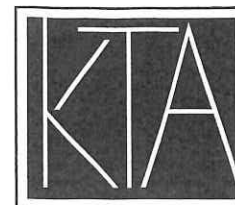


Our Ref: S3050b/HKCEC/26/003Lg

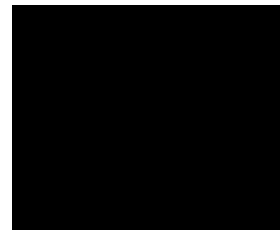
10 August 2026

By Email

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



Dear Sir/Madam,

**Proposed Temporary 'Shop and Services' (Motor-vehicle Showroom)
for a period of 5 Years in "Open Space" Zone
Part of Basement Level B1 of the Car Park Complex
Hong Kong Convention and Exhibition Centre (Phase 1)
1 Harbour Road, Wan Chai
(Planning Application No. A/H25/24)
Further Information No. 1**

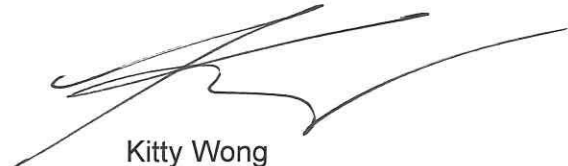
Reference is made to the captioned S16 Planning Application which is deferred by the Town Planning Board ("TPB") at its meeting on 24 July 2026 and the comments of relevant Government Departments forwarded from Hong Kong District Planning Office of Planning Department on 3 and 17 July 2026.

Enclosed please find the table containing our responses to the departmental comments together with the relevant appendices for the consideration of relevant Government Departments.

Should you have any queries in relation to the above and attached, please do not hesitate to contact the undersigned.

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LTD



Kitty Wong

cc. HK DPO – Mr Tony Yip / Mr Boris Lai / Mr Michael So (by Email)
Applicant

KT/KW/vy



FS 579819

**Temporary Shop and Services (Motor-Vehicles Showroom) for a Period of 5 Years at
Part of Basement Level B1 of Car Park Complex,
Hong Kong Convention and Exhibition Centre (Phase 1),
1 Harbour Road, Wan Chai, Hong Kong
(Planning Application No. A/H25/24)**

Comments Forwarded from Hong Kong District Planning Office

Comments	Responses
Comments from Commissioner for Transport (received on 3 July 2026) (Contact Officer: Mr Sammy WONG; Tel.: 2829 5262)	
Please find the following comments on the submission from transport engineering perspective:	
<i>Supporting Planning Statement</i> (i) Section 3.2.2 – Please justify the applicability of the growth trend adopted from the Second Parking Demand Study which was conducted 24 years ago. It is mentioned that according to the said study, the demand of private carparking in Wan Chai is less than the supply. It is doubtful that the demand/supply ratio in year 2031 can be projected based on the trend between 2006 and 2011. In view of the increasing exhibition activities at HKCEC, the parking demand in Wan Chai North may be increased in future years. Please account for the statement that there were no major changes to Wan Chai District and the current parking condition will be similar to the year 2031 situation. Please review any anticipated development and potential changes in traffic conditions in the application period which may affect the parking supply and demand.	We acknowledge that the Second Parking Demand Study (PDS2), published in 2002, is the latest available territory-wide study on private car parking demand and supply in Hong Kong. As no subsequent territory-wide study of a similar nature has been published, PDS2 represents the only available Government reference for assessing the long-term parking demand and supply relationship in Wan Chai District. Nevertheless, PDS2 is not the sole basis of this assessment. The conclusions are primarily based on the latest parking records and site observations during major exhibition periods and are further supported by consideration of the current travel pattern following the resumption of cross-boundary activities, the major transport infrastructure and land use developments within North Wan Chai during the application period. Whilst exhibition activities at HKCEC have resumed and continued to recover, recent parking records and site observations undertaken during major exhibition periods, including the latest Art Basel 2026 and Hong Kong Book Fair 2026, indicated that adequate parking capacity remains available within HKCEC Phase I Car Park as well as the surrounding public car parks. Accordingly, the recent observed parking conditions do not indicate that the

