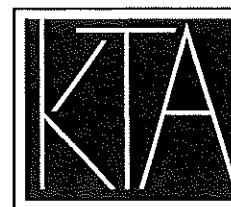


By Email

Our Ref: S3095/152_WELL/23/013Lg

9 October 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

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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. 8**

Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board ("TPB") on 28 December 2023, Further Information ("F.I.") No. 6 submitted to TPB on 9 September 2024 and comments from the Transport Department received on 30 September 2024.

In the Metro Planning Committee ("MPC") held on 23 April 2010, the Planning Department ("PlanD") presented an array of proposed amendments to the Draft Sai Ying Pun & Sheung Wan Outline Zoning Plan No. S/H3/23. Out of the five sub-areas within the planning scheme area, PlanD mentioned that the SOHO district and its immediate adjoining area was in human-scale and street-level atmosphere which caused "*this sub-area a place of character and attraction*"¹. PlanD therefore suggested to preserve the character of this sub-area by promulgating the following planning objective:

"The planning objective was to maintain this area as a pedestrian oriented area and vehicular traffic should be discouraged."²

In addition, PlanD also emphasized on the narrow and sub-standard streets and footpaths in the SOHO area. They envisaged to widen the footpath, therefore stipulated a setback requirement to create "*a minimum 2.5m wide footpath fronting Wellington Street*". However, at the same time, PlanD tried to maintain the width of the vehicular carriageway:

"A carriage way width of 5.5m could allow one lane traffic flow with roadside loading/unloading activities. This would help preserve the character of the local roads and at the same time discourage higher speed vehicular traffic."³

¹ Para. 4(f)(v) of the Minutes of 417th Meeting of the Metro Planning Committee on 23 April 2010

² Ditto

³ Para. 4(ff) of the Minutes of 417th Meeting of the Metro Planning Committee on 23 April 2010





To implement the above, *"the Transport Department advised that on-site car parking and loading/unloading requirements could be waived for sites smaller than 900m² in the area"*⁴. These had then been translated into a paragraph in the Explanatory Statement ("ES") attached to the Draft Sai Ying Pun & Sheung Wan Outline Zoning Plan No. S/H3/24:

*"In view of the character of the SOHO and its immediate adjoining area (Plan 1) and the existing **narrow streets and footpaths** there causing vehicular/pedestrian conflicts, development/redevelopment in the area are to be kept as low as possible and **vehicular traffic should be minimized**. Given the improved accessibility offered by the Central-Mid levels Escalator, close proximity of the area to the MTR station and the availability of various kinds of public transport facilities, the planning objective is to **maintain this area as a pedestrian oriented area and vehicular traffic should be discouraged**. For sites smaller than 900m² in the area, on-site car parking and loading/unloading requirements will be waived and the building height restriction is more stringent."*⁵

This paragraph has been included in the ES of the Draft Sai Ying Pun & Sheung Wan Outline Zoning Plan No. S/H3/24 till now. The exact same wordings can be found in para. 8.1.6 of the ES attached to the prevailing Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan No. S/H3/34.

The existing condition of this section of Wellington Street remains largely the same; in particular, the human-scale and street-level atmosphere persist. Commercial activities take place everyday. In other words, loading and unloading activities take place on Wellington Street everyday. No major conflict arouses since the *"width of 5.5m could allow one lane traffic flow with roadside loading/unloading activities"*⁶. As observed by our Traffic Consultant, loading/unloading activity is infrequent, only a few loading/unloading take place during lunch and pm peak hours. The narrow footpath creates slightly more conflicts than the vehicular traffic.

The Applicant has considered all the above when they devise the Proposed Development Scheme. A 2m setback along Wellington Street has been allowed in accordance with the setback requirement such that the footpath would be widened from about 1.5m to about 3.5m. Moreover, they perceive that the Site meets the site area requirement thereby on-site car parking and loading/unloading requirements can be waived in accordance with para. 8.1.6 of the ES. Loading/unloading activities of the Proposed Development would be carried out on-street, as per the existing condition.

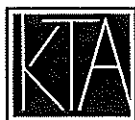
Lastly, please be kindly reminded that the loading/unloading demand for the proposed composite residential and retail development under this application would be lower than that for commercial development to be developed as-of-right. Please refer to F.I. No. 6 for the comparison of loading/unloading requirements between the Approved Commercial Scheme and the Proposed Development Scheme.

⁴ Para. 4(aa) of the Minutes of 417th Meeting of the Metro Planning Committee on 23 April 2010

⁵ Para. 8.1.6 of the Explanatory Statement attached to the Draft Sai Ying Pun & Sheung Wan Outline Zoning Plan No. S/H3/24

⁶ Para. 4(ff) of the Minutes of 417th Meeting of the Metro Planning Committee on 23 April 2010

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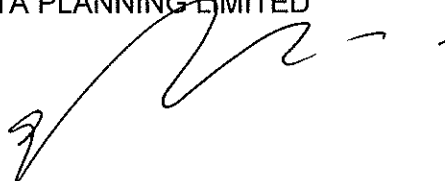


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Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or the undersigned at [REDACTED]

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED


Gladys Ng

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

KT/GN/wy