

**Replacement Page of the
Supporting Planning Statement**

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

12/2030

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行人車通道安排

<p>Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？</p>	<p>Yes 是 No 否</p>	<p><input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))</p> <p>Wellington Street</p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p> <p><input type="checkbox"/></p>
<p>Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？</p>	<p>Yes 是 No 否</p>	<p><input type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <p>Private Car Parking Spaces 私家車車位 _____</p> <p>Motorcycle Parking Spaces 電單車車位 _____</p> <p>Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____</p> <p>Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____</p> <p>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____</p> <p>Others (Please Specify) 其他 (請列明) _____</p> <p>_____</p> <p>_____</p> <p><input checked="" type="checkbox"/></p>
<p>Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？</p>	<p>Yes 是 No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示)</p> <p>Taxi Spaces 的士車位 _____</p> <p>Coach Spaces 旅遊巴車位 _____</p> <p>Light Goods Vehicle Spaces 輕型貨車車位 _____ 1*</p> <p>Medium Goods Vehicle Spaces 中型貨車車位 _____</p> <p>Heavy Goods Vehicle Spaces 重型貨車車位 _____</p> <p>Others (Please Specify) 其他 (請列明) _____</p> <p>* The Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached to the prevailing Approved OZP No. S/H3/34. Should it so be required by TPB that an approval condition will be imposed, the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. a loading/unloading bay to be facilitated by a turntable) at G/F.</p>

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____	Nil
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位/停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位	1* 1*

* The Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached to the prevailing Approved OZP No. S/H3/34. Should it so be required by TPB that an approval condition will be imposed, the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. a loading/unloading bay to be facilitated by a turntable) at G/F.

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	<u>Chinese</u> 中文	<u>English</u> 英文
* The Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached to the prevailing Approved OZP No. S/H3/34. Should it so be required by TPB that an approval condition will be imposed, the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. a loading/unloading bay to be facilitated by a turntable) at G/F.		
Plans and Drawing		
Master layout plan(s) 樓宇位	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖/園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Location Plan		
<hr/>		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及/或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<hr/>		
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		

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Application Form**

potential including optimising the use of “Green Belt” areas, pursue mixed development under the “single site, multiple use” model and etc..

Explanatory Statement attached to the Approved OZP

2.7.3 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”†. 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.”‡

2.7.4 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.”§

2.7.5 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”**. 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

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

‡ Ditto

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

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

than 900m² in the area, on-site car parking and loading/unloading requirements will be waived and the building height restriction is more stringent.”††

2.7.6 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.

2.8 Planning History

Stage II Study on Review of Metroplan

- 2.8.1 The Stage II Study on Review of Metroplan (“Metroplan Review”) was commissioned by Planning Department in March 1999. It presented a land use-transport-environmental planning framework for the Metro Area, covering Hong Kong Island, Kowloon and Tsuen Wan/Kwai Tsing, up to the year 2011. The main objective of the Stage II Review was to re-examine the land use-transport-environmental planning framework established in the 1991 Metroplan in the light of the changed circumstances and the findings and suggestions recommended in the Stage I Study and to consider what modifications should be made to the 1991 Metroplan. One of the many policies recommended by the Metroplan Review was to change “Commercial/Residential” (“C/R”) zone to “C”, “Residential” or other uses such as a new mixed use zone.
- 2.8.2 As a result of the Stage II Study on Review of Metroplan and the subsequent land use review of the “C/R” sites on the Sai Yin Pun & Sheung Wan OZP, Draft Sai Yin Pun & Sheung Wan OZP No. S/H3/24 was gazetted on 7 May 2010 and rezoned the “C/R” zone near the Site into either “C” or “Residential (Group A)” zones (**Figure 2.6** refers).

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

3 PROPOSED DEVELOPMENT SCHEME

3.1 The Development Scheme

3.1.1 Schematic drawings for the Proposed Development are presented in *Appendix I* of this Supporting Planning Statement, whilst Landscape Master Plan is presented in **Figure 3.1**. The Site of an area of 614.8m² (approx.) yields a domestic and non-domestic GFA of approx. 5,569.2m² and approx. 826.2m² respectively. The Proposed Development comprises one single block with a total of 30 storeys with a building height of about 119.9mPD. Retail/F&B components will be located at G/F, M/F and 1/F fronting onto both Wellington Street and Aberdeen Street, whilst the residential portion will be located atop. There will be 27 domestic floors, providing about 175 residential units with an average unit size of about 31.8sq.m.

3.1.2 The Applicant proposes that there will not be car parking spaces and Loading/Unloading facilities within the Proposed Development since the Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached to the prevailing Approved OZP No. S/H3/34. Should a loading/unloading facility so be required by TPB that an approval condition will be imposed, the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. 1 loading/unloading bay to be facilitated by a turntable) at G/F. The residential lobby will be placed at G/F and front onto Wellington Street, which will be completely separated from the commercial portion of the Proposed Development. It is anticipated that the Proposed Residential Development would be completed by 2030. **Table 3.1** below summarises the key development data.

Table 3.1 Technical Schedule

Overall Development			
Application Site Area	614.8m ²		
	Domestic	Non-Domestic	Total
GFA (about)	5,569.2m ²	826.2m ²	6,395.4m ²
Plot Ratio (about)	9.06	1.34	10.40
Site Coverage	Not more than 40% (above 15m) About 85% (under 15m)		
Building Height	119.9mPD		
No. of Storeys	30		
No. of Units	175		
Average Flat Size	31.8m ²		
Estimated Population	368 persons		
Internal Transport Facility*			
Loading/Unloading Bay	1*		

* The Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached

to the prevailing Approved OZP No. S/H3/34. Should it so be required by TPB that an approval condition will be imposed, the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. a loading/unloading bay to be facilitated by a turntable) at G/F.

- 3.1.3 Communal open spaces and private recreation facilities (in the form of residential clubhouse) will be provided on 2/F. The total are of the communal open space would be about 368.5sqm.

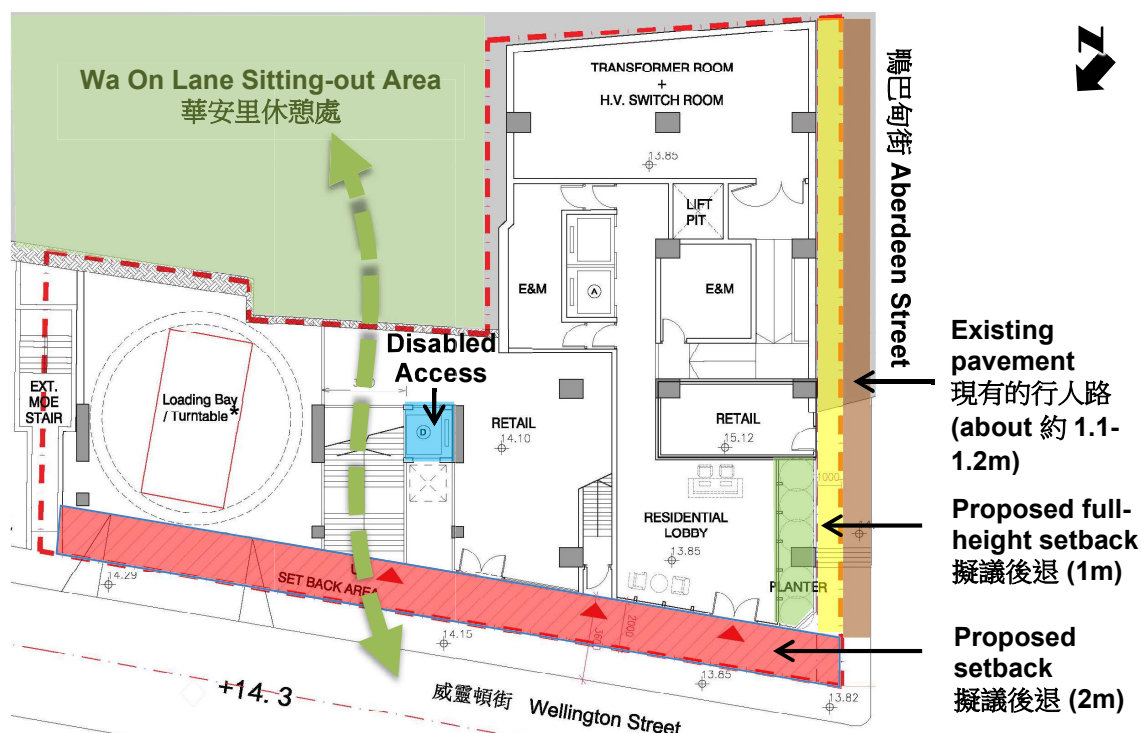
3.2 Design Merits

Improvements to Pedestrian Zone (Figure 3.2 refers)

3.2.1 Providing retail shops/eating places on G/F, M/F and 1/F would sustain the commercial street frontage found on Wellington Street and Aberdeen Street in Sheung Wan. In addition to the full-height setback of 2m along Wellington Road (which falls within an area shown as 'Road'), the Proposed Development will also setback 1m away from the lot boundary along Aberdeen Street to widen the pavements.

Energising and Improving Accessibility of Wa On Lane Sitting-out Area (Figure 3.2 refers)

3.2.2 The Proposed Development will provide a prominent access to Wa On Lane Sitting-out Area with disabled access. The landing level of 1/F is also being designed to have direct access to the sitting-out area, so that the commercial activities within the Proposed Development would help to bring life to the open space and provide natural surveillance.



*The Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached to the prevailing Approved OZP No. S/H3/34. Should it so be required by TPB that an approval condition will be imposed, the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. a loading/unloading bay to be facilitated by a turntable) at G/F.

Figure 3.2 Illustration of Design Merits (1)

Creating a Wide Building Separation (Figure 3.3 refers)

3.2.3 The residential tower is proposed to be placed in parallel to Aberdeen Street. This will create an about 15m building separation between the adjoining building on Wellington Street. Commercial portion of the Proposed Development only contains two levels (plus a mezzanine floor accessible from Aberdeen Street due to the level difference of the Site) and the communal open space is located atop at the podium level. The height of this portion of the Proposed Development will be significantly lower than the adjoining building. All these allow air and sunlight to penetrate to and from Wa On Lane Sitting-out Area and reduce the canyon effect on Wellington Street at the same time.

