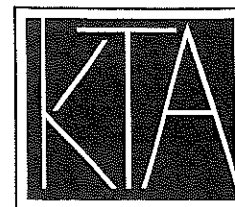


By Hand and Email

Our Ref: S3095/152_WELL/23/004Lg

12 March 2024

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point
Hong Kong



PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
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電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

**Proposed Flat with Permitted Shops/Eating Places
at Nos. 152 – 164 Wellington Street in Sheung Wan
- S16 Planning Application -
TPB Ref.: A/H3/449
Further Information No. 2**

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 28 December 2023 and departmental comments from various government departments received in February 2024.

In response to the comments received, please find attached 4 hard copies of the Further Information ("F.I.") submission. The submission document consists of:

Response-to-Comment Table

- Appendix 1 Revised Landscape Proposal
- Appendix 2 Geotechnical Planning Review Report
- Appendix 3 Drainage and Sewerage Impact Assessment
- Appendix 4 Revised Traffic Impact Assessment
- Appendix 5 Justifications on Site Classification and Setback Requirements on Wa On Lane
- Appendix 6 Revised Environmental Assessment

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact Mr Kenneth To or the undersigned at 3426 8840.

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

A handwritten signature in black ink, appearing to read 'Gladys Ng', written over a white background.

Gladys Ng

Encl.

cc. HKDPO – Mr Cannon Wong (By Email)
the Applicant & Team

KT/GN/vy



FS 579819

Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application

(Planning Application No: A/H3/449)

RESPONSE-TO-COMMENT TABLE

Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application

(Planning Application No: A/H3/449)

Comments	Response
<p><u>Comments from Landscape Unit, UD&L Section, Planning Department:</u> (Contact Person: Mr Chak Man NGAI; Tel: 3565 3955)</p> <ul style="list-style-type: none"> Annex II - It is generally noted that the north sign on all landscape plans and the site description regarding site orientation (e.g. para 2.1) are incorrect. Please revise accordingly. The applicant is also advised to check the inconsistencies of north signs in all other drawings in the submission (e.g. architectural plans). Appendix III under Annex II - Regarding the insufficiency of communal open space mentioned in para. 4.2.2 of Annex II, the applicant is advised to maximize the provision of communal open space as far as practicable. The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease and/or outside the applicant site. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works. 	<p>Noted. North sign on all landscape drawings and the site descriptions regarding the site orientation have been checked and revised accordingly.</p> <p>Noted. Additional communal open space has been provided at R/F to fulfil the minimum requirement of 1sq.m. open space per person in accordance with HKPSG Chapter 4. Please refer to the revised drawing on Open Space Provision attached in <i>Appendix 1</i>.</p> <p>Noted.</p>
<p><u>Comments from Chief Architect/Architectural Services Department:</u> (Contact Person: Mr Sherman SUM; Tel: 2582 5314)</p> <ul style="list-style-type: none"> In order to enable our office to comment on the architectural and visual impact of the development, the applicant is advised to include 	<p>Please kindly note that the proposed building height (@ +119.9mPD) conforms with the prevailing Building Height Restriction (i.e.</p>

Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application

(Planning Application No: A/H3/449)

Comments	Response
<p>some images/photomontages of the proposed development in its surrounding context from different vantage points and a schematic section showing the stepped Building Heights (BHs) in the district to demonstrate whether the proposal would be visually compatible with the existing surrounding environment.</p>	<p>+120mPD) as stipulated in the Approved OZP. Nonetheless, the Applicant has prepared 3 perspective drawings to illustrate the environment at street level upon completion of the Proposed Development (Figure 4.2 of the Supporting Planning Statement refers).</p>
<p><u>Comments from Head of the Geotechnical Engineering Office, Civil Engineering and Development Department:</u> (Contact Person: Ms Candy CHO; Tel: 2762 5383)</p> <ul style="list-style-type: none"> It is noted that the maximum gradient across the site boundary along Wa On Lane sitting-out Area to the site boundary along Wellington street is greater than 15°. Therefore a Geotechnical Planning Review Report in support of the planning application is required according to the GEO Advice Note for Planning Applications Under Town Planning Ordinance (CAP.131) (Appendix II). 	<p>A refer to the Geotechnical Planning Review Report in <i>Appendix 2</i>.</p>
<p><u>Comments from Environmental Protection Department:</u> (Contact Person: Mr Kelvin CHOI; Tel: 2835 1594)</p> <p>General</p> <ol style="list-style-type: none"> Please clarify if there will be central air conditioning for the proposed clubhouse/ retail shop/eating place, and advise the proposed location of fresh air intakes, if applicable. <p>Sewerage</p> <ol style="list-style-type: none"> The title of DSIA "S16 Planning Application for Proposed 	<p>Central air conditioning would be provided to serve the clubhouse, retail shop and eating place. The fresh air intake point would be located at a higher level near the podium top and on the side facing Wa On Lane Sitting-Out Area (and away from road).</p> <p>Noted, the report title has been amended (<i>Appendix 3</i> refers).</p>

**Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application**

(Planning Application No: A/H3/449)

Comments	Response
<p>Composite Redevelopment at 152-164 Wellington Street, Central" is not same as the title of planning statement "Proposed Flat with Shop and Services/Eating Places at Nos.152-164 Wellington Street in Sheung Wan". Please consider to tally the title.</p>	
<p>3. Please revise the typo "STREEET" in the first page of DSIA.</p>	<p>Noted, the typo has been amended (<i>Appendix 3</i> refers).</p>
<p>4. Section 2.3.1: Existing manholes FMH7029758 and FMH7029761 are also connected from the application site to the 400mm inner diameter sewage pipe. Please revise.</p>	<p>S2.3.1 has been amended accordingly (<i>Appendix 3</i> refers).</p>
<p>5. Section 2.3.3: The existing pipe should be read as FWD7033374 instead of FWD70133374. Please revise.</p>	<p>S2.3.3 has been amended accordingly (<i>Appendix 3</i> refers).</p>
<p>6. Section 2.4.2 Table 2.1 & Appendix 2.1 Table 1:</p> <p>i) The number of flats 150 units in the tables does not tally with the application form and planning statement, which the number of flat is 175 units.</p>	<p>The flat number has been amended accordingly (<i>Appendix 3</i> refers).</p>
<p>ii) Please reference the average household size of 2.1 of residential tower. Please consider to adopt 2.3 ppl per flat as the average domestic household size in "Population Census 2021 - District Council Constituency Area of Chung Wan".</p>	<p>While the average household size of 2.3 ppl per flat is indicated in "Population Census 2021 - District Council Constituency Area of Chung Wan", this area includes some part of mid-levels with larger flat size and in turn more population. Whereas, the average household side of 2.1 ppl per flat in "Population Census 2021 – Tertiary Planning Units - 114" covers the immediate neighbourhood and is considered more representative.</p> <p>Nevertheless, with the proposed population of 368 persons remains unchanged, the Sewerage Impact Assessment (<i>Appendix 3</i> refers) has been updated to adopt ‘2.3 ppl per flat’ to represent a worse-case-</p>

**Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application**

(Planning Application No: A/H3/449)

Comments	Response
<p>iii) Please confirm that no restaurant is involved in the clubhouse as only UFF type J11 is deployed.</p> <p>iv) According to the podium plans in Appendix 1.1, the commercial area consists of retail and F&B. Please also include the UFF type J10 in the commercial area in the sewage flow estimation and please justify the number of employees.</p> <p>v) Table 2.1 Note (5): It should be read as "Backwash discharge from swimming pool is included in the peak flow."</p>	<p>scenario. The result confirms that the Proposed Development would not cause adverse impact to the public sewerage system.</p> <p>Please be confirmed that there would be no restaurant in clubhouse.</p> <p>UFF type J10 has been included. Population density assumption has been included into the footnote.</p> <p>Table 2.1 Note (5) has been amended accordingly (<i>Appendix 3</i> refers).</p>
<p>7. Appendix 2.1 Table 3b: For Catchment C, please review the calculation of the cross-sectional area and velocity of the pipe.</p>	<p>Appendix 2.1 Table 3b has been amended accordingly (<i>Appendix 3</i> refers).</p>
<p>8. Appendix 2.1 Table 4a: There are another downstream manhole FMH7029802 of S2 manhole. Please revise the sewer segment of hydraulic checking. Also, please conduct the hydraulic checking until the downstream manhole FMH7029993 to include the sewage flow from the catchments along the Queen's Road Central.</p>	<p>Appendix 2.1 Table 4a has been amended accordingly (<i>Appendix 3</i> refers).</p>
<p>Noise</p>	
<p>9. Please attach Transport Departments' written endorsement on the adopted traffic forecast data to the NIA.</p>	<p>The traffic consultant has submitted the traffic forecast data to TD for endorsement. The endorsement will be provided when it is available.</p>

