

Section 12A Planning Application for Proposed Amendment to the Approved Wan Chai Outline Zoning Plan No. S/H5/31 from “Comprehensive Development Area”, “Residential (Group C)”, “Open Space” and “Government, Institution or Community” zones and Area shown as “Road” to “Other Specified Uses (Residential Development with Historical Building Conserved)” and “Other Specified Uses (Elevated Walkway)” at Nos. 1, 1A, 2 and 3 Hill Side Terrace, No. 55 Ship Street [a.k.a. Nam Koo Terrace], Nos. 1 - 5 Schooner Street, No. 53 Ship Street, No. 18 Sau Wa Fong, Inland Lot No. 9048 and adjoining Government Land, Wan Chai [Application No.: Y/H5/8]

Responses to Comments Table

Comments/ Suggestions	Applicant's Responses
A. Comments from Transport Department received from Planning Department on 29.11.2024: (Contact person: Mr. Sammy WONG, Tel no.: 2829 5262)	
<p>1. In general, internal transport facilities should be provided within the Site of a new development to cater for their operational demand. In view that a direct vehicular access to the site cannot be provided even after the acquisition of 18 Sau Wa Fong, the traffic impact arising from the development due to the absence of such internal transport facilities shall be duly assessed in the TIA report.</p> <p>2. The applicant suggests the acquisition of 18 Sau Wa Fong and associated access right through Sau Wa Fong to enable the proposed loading and unloading activities to be carried out on Start Street of St Francis Street. Such access was also proposed to be part of the refuse collection and potentially delivery route during the operation stage (eg. delivery of daily necessities and furniture etc for the shops and residential units). This proposal is not acceptable, since it will create adverse traffic impact to the existing traffic condition. The applicant should consider the associated traffic impact and suggest appropriate traffic improvement measures. In addition, the applicant should review whether the “Right-of Way” of IL 199 (those not within the subject lots) could be utilized for the purpose of transportation for cargo or goods for adjacent lots, other than the use for a pedestrian passageway.</p>	<p>It is noted that internal transport facilities should be provided within the Site of a new development to cater for their operational demand. However, many developments in HK are hilly sites without direct vehicular access. The Development Site also does not have direct frontage on public roads and therefore, no internal transport facilities can be provided.</p> <p>The submitted TIA has provided adequate assessment on the nil provision of internal transport facilities of the Proposed Development. Please refer to the relevant sections in the TIA for details.</p> <p>We understand that Transport Development had no objection to the S12A (Application No. Y/H5/5) and the subsequent S16 (Application No. A/H5/418) approved by the Town Planning Board . In the current S12A which includes IL199RP, an additional pedestrian route through Sau Wah Fong is available because the Proposed Development can now enjoy the Right-of-Way that runs through Sau Wah Fong to reach St. Francis Street and Star Street. This additional route was not available in the previous Approved Planning Applications.</p> <p>The Proposed Development can vastly improve the accessibility of the Development Site, provide an additional option for the loading/unloading activities and a refuse disposal route to the Star Street Refuse Collection Point. In this connection, the Applicant has carried out detailed consultation with St Francis Canossian School & St Francis Canossian College and their students can also make use of the Right-of-Way for access (also a barrier free access) between the Schools, Queen’s Road East and the Wan Chai MTR station.</p> <p>For the usage of the “Right-of-Way, legal advice has been sought and it has been clarified that it can be used for the transportation for goods.</p> <p>In addition to the above, the Applicant will review the width of the Proposed Elevated Walkway above Ship Street staircase and widen if necessary to enhance the pedestrian circulation space.</p>


