the implementation of the mitigation measures for loading/unloading activities
- (16) the provision of setback of not less than 1.75m at the lower portion of the building along Shelley Street
- (17) the provision of water supplies for fire-fighting and fire service installations

**Rejected Applications**

<b>Application No.</b>	<b>Location</b>	<b>Date of Consideration (MPC/TPB)</b>	<b>Reasons for Rejection</b>
A/H3/190	106-116 Hollywood Road	6.11.1992	(1) to (4)

<b>Application No.</b>	<b>Location</b>	<b>Date of Consideration (MPC/TPB)</b>	<b>Reasons for Rejection</b>
A/H3/207	348-356 Queen's Road West, Sheung Wan	9.9.1994 (Review)	(1) & (5)
A/H3/211	96-116 Hollywood Road, 1-27 Bridges Street, 15 Shing Wong Street	16.12.1994	(1), (2), (4), (6) & (7)
A/H3/377	20-26 Staunton Street, Central 20-26 Staunton Street, Central	14.3.2008 (Review)	(4), (8) to (10)
A/H3/438	3 – 6 Glenealy, Central	7.9.2018	(4), (11) & (12)

Reasons for Rejections:

- (1) the Proposed development would result in adverse traffic impacts
- (2) the proposed office development is not compatible with the predominantly residential character of the area
- (3) there are no strong justifications for nor significant public planning gains from the proposed development
- (4) approval of the proposed development will set an undesirable precedent for similar office developments in the area
- (5) no suitable alternative loading/unloading facilities is proposed in the submission
- (6) the site is not easily accessible by public transport and is far from existing Mass Transit Railway Stations. The location is considered not convenient for office development
- (7) the traffic impact assessment has not satisfactorily addressed the traffic impact generated by the proposed office development on the local road system
- (8) the proposed development was not in line with the planning intention of the “Residential (Group A)” zone. There was no strong justification in the submission to merit a departure from the planning intention
- (9) the proposed development was considered not compatible with the residential nature of the surrounding area. A plot ratio of 15 was also not compatible with the adjoining residential developments in terms of building bulk and development intensity

- (10) the proposed run-in/out and turntable arrangements were unsatisfactory and were not acceptable from the traffic safety and operational points of view
- (11) the proposed development was not in line with the planning intention of the “Residential (Group A)” zone. The approval of the application would result in reduction of housing supply
- (12) the applicant has failed to demonstrate that the site is not conducive to residential development

**Advisory Clauses**

- (a) to note the comments of DLO/HKW&S, LandsD regarding the application for licence to remove the non-offensive trades;
- (b) to note the comments of CBS/HKW, BD regarding the compliance of the proposed development with the Buildings Ordinance and practice notes;
- (c) to note the comments of D of FS regarding the requirements of EVA as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011;
- (d) to note the comments of CTP/UD&L, PlanD regarding the provision of greening;
- (e) to note the comments of AMO regarding the submission of building plans for AMO's comments; allowing AMO to conduct 3D scanning of the existing entrance passage at No.36 Gage Street to Pak Tsz Lane before commencement of any works;
- (f) to note the comments of DFEH regarding the proposed development should not impede the operation of the Gage Street Refuse Collection Point; and
- (g) to note the comments of C for Tourism regarding the artworks to be placed along the revitalised Dr Sun Yat-sen Historical Trail.