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At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application

(Planning Application No: A/H3/449)

Comments	Response
<p><u>Comments from Chief Engineer/Hong Kong and Islands, Drainage Services Department:</u> (Contact Person: Mr Euclid NG; Tel: 3101 2359)</p> <ul style="list-style-type: none"> • There is also a connection from the subject site to manhole no. FMH7029782. Please clarify if that connection would be abandoned. Besides, please state clearly that the applicant would be responsible for the proposed abandoning works. • Appendix 2.1 – There is a typo. “Peak Flow (Witch Swimming Pool)” should be “Peak Flow (With Swimming Pool backwash)” • Table 3b – Please review and adopt the most appropriate roughness values for sewer segments FWD7033728 and FWD7033405. According to our drainage record, the materials of these 2 sewer segments should be vitrified clay; and • Table 3b – As it is assumed full bore capacity as the peak flow, there is no need to apply the peaking factor. 	<p>Please be confirmed that manhole no. FMH7029782 will be abandoned and the Applicant will be responsible for the proposed abandoning works. It has been included in the report.</p> <p>The typo has been amended (<i>Appendix 3</i> refers).</p> <p>Noted, the roughness has been amended based on vitrified clay.</p> <p>Noted, Table 3b has been amended (<i>Appendix 3</i> refers).</p>
<p><u>Comments from Assistant Commissioner for Transport / Urban, Transport Department:</u> (Contact Person: Mr Daniel K CHOW; Tel: 2829 5569)</p> <p>Below are the comments on the planning application from the traffic engineering viewpoint:</p>	

**Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application**

(Planning Application No: A/H3/449)

Comments	Response
<p>Supporting Planning Statement</p> <p>Section 3.1.2:</p> <p>2. Internal transport facilities should be provided according to the Hong Kong Planning Standards and Guidelines (HKPSG). The applicant is required to review the loading/unloading and parking arrangement for the construction and operation of the development and consider necessary measure to minimise the traffic impact to local roads and transport facilities. Sound justification should be provided for nil provision of internal transport facilities.</p> <p>Figure 3.1</p> <p>3. It is noted from the Landscape Master Plan that the applicant proposed corner splay near the junction of Wellington Street/ Aberdeen Street. The applicant should further provide relevant check for sight line in accordance with requirements stated in the Transport Planning & Design Manual (TPDM). The proposal of landscape works, e.g. the shrubs/ plant at the edge planter near the junction of Wellington Street/ Aberdeen Street should also be carefully designed to avoid adverse impact on the road users’ sightline in future.</p>	<p>Please kindly refer to Section 2.4 of the submitted TIA for the detail justifications of nil provision of Internal Transport Facilities for your reference.</p> <ul style="list-style-type: none"> • Waived Internal Transport Facilities of small site (< 900 sq.m) within Commercial Zone in the SOHO and adjoining area as per OZP • Well Coverage of Public Transport Services • Site Constraints of very small footprint (site area = 612 sq.m. only) & irregular shape of site with essential column / structures <p>During construction, temporary construction access for loading/unloading vehicles within site would be reviewed in detail design stage.</p> <p>The shrubs/ plant at the edge planter near the junction would be made lower to 800mm to safeguard unobstructed sightline. Sufficient sightline under existing stop control at the junction is also maintained as shown in Figure 2.4 of the TIA attached in <i>Appendix 4</i>.</p>

Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application

(Planning Application No: A/H3/449)