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<p>3. In view that no direct vehicular access is available for the Site, a construction traffic impact assessment is considered necessary at this stage to demonstrate the feasibility of the construction works under the development, assess the associated traffic impact and propose appropriate mitigation measures.</p>	<p>Based on the Applicant’s construction experience in the newly completed Hopewell Hotel at HCII, the construction traffic can be restricted to 09:00 – 17:00, i.e. 8 hours per day. Based on the scale of construction, it is estimated that there will be an average of about 2 vehicle/hour (5 pcu/hr) generated. The Applicant will make use of The Park at Hopewell Hotel to form a temporary construction access at Kennedy Road, subject to the Lands Department’s no objection. The construction material can then be delivered via the tower crane installed in the Development Site with minimal impact to the public. Sufficient turning space and storage area will be provided to ensure that no vehicle will be queuing on Kennedy Road. Please refer to Attachment 2 for details.</p> <p>The Applicant is willing to undertake a detailed construction impact assessment before the commencement of works and implement the necessary measure identified therein to the satisfaction of the Transport Department.</p>
<p>4. During the operation stage of the proposed development, the Applicant suggested to make use of those existing on-street loading/unloading (L/UL) bays at QRE, Star Street and also footpath/lifts all along to cater for the high demand of delivery and L/UL of large scale supplies/goods/furniture etc. It is considered that the existing traffic at the above roads are already very busy and demand of kerb-side activities is also high. Besides, the pedestrian traffic impact assessment also failed to reflect the impact to pedestrian when the footpath is being occupied for such substantial delivery from the L/UL bays to/from the Site.</p>	<p>Your view is noted. However, the high demand of delivery and L/UL of large scale supplies/goods/furniture etc. is only anticipated to occur in the early stage of population intake of the Proposed Development. HOPEWELL is willing to offer assistance should any congestion occurs when the residents start moving in shortly after the completion of the Proposed Development.</p>
<p>5. The assumption that the footpath will be blocked by on-street L/UL activities by 3 minutes for every 15-minute interval in calculating the LOS should be fully justified.</p>	<p>In the pedestrian assessment of the submitted TIA, the walking distance between Star Street kerbside and the Proposed Development is about 90m and the walking time is estimated to be 3 minutes with a slow walking speed (assuming a person with goods) of 0.5m/s. In fact, when a pedestrian meets a person with cargo, the pedestrian can stop and wait for the person with goods to pass and then continue to walk. Thus, by deducting the 3 minutes in the LOS calculation from of the 15 minutes is a considered a conservative approach in the assessment.</p>

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<p>6. The Applicant should be reminded that in assessing the capacity of those existing public lifts involved in the application, the intended use and respective demand of the original design users shall be taken into consideration and that the proposed development shall not adversely affect or obstruct the normal functioning of the public lifts. In general, the public lift should not be used as cargo lift and the pedestrian access should not be used for cargo delivery to avoid obstruction to pedestrian flow.</p>	<p>Noted. The high demand of delivery and L/UL of large scale supplies/goods/furniture etc. is only anticipated to occur in the early stage of population intake of the Proposed Development. HOPEWELL is willing to offer assistance should any congestion occur when the residents start moving in shortly after the completion of the Proposed Development.</p>
<p>7. As compared with the previous approved Section 16 scheme, the proposed setback of building has been significantly reduced from 7.8m to approximately 3m. Justifications shall be provided that a walking environment for pedestrians would not be jeopardized despite an enlarged development scale.</p>	<p>Currently, a 9.0m wide footpath/courtyard is available at Schooner Street as shown in the following photo.</p>  <p>In the Indicative Development Scheme, the setback of the building is realigned to cater for the design parameters of the new scheme. A total width of 12.0m pedestrian walkway, including the 3.0m set back, can be achieved and is considered sufficient to cater for the pedestrian demand.</p>
<p>8. In view of the scale of the proposed development, the applicant should consider appropriate connection to nearby buildings and utilize the internal transport facilities at the adjacent buildings to support the operational need of the proposed development and minimizes any traffic impact to public roads.</p>	<p>The Applicant has involved in the improvement of the pedestrian and vehicular traffic in the vicinity of the Proposed Development for over 4 decades. The traffic conditions are greatly improved since. Although it is unlikely to cause congestion, HOPEWELL is willing to offer help should any congestion occur when the residents start moving in shortly after the completion of the Proposed Development</p>

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