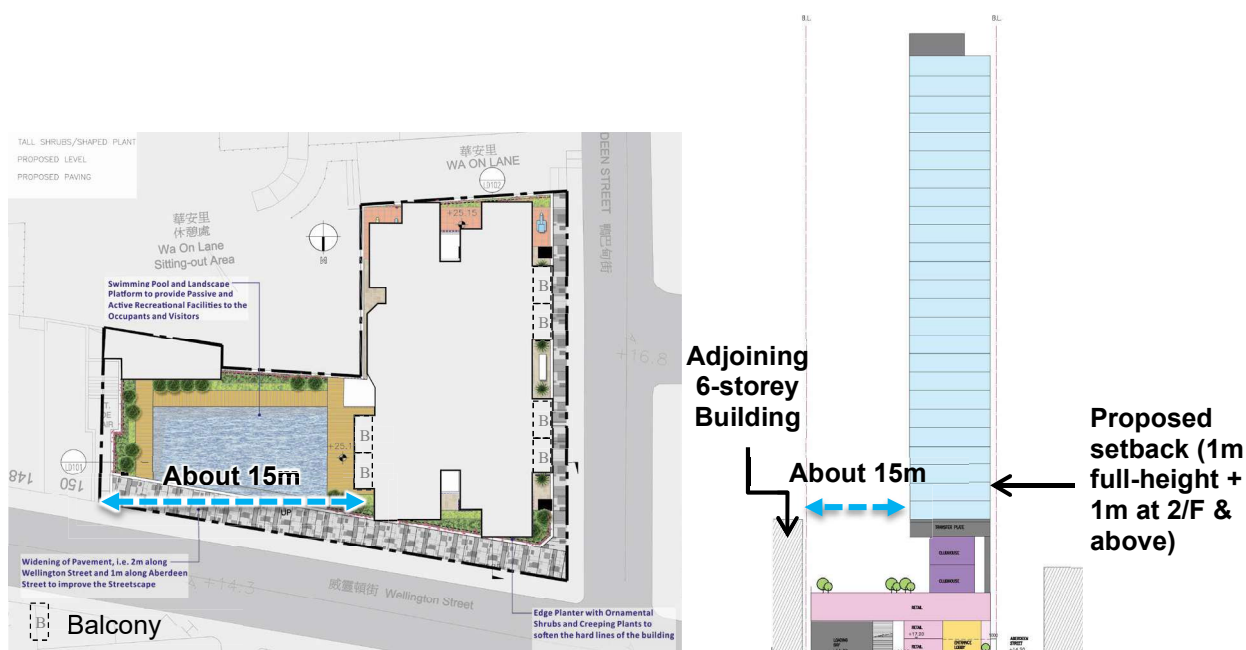


Figure 3.3 Illustration of Design Merits (2)

Main Façade of the Residential Tower Sets Back from Aberdeen Street (Figure 3.4 refers)

3.2.4 The main façade of the residential tower sets back about 2m away from the lot boundary. This will help to reduce the canyon effect on Aberdeen Street.



Figure 3.4 Illustration of Design Merits (3)

3.3 Landscape Proposal

3.3.1 The aim of the Landscape Proposal in *Appendix II* is to respond to site conditions, building form and function and to provide a quality landscape scheme. The main factors to be taken into consideration are as follows:

- Response to the site context, both in terms of landscape character and visual amenity;
- Response to the proposed building and its architectural style;
- Creation of a green and sustainable setting by maximising the opportunity for soft landscape; and
- Establish pleasant landscape areas that meet the varying needs of users.

3.3.2 The Proposed Development provides landscaping at multi-levels. There will be a planter at the corner of Wellington Street and Aberdeen Street to improve street amenity. There will also be edge planters on 2/F.

3.3.3 Since the Site is directly abutting Wa On Sitting-out Area, 4 nos. of trees which are located at the boundary will be affected. The Application will further liaise with the Leisure and Cultural Services Department for the compensation and necessary enhancement to the sitting-out area.

3.4 Access Arrangement and Transportation Provisions

3.4.1 There will be no car parking within the Proposed Development.

3.4.2 Despite the fact that the Explanatory Statement attached to the prevailing Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan No. S/H3/34 states that “[f]or sites smaller than 900m² in the area [i.e. the SOHO and its immediate adjoining area], on-site car parking and loading/unloading requirements will be waived”; should it so be required by TPB, that an approval condition will be imposed such that the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. a loading/unloading bay to be facilitated by a turntable) at G/F.

3.4.3 Moreover, access to both road-based and rail-based public transport services is convenient. Numerous franchised bus and tram routes operate along Queen’s Road Central and Des Voeux Road Central, which are within walking distance from the Site. MTR Sheung Wan Station and Central Station are located about 200m and 500m away from the Site.

3.5 Environmental Considerations

3.5.1 The potential environmental impact associated with the Proposed Development including traffic and industrial noise and air quality have been carefully assessed.

- 4.3.5 The Proposed Development is going to provide a prominent access to Wa On Lane Sitting-out Area from Wellington Street, coupled with disabled access. Together with the shops and/or eating place on 1/F, more people will be attracted to visit and enjoy Wa On Lane Sitting-out Area.

Providing a Wide Building Separation

- 4.3.6 Only because of the success in site amalgamation, the proposed building can align with Aberdeen Street (with setbacks as mentioned above) and create an about 15m building separation with the adjoining building on Wellington Street. Not least, the Proposed Development Scheme tries to minimise the height of the podium so that air and sunlight can penetrate to and from Wa On Lane Sitting-out Area and reduce the canyon effect on Wellington Street at the same time.



Figure 4.2 Perspective Drawings (for illustration only)



Figure 4.2 (Con't) Perspective Drawings (for illustration only)

4.4 Mixed Use Development is RECOGNISED by the Town Planning Board

4.4.1 The 'mixed-use' concept is well recognised by both the Planning Department as well as the Town Planning Board ("TPB") as it is advantageous to the area.

4.4.2 According to the Town Planning Board Guidelines for Designation of "Other Specified Uses" annotated "Mixed Use" ("OU(MU)") Zone and Application For Development within "OU(MU)" Zone Under Section 16 of the Town Planning Ordinance (TPB PG-No. 42; the "Guideline"), *"the Town Planning Board recognises that there are merits in functionally and physically integrating different types of compatible uses within a building or over a spatial area, in particular when it helps create vitality and diversity in an area."*

4.4.3 The distribution of retail and residential uses within the Proposed Development will offer the same effect, with active street frontage to sustain the existing character.

**Replacement Page of the
Traffic Impact Assessment**

Proposed Setback for Local Footpath Widening of Aberdeen Street

- 2.3.3 The existing footpath on Aberdeen Street abutting the Application Site is narrow (about 1.1 – 1.2m wide). To enhance the pedestrian condition, development setback of 1.0m abutting Aberdeen Street is proposed to widen the footpath to about 2.1 - 2.2m wide for 24-hour public passage, as shown in **Figure 2.1**.

Proposed Pedestrian Connection within Site (connecting Wellington Street and Wa On Lane Sitting-out Area)

- 2.3.4 As shown in **Figure 2.1**, a new 24-hour pedestrian connection with staircase and lift for barrier free access (between G/F and 1/F) within Application Site is proposed to connect between Wellington Street and Wa On Lane Sitting-out Area to enhance the local pedestrian connectivity.
- 2.3.5 The proposed pedestrian connection provides an alternative safe, wider and convenient pedestrian route, which allow bypass pedestrians to walk between Aberdeen Street and Wellington Street via the sitting-out area any time as well (including day time and peak periods), as there is no gate for closing off of this sitting-out area.

2.4 Proposed Internal Transport Provision

- 2.4.1 The Application Site has very small site area of 612 m² only with irregular L-shaped footprint as shown in **Figures 2.1 – 2.3**. With reference to the explanatory statement for small commercial site in the Outline Zoning Plan (OZP), good accessibility to public transport facilities and site constraint with details as below, nil parking and loading / unloading provision is proposed for the proposed redevelopment.

Waived Internal Transport Facilities as per OZP

- 2.4.2 In the Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan (OZP) No. S/H3/34, the Application Site is located within “Commercial” zone in the “SOHO and its Immediate Adjoining Area” as defined by Planning Department. The extract of site plan for SOHO and the explanatory statement for Commercial Zone is attached in **Appendix A**.
- 2.4.3 Based on clause 8.1.6 in the explanatory statement of the OZP as extracted below, parking and loading/unloading provision for redevelopments at sites smaller than 900 m² within the SOHO and its immediate adjoining area can be waived.

“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 900 m² in the area on-site car parking and loading/unloading requirements will be waived and the building height restriction is more stringent.”

Well Coverage of Public Transport Services

- 2.4.4 The Application Site is easily accessible by both Sheung Wan and Central MTR Stations (within 200m and 500m walking distance respectively). In addition, the Application Site is also well served by road based public transport (Franchised Bus and GMB) along Queen’s Road Central and Des Voeux Road Central. Details of the road based public transport services will be discussed in **Section 3.2**.

Proposed Loading / Unloading Facility

- 2.4.5 Despite the Subject Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached to the prevailing Draft OZP as mentioned above, the available footprint at G/F of Subject Site is also reduced with the proposed setback for footpath widening of Wellington Street and Aberdeen Street, as well as proposed provision of pedestrian connection between Wellington Street and the LCSD Sitting-out area. Nevertheless, a

loading / unloading space for 7m LGV is proposed with turntable at G/F as shown **Figure 2.1**, to cater for the servicing demand. The summary of proposed internal loading / unloading provision is shown in **Table 2.2**.

Table 2.2 – Proposed Internal Loading / Unloading Facility

Use / GFA	HKPSG Standard	Proposed Provision *
Residential (175 units / single block)	Minimum of 1 loading/unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block	1 Loading / Unloading Bay for 7m LGV (with turntable)
Retail (826.2m ² GFA)	1 loading/unloading bay for goods vehicles for every 800 to 1200 sqm, GFA	

Remarks: (*) The Subject Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached to the prevailing Draft OZP No. S/H3/34. Should it so be required by TPB that an approval condition will be imposed, the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. a loading/unloading bay to be facilitated by a turntable) at G/F.

Vehicular Access

2.4.6 The proposed vehicular access is located at the farthest location from the priority junction of Wellington Street / Aberdeen Street as shown in Figure 2.1. Swept path analysis as shown in Appendix B has demonstrated that the road marking of existing PLB Terminus would be slightly overlapped by the egress swept path of 7m LGV. It is proposed to slightly shift westwards or reduce the length of PLB terminus road marking to avoid overlapping, subject to further consultation with TD and PLB trade at later stage.