Comments	Response
<p>Section 3.2.1:</p> <p>4. The applicant proposed full-height setback of 2m and 1m along the site boundary at Wellington Street and Aberdeen Street respectively. The applicant should clarify if the setback area will be surrendered to the Government to form part of public footpaths or opened to form part of the footpaths for public access 24 hours at all time free of charge and without any interruption. In gist, the management and maintenance arrangement of the setback area should be determined.</p> <p>5. To enhance the pedestrian environment of Wellington Street and Aberdeen Street, the applicant should holistically review if the proposed setback areas at Wellington Street and Aberdeen Street could be designed to match with the width of existing public footpaths adjacent to the Application Site in order to improve the walkability of pedestrians. The associated modification to existing public footpaths/steps and the need for erection of pedestrian railings should also be taken into account.</p>	<p>Please kindly note that the setback along Wellington Street falls within an area shown as ‘Road’ in the prevailing OZP, while the setback along Aberdeen Street is a voluntary setback. The proposed setback proposal on both Wellington Street and Aberdeen Street is intended for 24 hours access of public at all time free of charge and without any interruption. Subject to further liaison with relevant Government department(s), the Applicant currently has no intention to surrender the setback areas to the Government.</p> <p>The Applicant would be responsible for management and maintenance of the setback area under the current proposal.</p> <p>The proposed setback of development for public passage on Wellington Street and Aberdeen Street to improve the pedestrian environment is based on the following considerations:</p> <ul style="list-style-type: none"> - With the proposed setback on Wellington Street and Aberdeen Street to improve the pedestrian conditions, the pedestrian walkway performance on these two footpath sections would be substantially improved with LOS A in 2033 Design Case under the LOS criteria (LOS C is the acceptance criteria) in Table 5.2. For conservative approach, the proposed pedestrian connection to sitting out area is not considered in the pedestrian assessment, as shown in Table A1 below and Table 5.3 of TIA:

**Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application**

(Planning Application No: A/H3/449)

Comments	Response															
	<p style="text-align: center;">Table A1 - Year 2033 Design Pedestrian Walkway Performance (with setback on Aberdeen Street)</p> <table border="1"> <thead> <tr> <th>Walkway Ref. (Aberdeen Street)</th> <th>Actual Width (m)</th> <th>Effective Width (m)</th> <th>2033 Design Peak Hourly Flow (ped/peak hour) AM[Noon](PM)</th> <th>LOS AM[Noon] (PM)</th> </tr> </thead> <tbody> <tr> <td>P4</td> <td>2.2</td> <td>1.2</td> <td>150[365](255)</td> <td>AA</td> </tr> <tr> <td>P5</td> <td>2.1</td> <td>1.1</td> <td>130[295](205)</td> <td>AA</td> </tr> </tbody> </table> <ul style="list-style-type: none"> - As only very small on-street shops (area about 20 sq.m.) are proposed at G/F facing Aberdeen Street, the impact of shopping frontage to the effective width of walkway is considered not significant. - In addition, alternative safe, wider and convenient pedestrian route via the pedestrian connection within the Proposed Development (stairs and accessible lift for BFA) can be utilised as well, which allow bypass pedestrians among Aberdeen Street, Wa On Lane and Wellington Street. As there is no gate for closing off of this sitting area, pedestrian can walk through the sitting area any time as well (including day time and peak periods). - Figure Nos. 2.1 – 2.3 show the indicative traffic signage arrangement on Aberdeen Street footpath after setback. Pedestrian railings and re-provision of traffic signage can be re-provided closer to edge of carriageway (say about 0.2m from kerb as per TPDM Vol. 2 Section 3.9 Clause 3.9.2.19 which is similar to existing railing arrangement nearby), to maximize the clear width of footpath after setback. 	Walkway Ref. (Aberdeen Street)	Actual Width (m)	Effective Width (m)	2033 Design Peak Hourly Flow (ped/peak hour) AM[Noon](PM)	LOS AM[Noon] (PM)	P4	2.2	1.2	150[365](255)	AA	P5	2.1	1.1	130[295](205)	AA
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**Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application**

(Planning Application No: A/H3/449)