Comments	Responses
	increase in exhibition activities has resulted in an unacceptable parking shortfall within the study area. A review of the major infrastructure and land use developments within North Wan Chai during the application period has also been undertaken. It is noted that the major transport infrastructure projects, including the Central–Wan Chai Bypass and the East Rail Line Cross-Harbour Extension (Exhibition Centre Station), have already been commissioned and are reflected in the current parking observations. The planned redevelopment of the Wan Chai Government Offices Compound is currently anticipated to be completed after the assessment year of 2031 and is therefore not expected to materially affect the parking demand and supply relationship during the application period. Accordingly, no major planned development has been identified that would materially alter the conclusions of this assessment.
<i>Parking Demand Study</i> (ii) Section 2.1 – Please clarify the definition of public short-term parking. In particular, please advise the number of parking space to be allocated for monthly and/or hourly parking.	The remaining 875 parking spaces comprise 125 monthly parking spaces (reserved parking) and 750 public short-term parking spaces (hourly parking). The term "public short-term parking" in the report refers to parking spaces available for hourly public parking.
(iii) Section 3.1.4 – It is mentioned that adequate private car parking spaces were still available in adjacent carpark (including Central Plaza Carpark, China Resources Building Carpark, Sun Hung Kai Centre Carpark, Causeway Centre Carpark, Eagle Harbour Public Carpark, Wan Chai Tower Carpark & Hong Kong Academy for Performing Art Carpark). Please provide evidence showing the vacancy of abovementioned carpark during major events such as Art Basel and Hong Kong Book Fair shown in table 3.1; and	To provide the most up-to-date supporting evidence, additional parking surveys were undertaken during the latest Art Basel 2026 and Hong Kong Book Fair 2026. It should be noted that Wan Chai Tower Car Park has ceased operation since the previous planning application and is therefore no longer available for public parking. Accordingly, no survey was undertaken for Wan Chai Tower Car Park. As the objective was to verify the parking conditions during periods of highest parking demand, the surveys were focused on the representative peak days of the major exhibition events. For Art Basel 2026, surveys were conducted on 28–29 March 2026, corresponding to the weekend public exhibition days. For the Hong Kong Book Fair 2026, surveys were

Comments	Responses
	undertaken on 15, 18, 19 and 21 July 2026, covering the opening day, the peak weekend period and the closing day. The survey results confirmed that adequate parking spaces remained available in the adjacent public car parks during these representative peak days. Detailed survey findings are provided in Appendix A of this RtC for reference.
(iv) Section 3.2.3 – As shown in Table 3.1, the minimum vacancy was found between 16 to 22 July 2025 and last for approximately 1 hour. Please advise the vehicular queue situation during the full occupation period within the 1 hour instead of one single moment during full occupation.	The "approximately 1 hour" referred to in the report represents the cumulative duration of intermittent periods during which the parking vacancy temporarily reached zero, rather than one continuous period of full occupation. During these intermittent periods, parking spaces became available continuously as vehicles departed, resulting in only temporary periods of full occupancy. To further address this comment, additional site observations were undertaken during the latest Hong Kong Book Fair 2026. The observations confirmed that whilst short vehicular queues were occasionally formed when the parking vacancy temporarily reached zero, the queue length was generally in the order of 1 to 6 vehicles. These queues were temporary in nature and dissipated shortly after parking spaces became available. Accordingly, no continuous vehicular queue associated with full occupation was observed for approximately 1 hour.
Comments from Director of Environmental Protection (received on 3 July 2026) (Contact officer: Ms. Virginia WONG, Tel: 2835 1109)	
Please find the following comment on the submission from environmental planning perspective: For air quality aspect, please advise to (i) switch on the vehicle engines only when necessary and switch off the engines immediately after use to minimize air pollutants in the proposed showroom; (ii) to make reference and comply with the Motor Vehicular Idling (Fixed Penalty) Ordinance (Cap. 611); and (iii)	Noted.

Comments	Responses
to make reference to the ProPECC Practice Note : “Control of Air Pollution in Car Parks” (ProPECC PN2/96 is also available in EPD’s website: https://www.epd.gov.hk/epd/sites/default/files/epd/english/resources_publications/files/pn96_2.pdf) which provides information on the air quality standards in car park.	
District Planning Officer/Hong Kong, Planning Department (received on 3 July 2026) (Contact officer: Mr. Boris LAI, Tel: 2231 4940; Mr. Michael SO, Tel: 2231 4992)	
According to the submitted layout plan, it is noted that part of the carpark is neither included in the boundary as subject premises nor hatched as public carpark area. Please clarify.	Please note that the remaining area at Level B1 would be public carpark area. The plans with updated carpark hatching are provided at Appendix B .
District Lands Officer/Hong Kong East (received on 17 July 2026) (contact officer: Ms. Phoebe TAI, Tel: 2835 1635)	
According to the car park layout plans registered in the Land Registry by Memorial No. UB4132133, there are only 670 carparks designated for public parking, far less than the 750 nos. as claimed by the applicant. Besides, the car parks forgone for the use of motor-vehicle showroom on Basement Level 1 is not reflected on the car park layout plan. The applicant should be reminded to observe and comply with the Special Condition No. (11) of the Conditions, under which prior written consent of the Director of Lands shall be obtained for any alteration of the said car park layout plans.	We would like to supplement that according to the Conditions of Grant, 1,070 car parking spaces shall be provided within the lot of which 670 car parking spaces shall be made available for short term public parking. The total number of carparking spaces (i.e. 750 nos.) made available for short term public parking at the lot would meet the Land Grant requirements.

Compiled by: KTA

Date: 10 August 2026