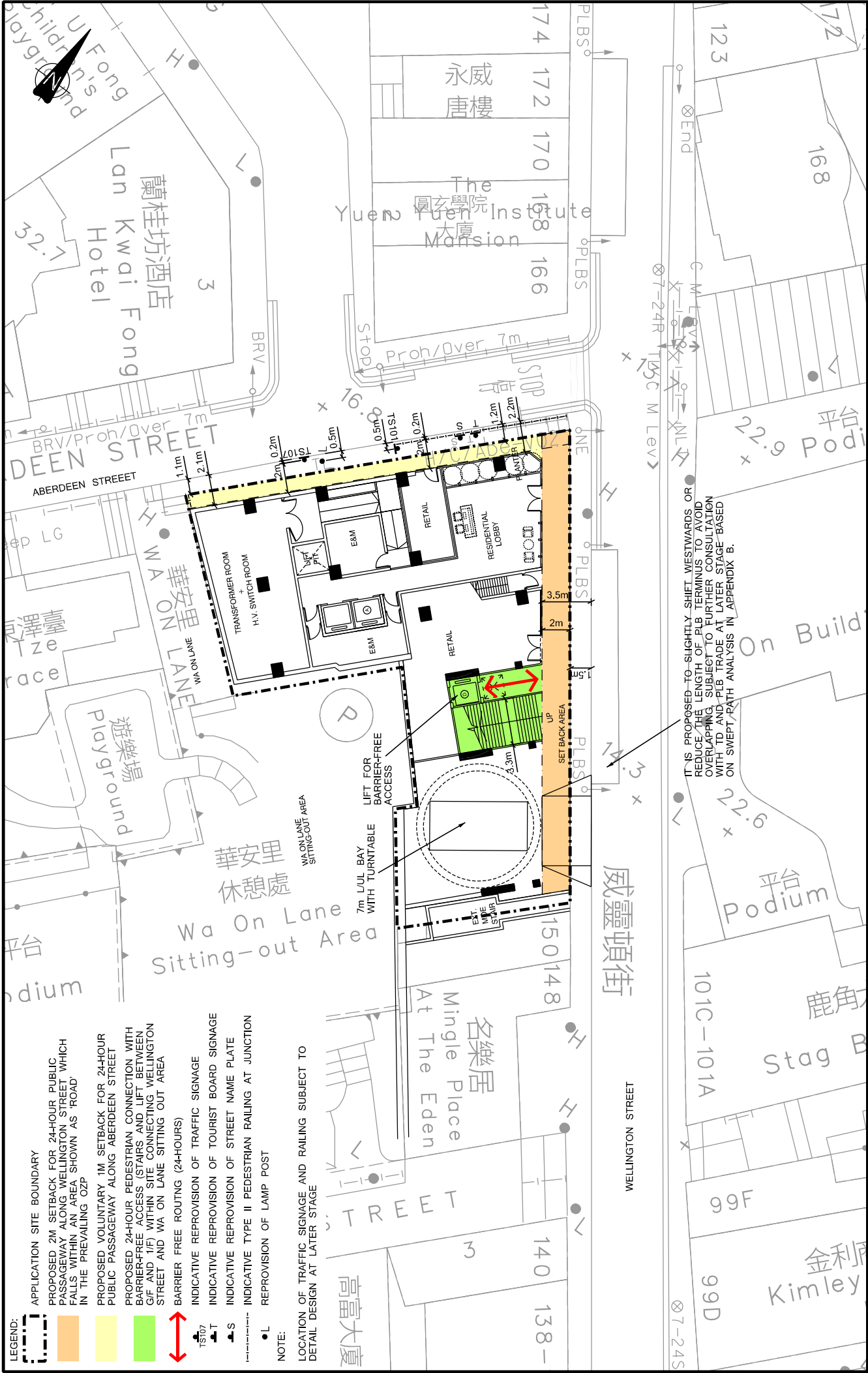
7. SUMMARY AND CONCLUSION

7.1 Summary

- 7.1.1 The Application Site is located at 152-164 Wellington Street in Central and is a corner lot of Wellington St and Aberdeen Street. The Application Site has small site area of 612 m² only with irregular “L” shape footprint, and is zoned as “Commercial” (C) in accordance with the Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan (OZP) No. S/H3/34 for Hong Kong.
- 7.1.2 The Application Site is proposed to be redeveloped into a composite building for residential and commercial uses. Footpath enhancement schemes at Wellington Street and Aberdeen Street with local footpath widening abutting the Application Site by setback of development are proposed.
- 7.1.3 The Application Site is located within “Commercial” zone in the “SOHO and its Immediate Adjoining Area” as defined by Planning Department. Based on the explanatory statement for Commercial Zone of the OZP, with good accessibility for walk and well served by public transport facilities, parking and loading/unloading provision at a site smaller than 900 m² can be waived. Nevertheless, one loading / unloading bay with turntable is proposed within the Application Site to cater for the servicing demand.
- 7.1.4 To appreciate the existing traffic and pedestrian conditions, manual traffic and pedestrian count surveys were conducted on typical weekdays in September 2023 within the local study area.
- 7.1.5 The operational performance of identified junctions and pedestrian facility assessments (with proposed footpath enhancement schemes) in Design Year 2033 showed the proposed redevelopment at the Application Site have no adverse traffic impact to the adjacent road network and nearby pedestrian facilities.

7.2 Conclusion

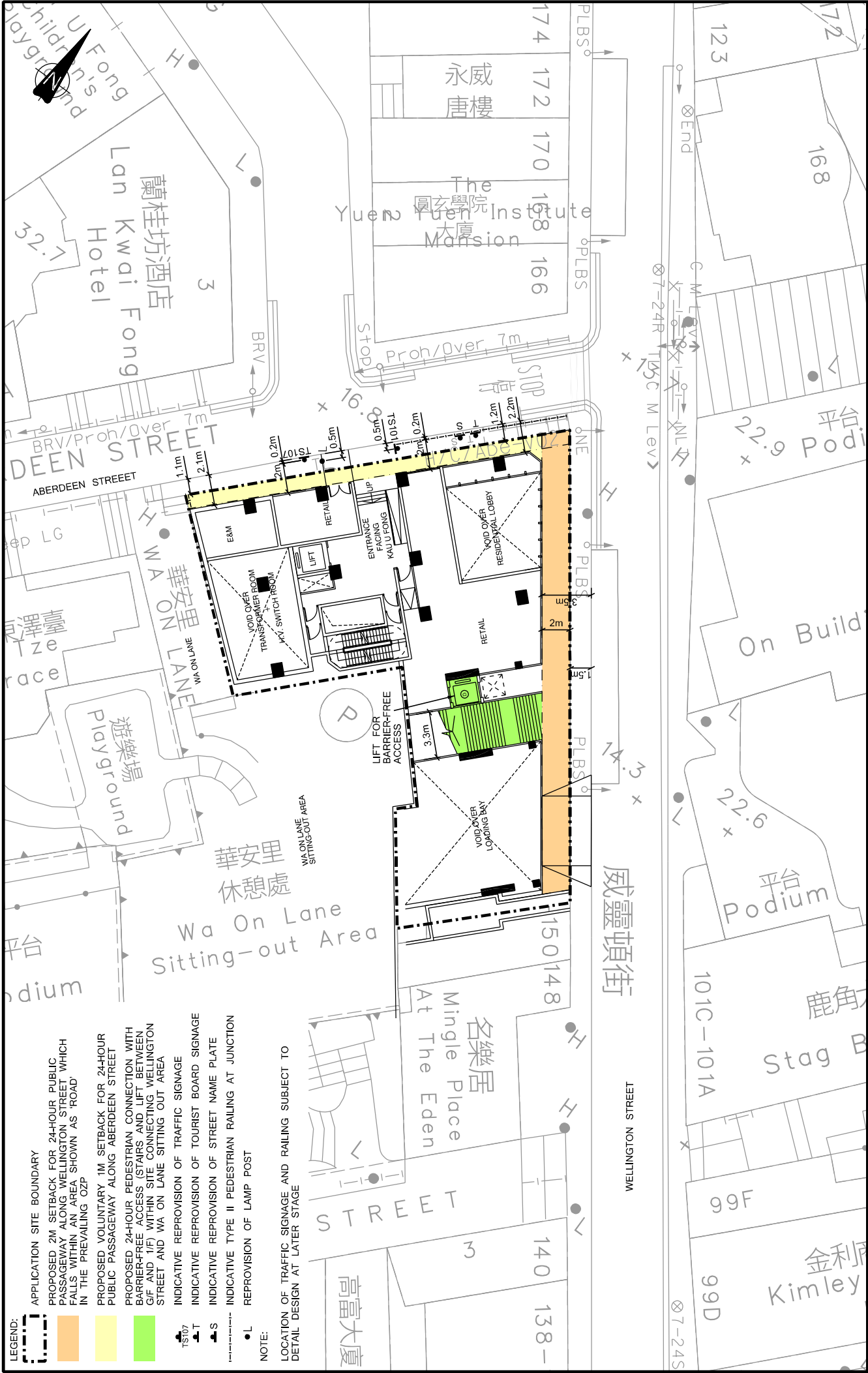
- 7.2.1 In conclusion, the TIA demonstrates that the vehicular and pedestrian traffic impact to the surrounding road and pedestrian network due to the proposed redevelopment at the Application Site are acceptable from traffic engineering point of view.



- LEGEND:**
- APPLICATION SITE BOUNDARY
 - PROPOSED 2M SETBACK FOR 24-HOUR PUBLIC PASSAGEWAY ALONG WELLINGTON STREET WHICH FALLS WITHIN AN AREA SHOWN AS 'ROAD' IN THE PREVAILING OZP
 - PROPOSED VOLUNTARY 1M SETBACK FOR 24-HOUR PUBLIC PASSAGEWAY ALONG ABERDEEN STREET
 - PROPOSED 24-HOUR PEDESTRIAN CONNECTION WITH BARRIER-FREE ACCESS (STAIRS AND LIFT BETWEEN G/F AND 1/F) WITHIN SITE CONNECTING WELLINGTON STREET AND WA ON LANE SITTING OUT AREA
 - BARRIER FREE ROUTING (24-HOURS)
 - INDICATIVE REPROVISION OF TRAFFIC SIGNAGE
 - INDICATIVE REPROVISION OF TOURIST BOARD SIGNAGE
 - INDICATIVE REPROVISION OF STREET NAME PLATE
 - INDICATIVE TYPE II PEDESTRIAN RAILING AT JUNCTION
 - REPROVISION OF LAMP POST
- NOTE:**
- LOCATION OF TRAFFIC SIGNAGE AND RAILING SUBJECT TO DETAIL DESIGN AT LATER STAGE

IT IS PROPOSED TO SLIGHTLY SHIFT WESTWARDS OR REDUCE THE LENGTH OF PLB TERMINUS TO AVOID OVERLAPPING. SUBJECT TO FURTHER CONSULTATION WITH TD AND PLB TRADE AT LATER STAGE-BASED ON SWEEP/RATH ANALYSIS IN APPENDIX B.

Project Title		SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL / COMMERCIAL DEVELOPMENT AT 152-164 WELLINGTON STREET, CENTRAL	
Rev.	Description	Checked	Date
B	RESPONSE TO TD'S COMMENT	KFM	08NOV24
A	RESPONSE TO TD'S COMMENT	KFM	01MAR24
Project Title		SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL / COMMERCIAL DEVELOPMENT AT 152-164 WELLINGTON STREET, CENTRAL	
Drawing Title		MASTER LAYOUT PLAN (GROUND FLOOR)	
Designed	YAM	Checked	KFM
Scale	1:250(A3)	Date	DEC 2023
Drawing No.	2-1	Rev.	B



- LEGEND:**
- APPLICATION SITE BOUNDARY
 - PROPOSED 2M SETBACK FOR 24-HOUR PUBLIC PASSAGEWAY ALONG WELLINGTON STREET WHICH FALLS WITHIN AN AREA SHOWN AS 'ROAD' IN THE PREVAILING OZP
 - PROPOSED VOLUNTARY 1M SETBACK FOR 24-HOUR PUBLIC PASSAGEWAY ALONG ABERDEEN STREET
 - PROPOSED 24-HOUR PEDESTRIAN CONNECTION WITH BARRIER-FREE ACCESS (STAIRS AND LIFT BETWEEN G/F AND 1/F) WITHIN SITE CONNECTING WELLINGTON STREET AND WA ON LANE SITTING OUT AREA
 - INDICATIVE REPROVISION OF TRAFFIC SIGNAGE
 - INDICATIVE REPROVISION OF TOURIST BOARD SIGNAGE
 - INDICATIVE REPROVISION OF STREET NAME PLATE
 - INDICATIVE TYPE II PEDESTRIAN RAILING AT JUNCTION
 - REPROVISION OF LAMP POST
- NOTE:**
- LOCATION OF TRAFFIC SIGNAGE AND RAILING SUBJECT TO DETAIL DESIGN AT LATER STAGE