Comments	Response
<p>Section 3.2.2:</p> <p>6. The applicant should clarify whether the new pedestrian connection (staircase and disabled lift) between G/F and 1/F within the Application Site connecting Wa On Lane Sitting-out Area will be opened to the public and form part of the walkway for public access 24 hours at all time free of charge and without any interruption, and should indicate the BFA route in the submission. Please also review if the proposed disabled lift could be relocated close to Wellington Street for ease of operation.</p> <p>Traffic Impact Assessment (TIA) Section 2.3:</p> <p>7. The applicant is encouraged to provide more space for footpath at Aberdeen Street for enhancing the walkability.</p>	<p>- The frontage of the site facing Wa On Lane direction is only 14.8m. With 1 m setback for widening of pavement on Aberdeen Street and possible construction constraints, the proposed depth of this portion of the building is less than 13 m. The structural columns for supporting the building are located along the edge facing Aberdeen Street and abutting the proposed set back. Within the remaining limited space, the design shall also cater for basic building provisions which include staircase for MOE, lifts and essential E&M rooms. Hence, it is technically difficult for allowance of further set back along Aberdeen Street based on the current design and site constraints.</p> <p>The new pedestrian connection (staircase and disabled lift) between G/F and 1/F within the Application Site connecting Wa On Lane Sitting-out Area will be opened to the public and form part of the walkway for public access 24 hours at all time free of charge and without any interruption.</p> <p>The barrier free access routing is indicated as red arrow as shown in the Figures 2.1 and 2.3 of the revised TIA attached in <i>Appendix 4</i>.</p> <p>The disabled lift is connected to the public footpath (hatched in green) as shown in Figures 2.1 and 2.3 of the revised TIA attached in <i>Appendix 4</i>.</p> <p>Please kindly refer to our responses to item 5.</p>

**Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
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S16 Planning Application**

(Planning Application No: A/H3/449)

Comments	Response																								
<p>Section 2.3.4: 8. The applicant should clarify with width of the new pedestrian connection.</p> <p>Section 3.2.1: 9. The applicant should make sure information for existing road-based public transport services is accurate and update as appropriate.</p> <p>Section 3.3.2: 10. All traffic peak hours, including noon peak, should be considered.</p>	<p>As shown in Figures 2.1 to 2.3, the new pedestrian connection connecting Wellington Street and Wa On Lane Sitting Out Area is 3.3m wide.</p> <p>Noted. The information for existing road-based public transport services are updated as shown in Table 3.1 of the revised TIA attached in <i>Appendix 4</i>.</p> <p>Please be advised the traffic count survey at noon-peak period was conducted and comparison among AM / Noon PM peak traffic flows are conducted as shown in Table A2 below. The results showed that AM/ PM peak hour is more critical than noon peak hour. Thus, the traffic assessment of AM and PM peak period are conservative enough to assess the background traffic condition. In addition, the net difference in development traffic is negative as compared with reference case (always permitted commercial zone).</p> <p><u>Table A2 -</u> <u>Comparison of Observed AM / Noon / PM Traffic Flows</u></p> <table border="1"> <thead> <tr> <th></th> <th>AM peak</th> <th>Noon peak</th> <th>PM peak</th> </tr> </thead> <tbody> <tr> <td><i>Survey Period</i></td> <td>0730-0930</td> <td>1200-1400</td> <td>1730-1930</td> </tr> <tr> <td><i>Peak Hour</i></td> <td>0730-0830</td> <td>1200-1300</td> <td>1730-1830</td> </tr> </tbody> </table> <p><u>Comparison of Major Link Flows within Study Area (pcu/hr)</u></p> <table border="1"> <tbody> <tr> <td>Queen's Road Central</td> <td>1,625</td> <td>1,645</td> <td>1,695</td> </tr> <tr> <td>Wellington Street</td> <td>620</td> <td>810</td> <td>815</td> </tr> <tr> <td>Bonham Strand</td> <td>600</td> <td>710</td> <td>730</td> </tr> </tbody> </table>		AM peak	Noon peak	PM peak	<i>Survey Period</i>	0730-0930	1200-1400	1730-1930	<i>Peak Hour</i>	0730-0830	1200-1300	1730-1830	Queen's Road Central	1,625	1,645	1,695	Wellington Street	620	810	815	Bonham Strand	600	710	730
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S16 Planning Application**

