

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 carriageway and therefore, no internal transport facilities can be provided.</p> <p>The submitted TIA has provided 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>In the current S12A which includes IL199 RP, 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 had obtained the support of the adjacent Hopewell Hotel for offering assistance to allow and enable loading/unloading through the internal transport facilities in HCII. The Applicant will also review the width of the Proposed Elevated Walkway above Ship Street staircase and widen it if necessary to enhance the pedestrian circulation space.</p> <p>Please refer to the revised TIA report at Attachment 2 and the undertaking letter by Hopewell Hotel’s owner at Attachment 3.</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>Noted and please refer to revised Section 4.5 of the revised TIA report for details (Attachment 2 refers).</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. The high demand of delivery and L/UL of large scale goods/furniture is only anticipated to occur in the early stage of population intake of the Proposed Development. HOPEWELL is willing to offer assistance to alleviate and relieve any traffic congestion that occurs when residents/occupiers are moving-in and out the captioned development. The TIA has been updated with the available L/UL route via Hopewell Hotel and an undertaking letter by the owner of Hopewell Hotel is attached for information (Attachment 3 refers).</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>The assumption is for the insertion of a site factor in the estimation of the footpath conditions and is for reference only. The Applicant has reviewed the TIA report and updated accordingly (Attachment 2 refers).</p>
<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>Please refer to our response to Item A4 above. There is no intention to use the public lift as cargo lift.</p>

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<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>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>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 (“IDS”), 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>The Applicant has involved in the improvement of the pedestrian and vehicular traffic in the vicinity of the Proposed Development for over 4 decades. HOPEWELL is willing to offer assistance to alleviate and relieve any traffic congestion that occurs when residents/occupiers are moving-in and out the captioned development. The TIA has been updated with the available L/UL route via HCII and an undertaking letter by Hopewell Hotel’s owner is enclosed in Attachment 3.</p>

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B. Comments from Architectural Services Department received from Planning Department on 13.12.2024 and 20.12.2024: (Contact person: Mr. Sherman SUM, Tel no.: 2582 5314)	
1. According to the updated VP8 (View from the park at Kennedy Road) in the Visual Impact Assessment, it is noted that the reflective glass surfaces on the elevation have been reduced. However, our previous comment related to the moderately adverse impact on the excessive wall effect as shown on the photomontage VP8 remains valid which would appear to be undesirable in the existing urban context. The applicant may wish to consider the treatment/articulation of the building massing/facades to blend in more harmoniously with the surrounding neighbourhood.	ArchSD’s comments are noted. Apart from the external finishing of the façade, the Applicant will explore the opportunity of building articulation (e.g. stepping and recessing) at the detailed design stage with a view to create variation and further break down the potential monotonous elevation. While the IDS would pose moderately adverse visual impact at VP8, the IDS presents significant enhancement at the street level at Schooner Street and Sau Wa Fong due to the proposals of building setbacks and non-building area.
2. According to the updated VP4 (View from Sau Wa Fong) in the Visual Impact Assessment, it is noted that the proposed development is located in very close proximity to the existing residential buildings, which may lead to overlooking issues. It is recommended to review the design and disposition of the proposed development in the detailed design stage to minimize occupants from being able to look into the habitable rooms of adjoining buildings.	Regarding the separation between the IDS and the adjoining buildings, please note that due to incorporation of the non-building area, a building separation of approx. 14m can be achieved between the IDS and the Greenland House. Moreover, windows of habitable rooms are either facing northwest towards Sau Wa Fong or southeast towards Schooner Street, perpendicular to the IDS. As a result, direct overlooking is unlikely. Nonetheless, the Applicant will continue to review the design and disposition at the detailed design stage to minimize the overlooking issue, if any.

Date: December 2024
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