SYSTRFA
AWA

MASTER LAYOUT PLAN (MEZZANINE FLOOR)

Rev. A

2.2

2024

1:250(A3)

KFM

YAM

SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL / COMMERCIAL DEVELOPMENT AT 152-164 WELLINGTON STREET, CENTRAL - TRAFFIC IMPACT ASSESSMENT

Project Title	Date
SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL / COMMERCIAL DEVELOPMENT AT 152-164 WELLINGTON STREET, CENTRAL - TRAFFIC IMPACT ASSESSMENT	07NOV24

Rev.	Description	Checked	Date
A	RESPONSE TO TD'S COMMENT	KFM	07NOV24

MASTER LAYOUT PLAN (FIRST FLOOR)

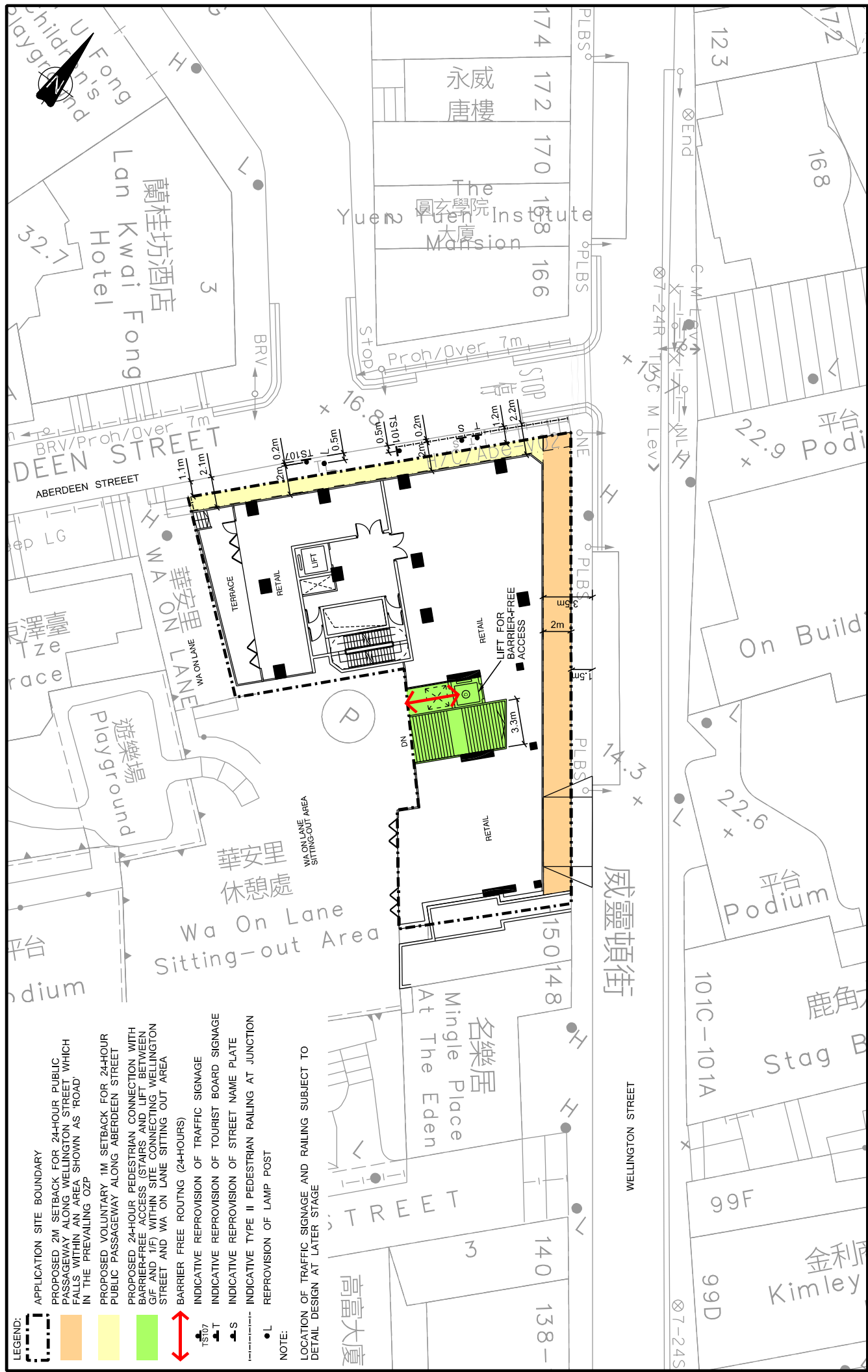
Rev.	A
Drawing No.	2.3
Date	MAR 2024
Scale	1:250(A3)
Checked	KFM
Designed	YAM

Drawing Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL / COMMERCIAL DEVELOPMENT AT 152-164 WELLINGTON STREET, CENTRAL - TRAFFIC IMPACT ASSESSMENT

Project Title

Rev.	Description	Checked	Date
A	RESPONSE TO TDS COMMENT	KFM	08NOV24



- LEGEND:**
- APPLICATION SITE BOUNDARY
 - PROPOSED 2M SETBACK FOR 24-HOUR PUBLIC PASSAGEWAY ALONG WELLINGTON STREET WHICH FALLS WITHIN AN AREA SHOWN AS 'ROAD' IN THE PREVAILING OZP
 - PROPOSED VOLUNTARY 1M SETBACK FOR 24-HOUR PUBLIC PASSAGEWAY ALONG ABERDEEN STREET
 - PROPOSED 24-HOUR PEDESTRIAN CONNECTION WITH BARRIER-FREE ACCESS (STAIRS AND LIFT BETWEEN G/F AND 1/F) WITHIN SITE CONNECTING WELLINGTON STREET AND WA ON LANE SITTING OUT AREA
 - BARRIER FREE ROUTING (24-HOURS)
 - INDICATIVE REPROVISION OF TRAFFIC SIGNAGE
 - INDICATIVE REPROVISION OF TOURIST BOARD SIGNAGE
 - INDICATIVE REPROVISION OF STREET NAME PLATE
 - INDICATIVE TYPE II PEDESTRIAN RAILING AT JUNCTION
 - REPROVISION OF LAMP POST
- NOTE:**
- LOCATION OF TRAFFIC SIGNAGE AND RAILING SUBJECT TO DETAIL DESIGN AT LATER STAGE

SIGHT LINE ANALYSIS (GROUND FLOOR)

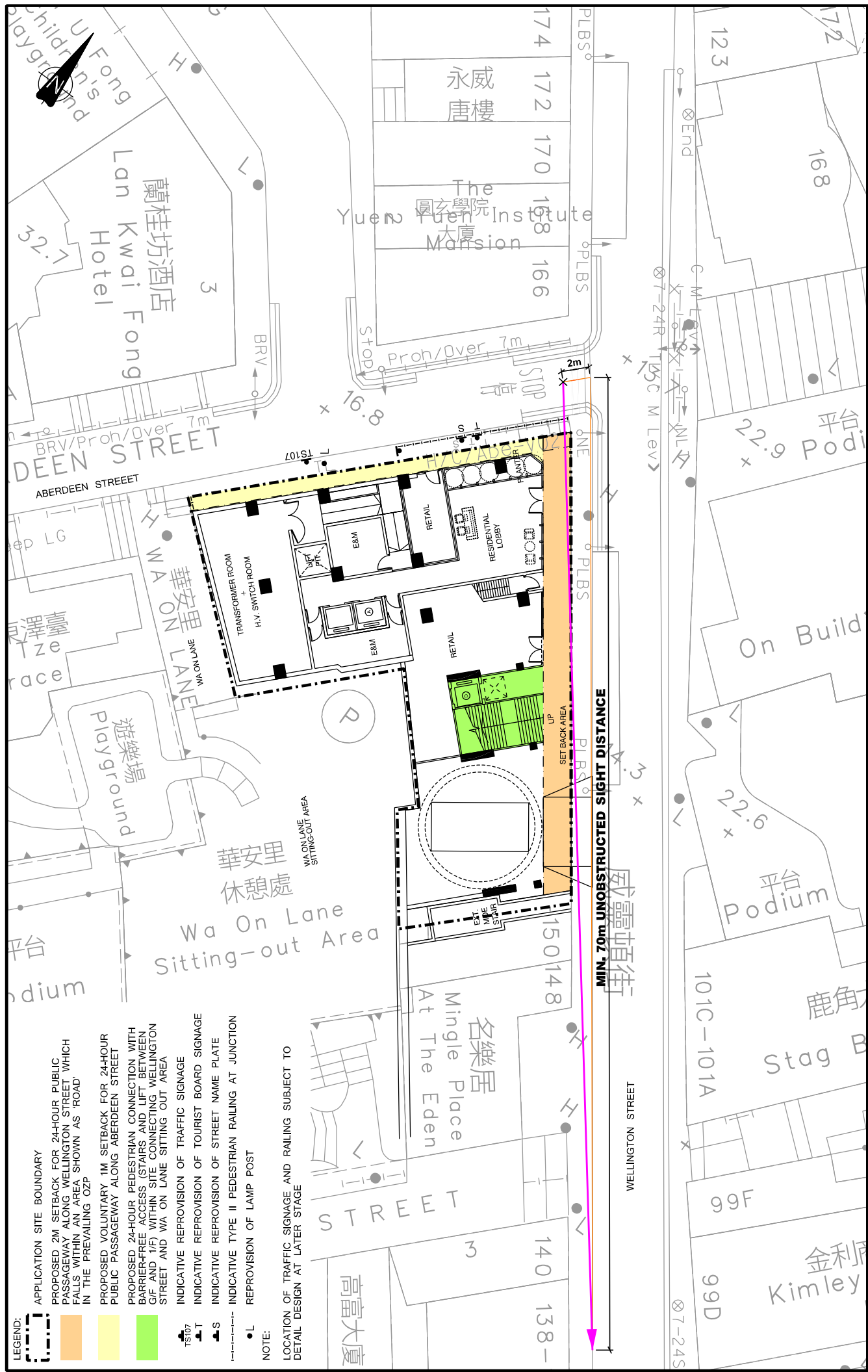
Designed	YAM	Checked	KFM	Scale	1:250(A3)	Date	MAR 2024	Drawing No.	2.4	Rev.	A
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Drawing Title

SECTION 16 PLANNING APPLICATION FOR
PROPOSED RESIDENTIAL / COMMERCIAL
DEVELOPMENT AT 152-164 WELLINGTON
STREET, CENTRAL
- TRAFFIC IMPACT ASSESSMENT

Project Title

Rev.	Description	Checked	Date
A	RESPONSE TO TDS COMMENT	KFM	08NOV24



- LEGEND:**
- APPLICATION SITE BOUNDARY
 - PROPOSED 2M SETBACK FOR 24-HOUR PUBLIC PASSAGEWAY ALONG WELLINGTON STREET WHICH FALLS WITHIN AN AREA SHOWN AS 'ROAD' IN THE PREVAILING OZP
 - PROPOSED VOLUNTARY 1M SETBACK FOR 24-HOUR PUBLIC PASSAGEWAY ALONG ABERDEEN STREET
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 - INDICATIVE REPROVISION OF STREET NAME PLATE
 - INDICATIVE TYPE II PEDESTRIAN RAILING AT JUNCTION
 - REPROVISION OF LAMP POST
- NOTE:**
- LOCATION OF TRAFFIC SIGNAGE AND RAILING SUBJECT TO DETAIL DESIGN AT LATER STAGE

