

**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

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Comments	Response
<p><u>Comments from Assistant Commissioner for Transport / Urban, Transport Department:</u> (Contact Person: Mr Daniel K CHOW; Tel: 2829 5569)</p> <p><u>Traffic Impact</u></p> <p>1. Based on the Applicant’s submitted Traffic Impact Assessment (TIA), traffic impact of the proposed development is minimal in consideration of the schematic development schedule.</p> <p>2. Based on the Applicant’s Response-to-comment (R-to-C) Table and the supplementary information provided by the Applicant’s traffic consultant, traffic impact of the construction of the development is minimal. However, the Applicant is reminded that for any works on public roads and footpaths, the Applicant should review the design with the aim of minimizing adverse traffic impact during the construction stages due to the temporary traffic arrangement scheme to the Police and us for consideration if public roads and footpaths are affected. Safety measures and temporary traffic arrangement should be provided as necessary in accordance with the “Code of Practice for the Lighting, Signing and Guarding of Road Works” issued by the Highways Department.</p> <p><u>Internal Transport Facilities</u></p> <p>3. Regarding the proposed nil provision of internal transport facilities within the Application Site, the applicant should demonstrate the physical constraint for the provision of internal loading and unloading facilities, with appropriate drawings. With reference to the drawings in Annex A under the Applicants’ R to C Table, it shows that there are rooms to provide internal transport facilities</p>	<p>Noted.</p> <p>Noted.</p> <p>Please be advised the provision of loading / unloading facilities is technically infeasible due to the encroachment of the existing stone wall of Wa On Lane Sitting Out Area and the construction of future screen wall, as demonstrated in Drawings no. SK-RW-01 & SK-RW-02 in <i>Appendix I</i> of this R-to-C.</p>

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<p>with some minor modification of the building layout. The Applicant should review and consider the provision of internal transport facilities within the Applicant Site.</p>	<p>There is an existing stone wall between the Site and Wa On Lane Sitting Out Area at the south fringe of the Application Site. Based on available record plan (attached in <i>Appendix I</i>) and site observation, this stone wall has encroached into the Site by approximate 710mm at existing ground level. The actual alignment of this wall and possible encroachment below ground is not known until detailed survey is carried out after demolition of the existing buildings. Thus, 300mm buffer space is allowed for the uncertainty of the said stone wall and future construction tolerance. The minimum space for installation of sheet piles / pipe piles shall be 350mm and the screen wall shall be approximate 400mm. These, altogether, take up about 1760mm from the lot boundary. Whilst a 2m setback along Wellington Street is required as per the statutory Outline Zoning Plan, buildable area between the site boundary along Wa On Lane Sitting-out Area and Wellington Street remains less than 8.5m. The above demonstrates that accommodation of the LGV turntable with clearance within the site is infeasible.</p>
<p>4. It is noted that the proposed new pedestrian connection is subject to detailed design and comments from relevant departments e.g. Leisure and Cultural Services Department (LCSD), which may affect the internal layout of the building. Please review the internal transport facilities and the proposed pedestrian connection holistically based on LCSD’s comments.</p>	<p>Further to the recent liaison with LCSD, LCSD welcomes the proposed development (including the proposed 3.3m wide staircase that connects to Wa On Lane Sitting-out Area) since the Proposed Development can enhance the accessibility and improve the vibe of Wa On Lane Sitting-out Area. These should be considered as planning gains with public benefits.</p> <p>Outstanding comments from LCSD are related to the compensatory proposal on the affected park facilities. Details have been provided (see <i>Appendix II</i>) and we understand that LCSD has no further comment on this issue.</p>

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<p>5. Nevertheless, the Applicant is reminded that there already exists no stopping restriction (NSR) along the kerbside covering most of the frontage of the subject site. The road space and kerbside would not be reserved for any exclusive uses of the subject site and there is no guarantee that there will be no NSR at the kerbside in the vicinity of the subject site in future</p> <p><u>Proposed Setback</u></p> <p>6. The Applicant proposed setback of 2m and 1m along the site boundary at Wellington Street and Aberdeen Street respectively for public access 24 hours at all time free of charge and without any interruption. According to the TIA, the Level-of-Service (LOS) at the critical sections of footpaths of Wellington Street and Aberdeen Street will be improved considering the proposed provision of setback. Noting that the applicant currently has no intention to surrender the setback areas to the Government and will be responsible for the management and maintenance of the setback areas, the Applicant should confirm with relevant departments such as the Buildings Department and the Lands Department (LandsD) in writing that the above proposed arrangement of the setback areas will be enforceable. The Planning Department (PlanD) and LandsD shall duly consider suitable measures and / or impose suitable enforceable conditions to ensure that the above provision proposed by the Applicant can be executed / implemented after the approval of the planning application.</p> <p><u>Proposed New Pedestrian Connection</u></p> <p>7. The Applicant proposed a new pedestrian connection (3.3m wide staircase and disabled lift) between G/F and 1/F within the Application Site connecting Wa On Lane Sitting-out Area, which</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

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<p>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. The Applicant proposed in R-to-C Table including the public access and the opening hours into the Deed of Mutual Covenant of the future residential development. PlanD and LandsD shall duly consider suitable measures and / or impose suitable enforceable conditions to ensure that the above provision of pedestrian connection proposed by the Applicant can be executed / implemented after the approval of the planning application. In view of the interface between the new pedestrian connection and Wa On Lane Sitting-out Area, relevant department(s) including LCSD should be consulted about the Applicant’s proposal to ascertain its feasibility.</p>	
<p><u>Comments from Leisure and Cultural Services Department:</u> (Contact Person: N/A; Tel: N/A)</p> <p>The applicant’s proposal for connecting our Wa On Lane Sitting-out Area to their proposed development requires removal of our existing trees and demolition of our existing park facilities.</p> <p>However, despite our repeated request for details impacts on our Wa On Lane Sitting-out Area and the corresponding compensatory plan, no concrete information was received by LCSD up to date. Thus, LCSD is not able to support the application.</p>	<p>With reference to the site meeting and ongoing liaison with LCSD, a Sitting Out Area Reprovision Plan is attached in <i>Appendix II</i> for your consideration. All affected planters and vegetation will be compensated within Wa On Lane Sitting-out Area to the satisfaction to LCSD.</p>

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Consolidated by: **KTA Planning Limited**

Date: **9 July 2024**

List of Appendices

- Appendix I Site Constraint due to the Existing Stonewall
- Appendix II Sitting Out Area Reprovision Plan and Sitting Out Area Demolition Plan