(Planning Application No: A/H3/449)

Comments	Response			
	Aberdeen Street	245	265	340
	Total	3,090	3,430	3,580
Section 3.5.2 and Table 3.6				
11. Please review the dead width for calculating effective width of footpath, since some locations appear to be shopping frontage	Updated effective width calculation and walkway performance are shown in Table 3.6 (with remarks).			
Section 4.2.9:				
12. The applicant should make sure the information for the planned/committed developments adjacent to the Application Site considered in the assessment is accurate by conducting extensive search on the planned developments within the area of influence and checking with relevant parties if necessary. Furthermore, it appears that quite some planned developments in the vicinity of the Application Site are not captured, for example, 64-70 Wellington Street, 92-96 Wellington Street, 16-20 Gage Street, 35 Gage Street, etc.	Noted. Additional planned developments have been considered, as shown in revised Tables 4.4 - 4.5 and revised Figures 4.1 – 4.2, 4.4 and 4.6 in <i>Appendix 4</i> . The vehicular traffic and pedestrian assessment under design scenario are updated as shown in Tables 5.1 - 5.3 .			
Section 4.3				
13. Please include the comparison of the trip generation and attraction between the proposed development and existing use.	The comparison of the trip generation and attraction between the proposed development and existing use is shown in Table 4.7 of the revised TIA attached in <i>Appendix 4</i> .			
Section 5.1 and Appendix B				
14. Please clarify if site factors have been considered in the junction assessment calculations.	Please refer to the notes in revised junction assessment calculation sheets of Junctions J1 and J4 in Appendix B of TIA for the adopted site factors with consideration of junction layout			
15. Junction J1 – Please review the assumed I/G in the calculation.	Please refer to the revised junction assessment calculation sheet of Junction J1 in Appendix B of TIA.			

**Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
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Comments	Response										
<p>16. Junction J2 – Please review the assumed arm and corresponding street name and flow.</p> <p>Section 5.2.2 and Table 5.2:</p> <p>17. Please review the dead width for calculating effective width of footpath, since some locations appear to be shopping frontage.</p> <p>18. The applicant should clarify whether the width of proposed setback at Aberdeen Street is 1m or 1.1m.</p> <p>Section 6:</p> <p>19. Please include the trip generation and attraction of the planned/committed developments.</p> <p>Section 6.1.5:</p> <p>20. Please advise the conversion factor for converting the pcu to vehicle no. for the development and the planned/committed developments considered.</p>	<p>Referring to the junction configuration of J2, the major arm is D’Aguilar Street (SB) right turn to Wellington Street (WB), while the minor arms are D’Aguilar Street (NB) and Wellington Street (WB).</p> <p>Updated effective width calculation and walkway performance are shown in Table 3.6 (with remarks).</p> <p>The proposed setback is 1m as shown in Figures 2.1 – 2.3.</p> <p>Please refer to the Table 4.5 for the trip generation and attraction of the planned/committed developments.</p> <p>The conversion factor for converting the pcu to vehicle no. for the development and the planned/ committed developments as shown in Table A3 below. The number of goods vehicle for development trip generation is assumed to round up to minimum 1 no. for calculations.</p> <p style="text-align: center;">Table A3 – Conversion Factor for PCU to Vehicle</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>PV/Taxi</th> <th>PCU Factor</th> <th>Goods Vehicle</th> <th>PCU Factor</th> <th>Conversion Factor</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">95%</td> <td style="text-align: center;">1</td> <td style="text-align: center;">5%</td> <td style="text-align: center;">2.5</td> <td style="text-align: center;">1.075</td> </tr> </tbody> </table>	PV/Taxi	PCU Factor	Goods Vehicle	PCU Factor	Conversion Factor	95%	1	5%	2.5	1.075
PV/Taxi	PCU Factor	Goods Vehicle	PCU Factor	Conversion Factor							
95%	1	5%	2.5	1.075							
<p>Other Detailed Comments (if applicable)*:</p> <p>21. Section 2.3.3 of TIA - The applicant should clarify whether the width of proposed setback at Aberdeen Street is 1m or 1.1m.</p>	<p>The proposed setback is 1m as shown in Figures 2.1 – 2.3.</p>										