MIN. 70m UNOBSTRUCTED SIGHT DISTANCE

**Replacement Page of the
Landscape Drawings**

PROJECT :
 PROPOSED RESIDENTIAL
 REDEVELOPMENT ON 152-164
 WELLINGTON STREET

DRAWING TITLE :
 LANDSCAPE MASTER PLAN
 (G/F)

PROJECT No. C2326

DRAWING No. LMP02

SCALE : 1:150

DATE OF ISSUE : SEP 2023

CAD FILENAME : C2326-LMP02

REV	DESCRIPTION	DATE
C	GENERAL AMENDMENT	08/11/24
B	GENERAL AMENDMENT	10/07/24
A	GENERAL AMENDMENT	01/03/24

DESIGN BY : TEL

DRAWN BY : CAD

CHECKED BY : TEL

APPROVED BY : TEL

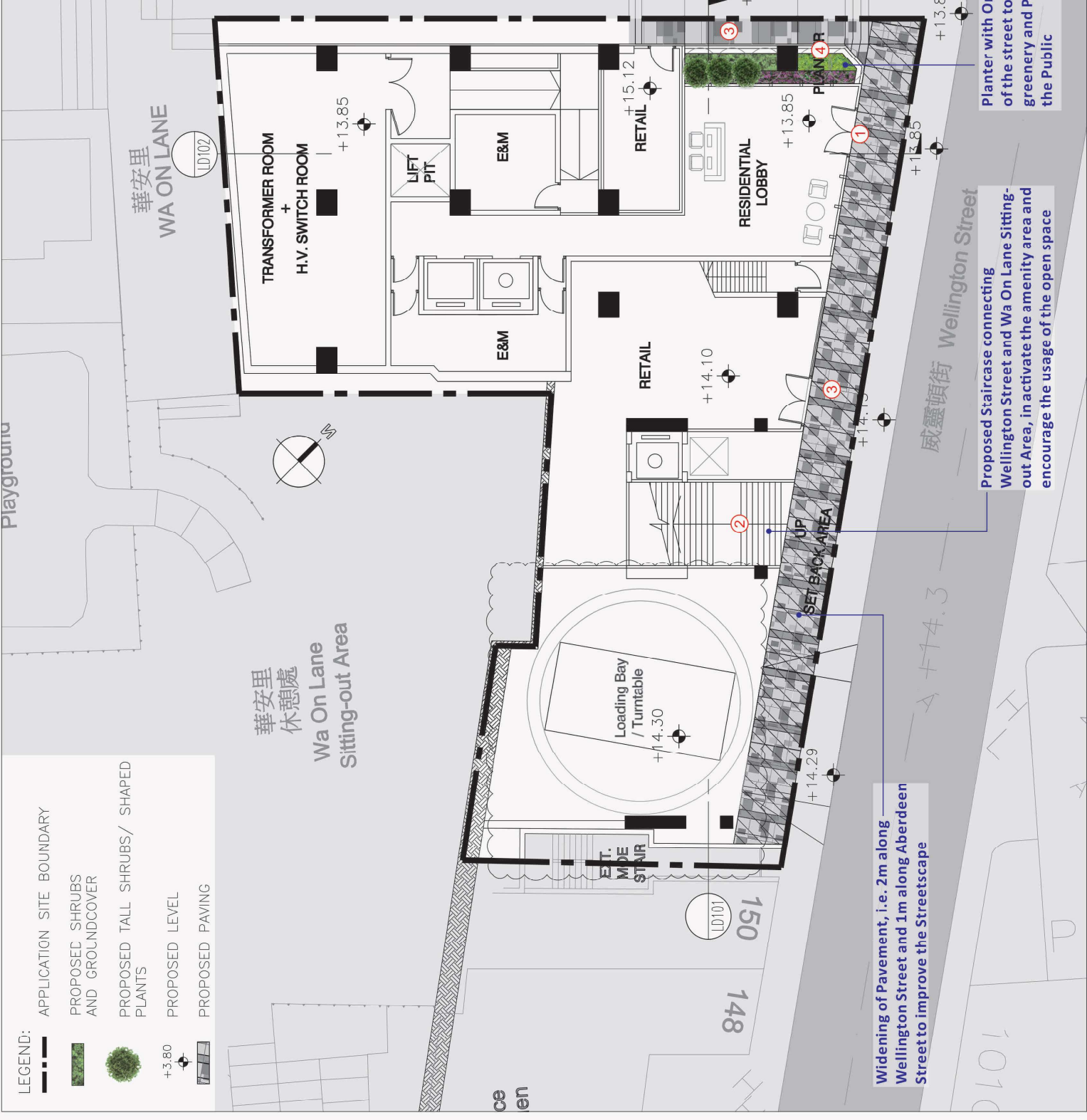
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Lan Des

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 5樓A177单元
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- KEY:
- ① Pedestrian Access
 - ② Proposed Staircase to Wa On Lane Sitting-out Area
 - ③ Setback Area for Widening of Pavement
 - ④ Planter with Seat Wall



- LEGEND:
- APPLICATION SITE BOUNDARY
 - PROPOSED SHRUBS AND GROUND COVER
 - PROPOSED TALL SHRUBS / SHAPED PLANTS
 - PROPOSED LEVEL
 - PROPOSED PAVING

Widening of Pavement, i.e. 2m along Wellington Street and 1m along Aberdeen Street to improve the Streetscape

Proposed Staircase connecting Wellington Street and Wa On Lane Sitting-out Area, in activate the amenity area and encourage the usage of the open space

Planter with Ornament Plants at junction of the street to improve the local greenery and Planter Seat Wall for use of the Public

PROJECT :
 PROPOSED RESIDENTIAL
 REDEVELOPMENT ON 152-164
 WELLINGTON STREET

DRAWING TITLE :
 LANDSCAPE MASTER PLAN
 (M/F)

PROJECT No. C2326

DRAWING No. LMP03

SCALE : 1:150

DATE OF ISSUE : SEP 2023

CAD FILENAME : C2326-LMP03

C	GENERAL AMENDMENT	08/11/24
B	GENERAL AMENDMENT	10/07/24
A	GENERAL AMENDMENT	01/03/24
REV	DESCRIPTION	DATE
DESIGN BY : TEL		
DRAWN BY : CAD		
CHECKED BY : TEL		
APPROVED BY : TEL		

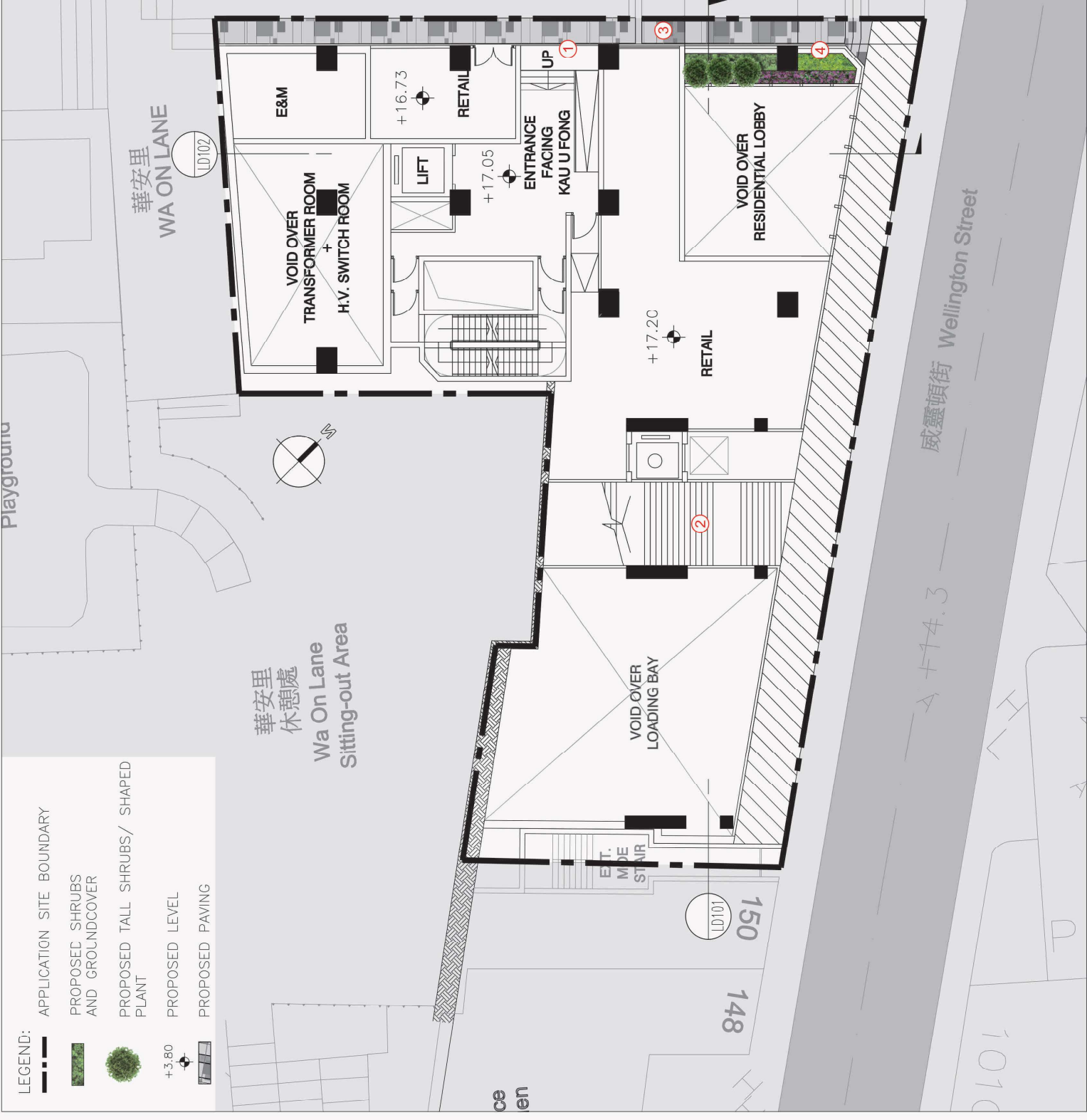
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 5樓A室
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 傳真: 2868 2223

- KEY:
- ① Pedestrian Access
 - ② Proposed Staircase to Wa On Lane Sitting-out Area
 - ③ Setback Area for Widening of Pavement
 - ④ Planter with Seat Wall



- LEGEND:
- APPLICATION SITE BOUNDARY
 - PROPOSED SHRUBS AND GROUNDCOVER
 - PROPOSED TALL SHRUBS/ SHAPED PLANT
 - PROPOSED LEVEL
 - PROPOSED PAVING

PROJECT :
 PROPOSED RESIDENTIAL
 REDEVELOPMENT ON 152-164
 WELLINGTON STREET

DRAWING TITLE :
 LANDSCAPE MASTER PLAN
 (1/F)

