

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
<b>A.</b> Comments from Transport Department received from Planning Department on 31.12.2024: (Contact person: Mr. Sammy WONG, Tel no.: 2829 5262)	
1. Table 2.1 – Please specify the range of flat sizes for each of the three “average flat size” category.	Noted and please refer to updated Table 2.1 of the Revised TIA at <b>Attachment 2</b> for details.
2. 3.3 and 5.3 – The list and number of off-street car parking space within 500 m are inconsistency between Table 3.2, 5.3 and 5.4. The number of vacant parking space in more than the hourly parking space available for some items. Please rectify.	Noted and Table 3.2 is reviewed and updated accordingly ( <b>Attachment 2</b> refers).
3. Please review if “site” in 4.1.2 should read “size” and rectify.	Noted and Para. 4.1.2 is updated accordingly.
4. 4.3- It is noted that some flows were increased but some were not in Figure 4.2 and 4.3. Please indicate in a separate figure showing the distribution of development traffic flow ONLY. Please also clarify if additional traffic load to St Francis Street and Star Street were considered in your assessment.	Noted. Please refer to Figure 4.4 for the distribution of development traffic flow. The development traffic during peak hours are anticipated to be mainly private car/taxi trips which pick-up/drop-off residents/visitors at Queen’s Road East and Kennedy Road. It is not expected that they will use St Francis Street and Star Street.
5. 5.4.2 – Excluding illegally parked vehicle cannot reflect the actual availability of loading / unloading space. Please revise the assessment.	Noted and The assessment is reviewed and updated to include illegally parked vehicle. Please refer to updated Para. 5.4.2 ( <b>Attachment 2</b> refers).
6. 5.4.4 – Please clarify if there will be no management office for the proposed development to handle refuse collection and it is assumed that each of the residential units will have their respective caretaker moving refuse to the RCP generating at least $312 \times 2 = 624$ trips minimum each day return taking into account refuse collection for retails as well.	Please note that the management office will take care of the residents and retails garbage collection.
7. 6.1 - Please clarify if the pedestrian survey was conducted on an ordinary work and normal school day.	Please be clarified that the pedestrian survey was conducted an ordinary work and normal school day.
8. 6.3.2 – It was understood that the applicant considered the key element/merit of this application is that the inclusion of 18 Sau Wa Fong could enhance accessibility to Queen’s Road East / Star Street via Sau Wa Fong and St. Francis Street, which echoes with Table 2.2, Figure 2.2 your RtoC(2). The assumption in Table 6.3 and respective Figure 6.2 and Figure 6.3 on the split of pedestrian flow seems to be not in line with that concept. It should also be taken into consideration the preference between choosing Wanchai and Admiralty station in the split of flow and route assignment.	Noted and please refer to the updated Table 6.3 for details ( <b>Attachment 2</b> refers).

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9.	Table 6.7 – Not all the pedestrian flow took the larger value of Table 6.6 and paragraph 6.4.5. Please rectify.	Please be clarified that the method that result in larger values is adopted for the pedestrian traffic generations.
10.	6.5.1 and 6.5.2 – Please refer to item 5 above and show the development distribution of pedestrian flow.	Noted. Please refer to Figure 6.4 for the distribution of development pedestrian traffic flow.

Date: January 2025  
File Ref: KRSS/5