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(Planning Application No: A/H3/449)

Comments	Response
<p>22. To create an enjoyable walking environment, the applicant should provide building canopies, including over public footpath(s), setback area and/or right -of-way(s) in accordance with the following where applicable:</p> <ul style="list-style-type: none"> (i) Chapter 8 of HKPSG provides for the provision of building canopies (i.e. para. 5.6.11) and for the subject of pedestrian planning be included in development studies and planning applications (para. 5.9.2); (ii) "Projections over Public Streets" stipulated in Lands Administration Office Practice Note 3/2020 (Design, Deposition and Height Clause under Lease); and/or (iii) Building Ordinances, in particular Building (Planning) Regulation 10 m Cap 123F regarding balconies and canopies over streets. <p>23. Doors of the proposed development should not encroach onto the public roads or the setback area when they are opened.</p>	<p>These would be further considered during detailed design stage.</p> <p>Noted.</p>
<p><u>Comments from Chief Building Surveyor, Buildings Department:</u> (Contact Person: Mr Tsz-yeung CHAN; Tel: 2626 1375)</p> <ul style="list-style-type: none"> • Proposed site classification should be clarified and justified. • Proposed void on M/F and high headroom on 2/F – 3/F are accountable for GFA subject to the submission and justification for consideration. 	<p>The Site is classified as a Class C site under S18(A) of B(P)R. Please refer to the drawing in <i>Appendix 5</i> for justification.</p> <p>Noted.</p>

**Proposed Flat with Shop and Services and Eating Place Uses “Commercial” and area shown as ‘Road’
At 152-164 Wellington Street, Sheung Wan, Hong Kong
S16 Planning Application**

(Planning Application No: A/H3/449)

Comments	Response
<ul style="list-style-type: none"> • All green / amenity features and non-mandatory / non-essential plant rooms and services to be exempted from GFA calculation are subject to the compliance with the relevant requirements, the pre-requisites and the overall cap on GFA concessions stipulated in PNAPs APP-151 and APP-152. • The setback of building fronting Wa On Lane which is a street of width not less than 4.5m maintained by Highways Department should be demonstrated in compliance with the requirements under PNAP APP-152. • Proposed BOH at G/F for a composite building is accountable for GFA. • The enclosing wall of one required staircase at M/F Entrance should be so continued as to separate from another required staircase leading to Kau U Fong in accordance with clause B9.1 of FS Code 2011. 	<p>Noted.</p> <p>Noted, relevant sections(s) of PNAP APP-152 will be complied with accordingly. Please also refer to <i>Appendix 5</i> for further illustration.</p> <p>Noted.</p> <p>Noted. This shall be further reviewed at detailed design stage.</p>
<p><u>Comments from Chief Highway Engineer, Highways Department: (Contact Person: Mr Jacky HO; Tel: 2231 5630)</u></p> <ul style="list-style-type: none"> • It is noted that there are proposed set-back areas within the subject lot at Wellington Street and Aberdeen Street for footpath widening purpose. Comments from LandsD and TD should be sought on the proposed set-back area arrangement. • The set-back areas proposal should be agreed by LandsD, TD and 	<p>Noted.</p> <p>Noted.</p>

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(Planning Application No: A/H3/449)

Comments	Response
HyD.	
<ul style="list-style-type: none"> • The Lot Owner should be responsible for the design, construction and maintenance of the pavement and associated facilities within the proposed set-back areas. 	Noted.
<ul style="list-style-type: none"> • The set-back areas should be paved to match the levels of the adjacent public footway. 	Noted.

Consolidated by: **KTA Planning Limited**

Date: **12 March 2024**

List of Appendices

- Appendix 1 Revised Landscape Proposal
- Appendix 2 Geotechnical Planning Review Report
- Appendix 3 Drainage and Sewerage Impact Assessment
- Appendix 4 Revised Traffic Impact Assessment
- Appendix 5 Justifications on Site Classification and Setback Requirements on Wa On Lane
- Appendix 6 Revised Environmental Assessment