PROJECT No. : C2326
 DRAWING No. : LMP04
 SCALE : 1:150
 DATE OF ISSUE : SEP 2023
 CAD FILENAME : C2326-LMP04

B	GENERAL AMENDMENT	08/11/24
A	GENERAL AMENDMENT	01/03/24
REV	DESCRIPTION	DATE
DESIGN BY : TEL		
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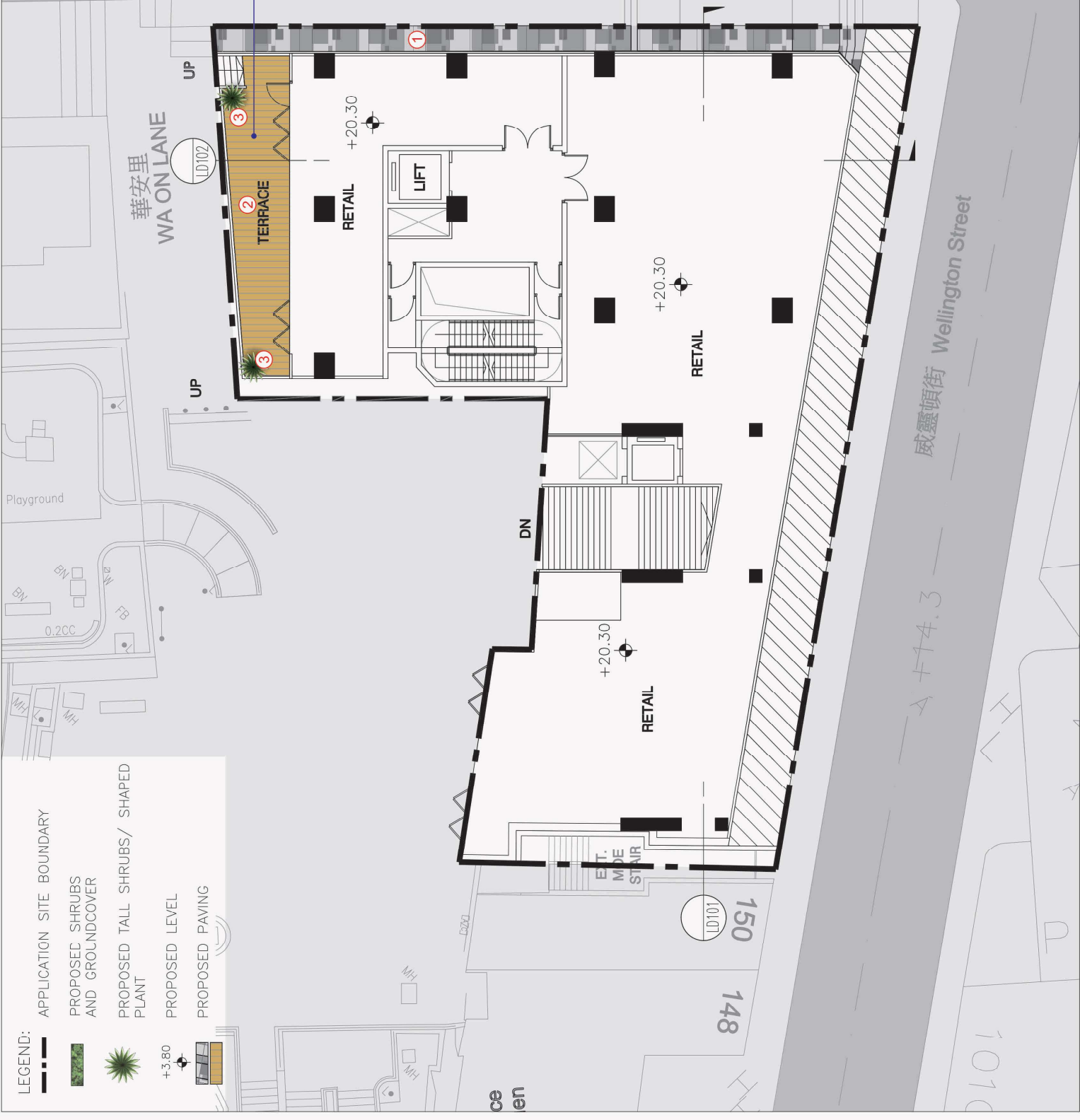
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 5樓A017室
 電話: 2868 0980
 傳真: 2868 2223

- KEY:
- ① Setback Area for Widening of Pavement
 - ② Sitting Terrace
 - ③ Pot Planting

Landscaped Terrace with Ornamental plants to provide visual amenity to the occupants and passer-by



- LEGEND:
- APPLICATION SITE BOUNDARY
 - PROPOSED SHRUBS AND GROUND COVER
 - PROPOSED TALL SHRUBS/ SHAPED PLANT
 - PROPOSED LEVEL
 - PROPOSED PAVING

PROJECT :
PROPOSED RESIDENTIAL
REDEVELOPMENT ON 152-164
WELLINGTON STREET

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C2326

DRAWING No. LD101

SCALE : 1:200

DATE OF ISSUE : SEP 2023

CAD FILENAME : C2326-LD101

REV	DESCRIPTION	DATE

DESIGN BY : TEL

DRAWN BY : CAD

CHECKED BY : TEL

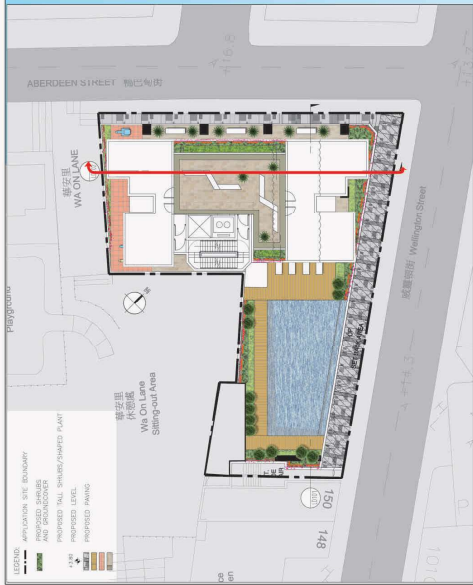
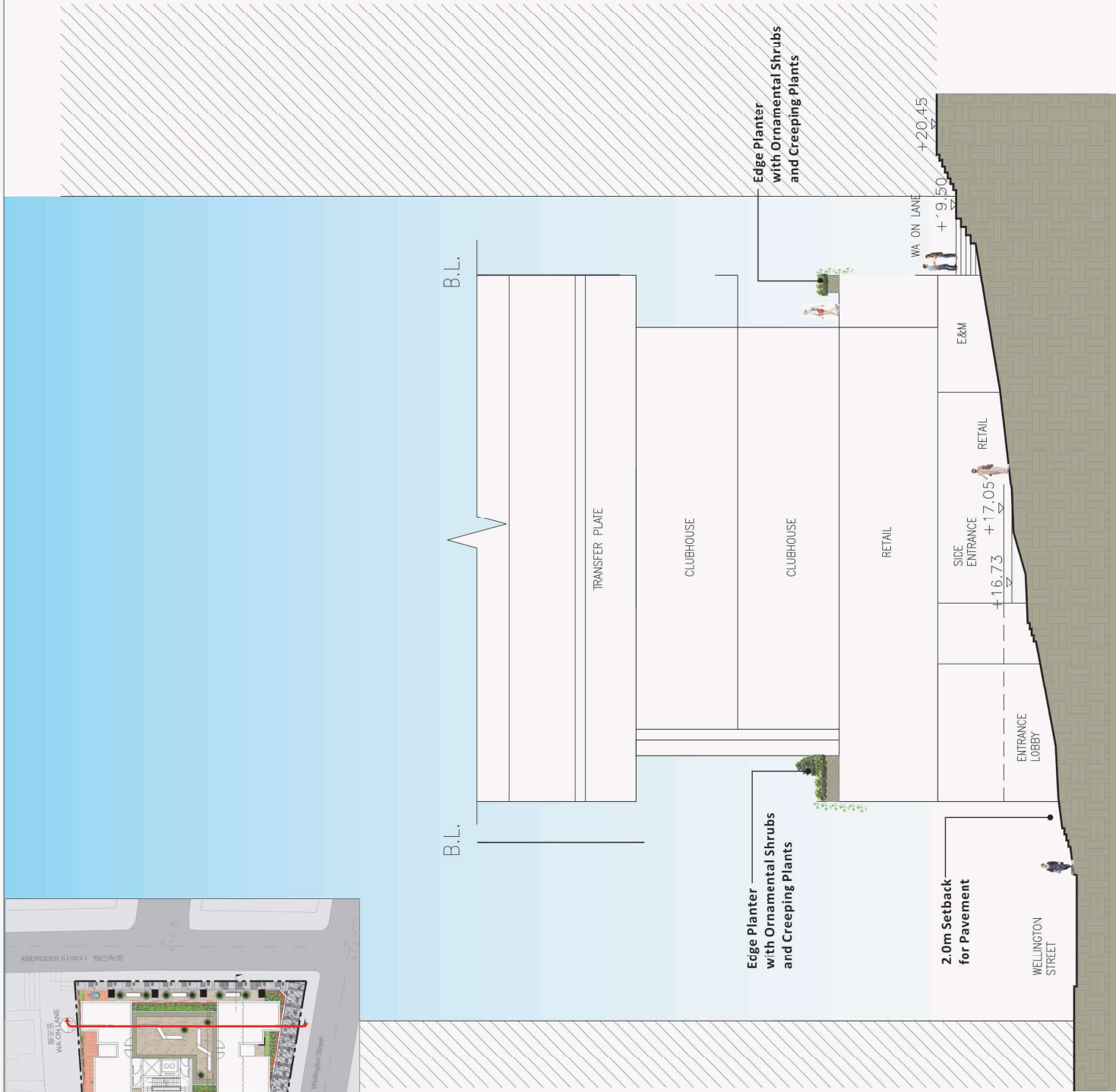
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KEY PLAN

2/F	+41.40
1/F	+38.15
TRANSFER PLATE	+35.15
3/F	+30.15
2/F	+25.15
1/F	+20.30
M/F	+17.05
G/F	+13.90
MEAN STREET LEVEL	+14.055

PROJECT :
 PROPOSED RESIDENTIAL
 REDEVELOPMENT ON 152-164
 WELLINGTON STREET

DRAWING TITLE :
 LANDSCAPE SECTION

PROJECT No. C2326

DRAWING No. LD102

SCALE : 1:200

DATE OF ISSUE : SEP 2023

CAD FILENAME : C2326-LD102

A.	GENERAL AMENDMENT	08/11/24
REV	DESCRIPTION	DATE
DESIGN BY :	TEL	
DRAWN BY :	CAD	
CHECKED BY :	TEL	
APPROVED BY :	TEL	

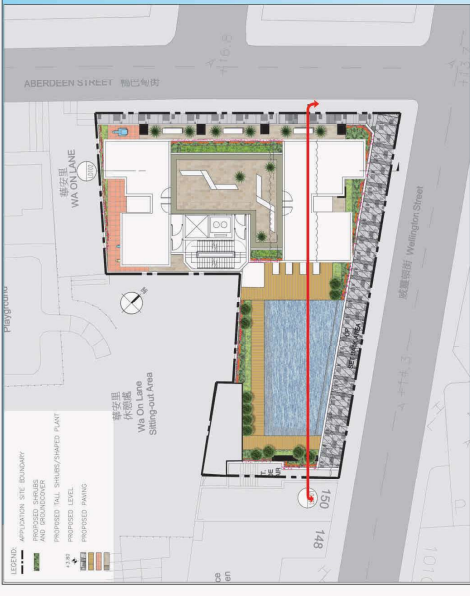
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KEY PLAN

PROJECT :
PROPOSED RESIDENTIAL
REDEVELOPMENT ON 152-164
WELLINGTON STREET

DRAWING TITLE :
PLANTING PLAN

PROJECT No. C2326

DRAWING No. P101

SCALE : 1:300

DATE OF ISSUE : SEP 2023

CAD FILENAME : C2326-P101

GENERAL AMENDMENT 08/11/24

GENERAL AMENDMENT 01/03/24

REV DESCRIPTION DATE

DESIGN BY : TEL

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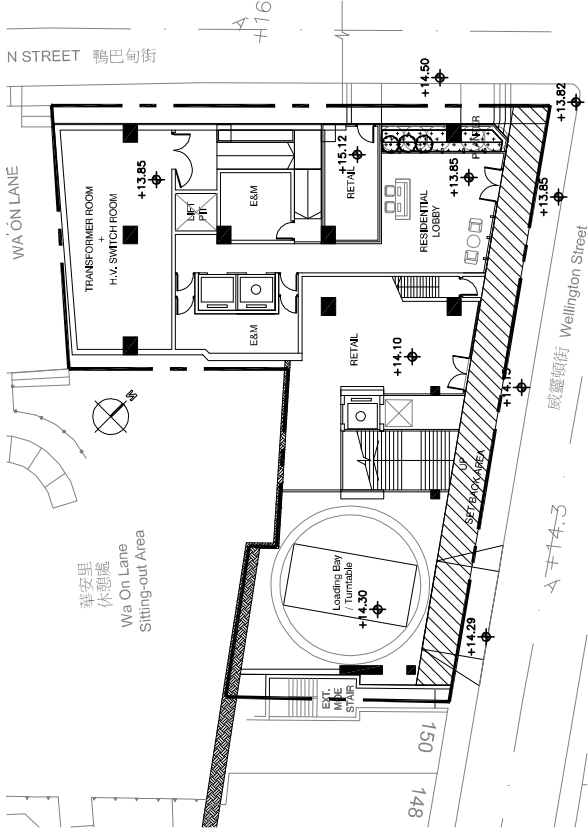
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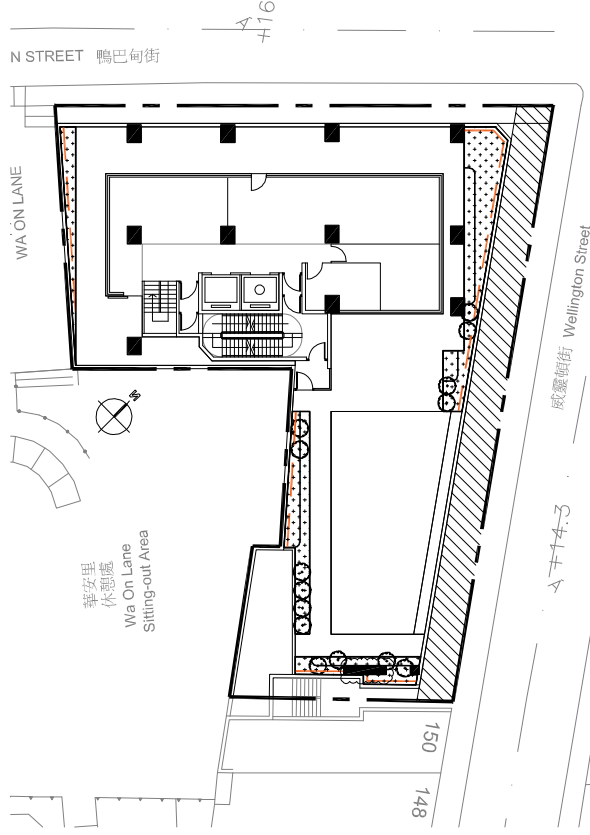
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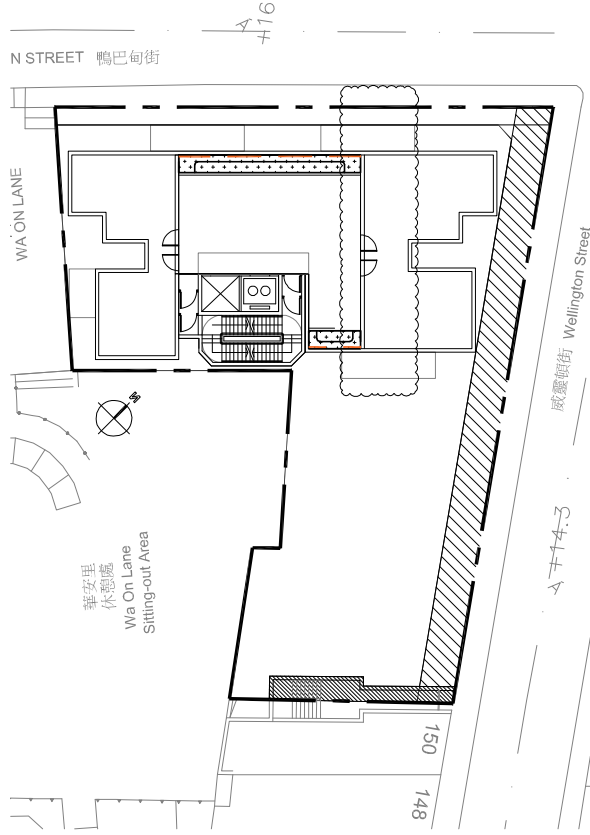
FLAT A/77 COMMERCIAL BUILDING
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信邦商業大廈17樓A室
傳真: 2868 0980
電話: 2868 2203



A PLANTING AT G/F
SCALE 1:300



B PLANTING AT 2/F
SCALE 1:300



C PLANTING AT R/F
SCALE 1:300

- LEGEND:**
- APPLICATION SITE BOUNDARY
 - PROPOSED SHRUBS AND GROUND COVER
 - TALL SHRUBS/ SHAPED PLANT
 - CREEPING PLANT
 - PROPOSED LEVEL
 - +3.80

PROJECT :
 PROPOSED RESIDENTIAL
 REDEVELOPMENT ON 152-164
 WELLINGTON STREET

DRAWING TITLE :
 OPEN SPACE PROVISION

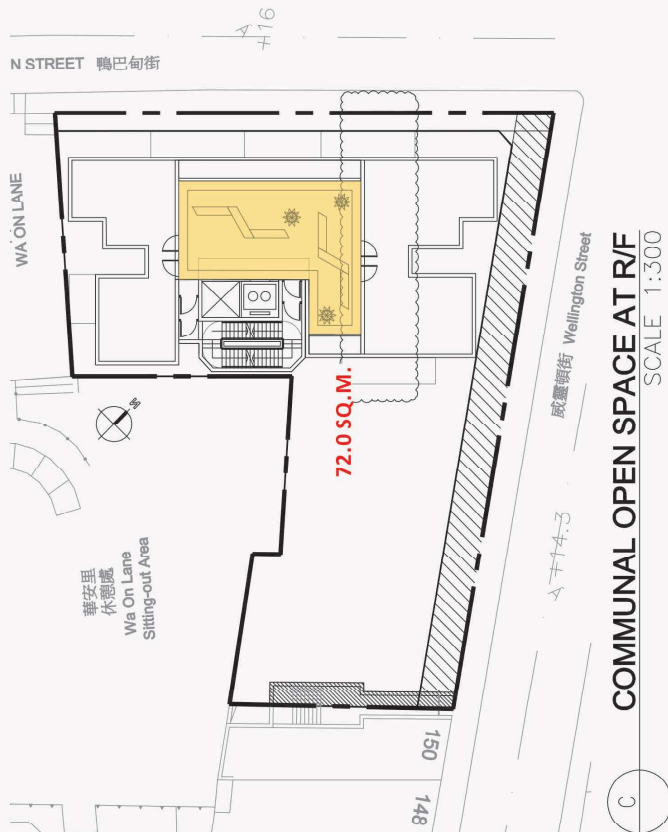
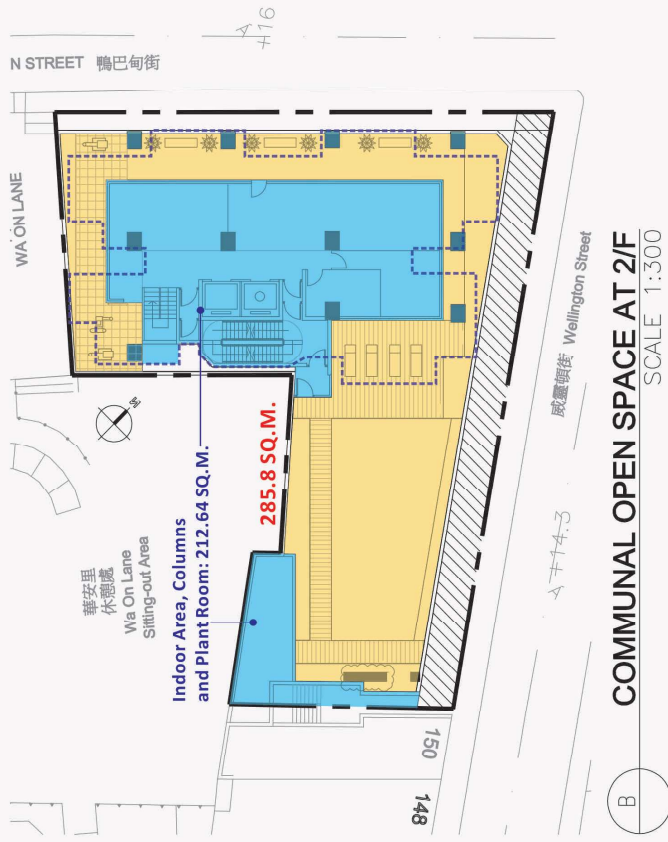
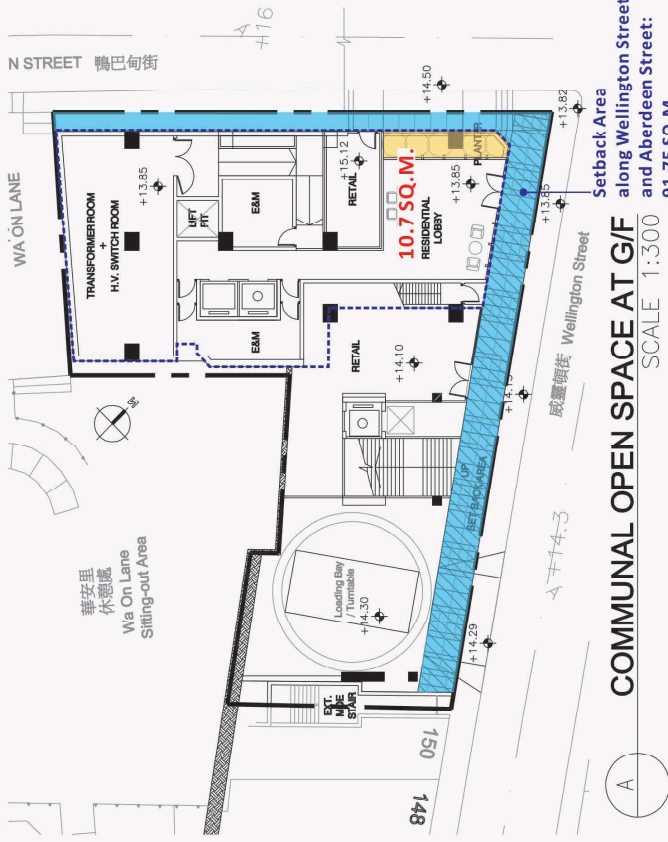
PROJECT No. C2326
 DRAWING No. 0301
 SCALE : 1:300
 DATE OF ISSUE : SEP 2023
 CAD FILENAME : C2326-0301

B	GENERAL AMENDMENT	08/11/24
A	GENERAL AMENDMENT	01/03/24
REV	DESCRIPTION	DATE
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Lan Des
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 景業設計有限公司

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 5樓A177室
 電話: 2868 0980
 傳真: 2868 2223



LEGEND:

- APPLICATION SITE BOUNDARY
- COMMUNAL OPEN SPACE
- AREA NOT AVAILABLE FOR OPEN SPACE

Estimated Population: 175 Flat Unit x 2.1 = 368 persons

Required Communal Open Space in accordance with HKPSG, i.e. 1 sq.m. per person: 368 sq. m.

Provided Communal Open Space: 368.5 sq. m. (>368 sq. m.)

PROJECT :
PROPOSED RESIDENTIAL
REDEVELOPMENT ON 152-164
WELLINGTON STREET

DRAWING TITLE :
SITTING OUT AREA
REVISION PLAN

PROJECT No. C2326

DRAWING No. S001

SCALE : 1:150

DATE OF ISSUE : JUN 2024

CAD FILENAME : C2326-S001

REV	DESCRIPTION	DATE
DESIGN BY :	TEL	
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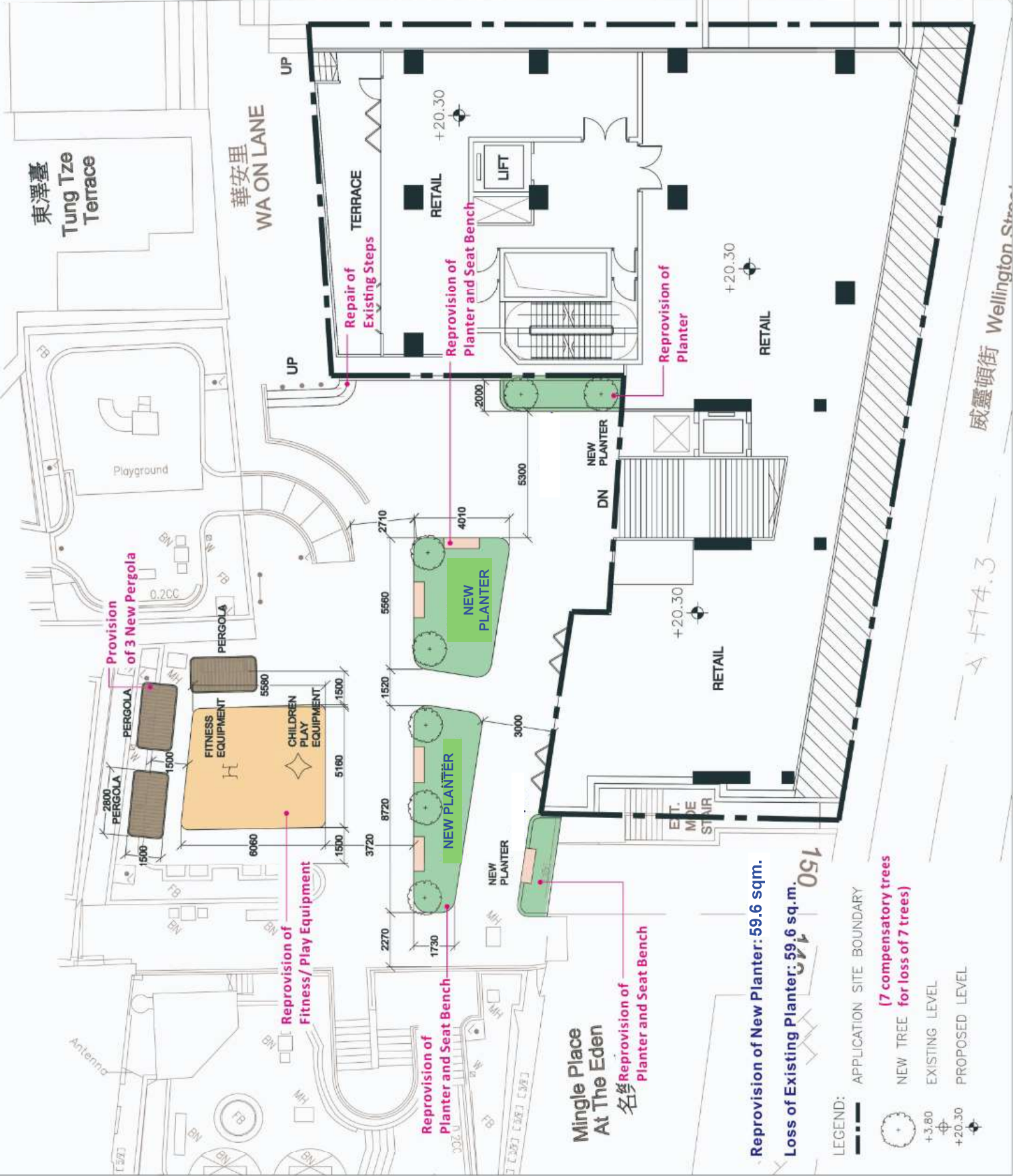
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Lan Des

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怡和洋行大廈7樓03室
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ABERDEEN STREET 疊巴甸街



東澤臺
Tung Tze Terrace

華安里
WA ON LANE

威靈頓街 Wellington Street

Mingle Place
At The Eden

名譽
Reprovision of
Planter and Seat Bench

Reprovision of New Planter: 59.6 sq.m.

Loss of Existing Planter: 59.6 sq.m.

LEGEND:
--- APPLICATION SITE BOUNDARY

(7 compensatory trees
for loss of 7 trees)

NEW TREE

EXISTING LEVEL

PROPOSED LEVEL

4 + 14.3

PROJECT :
PROPOSED RESIDENTIAL
REDEVELOPMENT ON 152-164
WELLINGTON STREET

DRAWING TITLE :
DEMOLITION PLAN
(SITTING OUT AREA)

PROJECT No. C2326

DRAWING No. DM01

SCALE : 1:150

DATE OF ISSUE : JUN 2024

CAD FILENAME : C2326-DM01

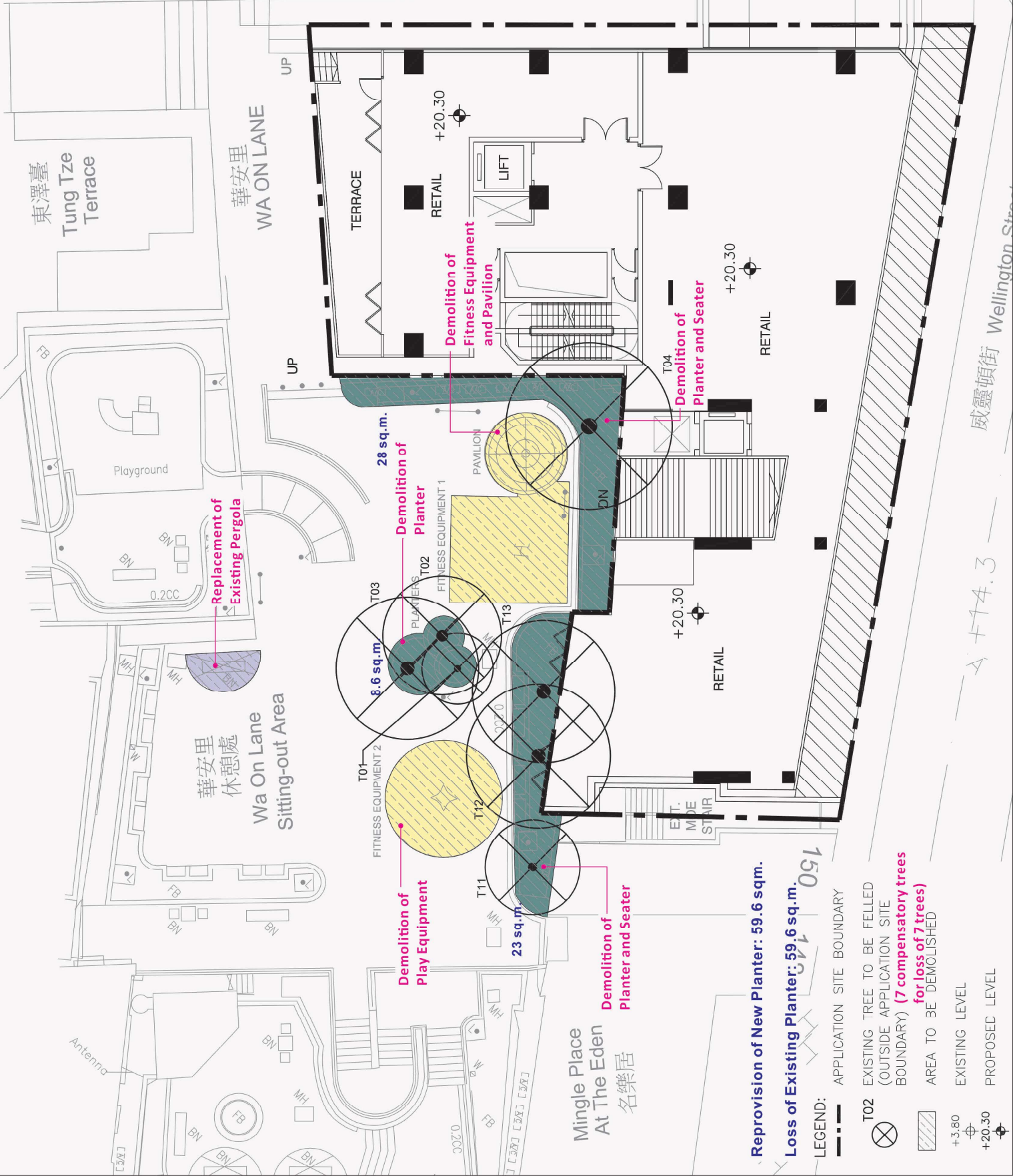
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Lan Des
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電話: 2868 0980
傳真: 2868 2203

ABERDEEN STREET 雲巴甸街



Reprovision of New Planter: 59.6 sqm.
Loss of Existing Planter: 59.6 sqm.

- LEGEND:
- APPLICATION SITE BOUNDARY
 - ⊗ T02 EXISTING TREE TO BE FELLED (OUTSIDE APPLICATION SITE BOUNDARY) (7 compensatory trees for loss of 7 trees)
 - ▨ AREA TO BE DEMOLISHED
 - +3.80 EXISTING LEVEL
 - +20.30 PROPOSED LEVEL

4-14.3

威靈頓街 Wellington Street