Appendix 3
Traffic Review

Proposed Flat with Shop and Services / Eating Places at Nos. 152 – 164 Wellington Street in Sheung Wan (Amendment to the Approved Development Scheme)

Traffic Review
Final Report

October 2026

Prepared by: **CKM Asia Limited**

Prepared for: **Gallery Grove Limited**

Proposed Flat with Shop and Services / Eating Places at Nos. 152 – 164 Wellington Street in Sheung Wan (Amendment to the Approved Development Scheme)

CONTENTS

CHAPTER		PAGE
1.	INTRODUCTION Background Contents of the Report	1
2.	PROPOSED DEVELOPMENT AND TRAFFIC IMPACT Proposed Setback Area Comparison of Development Parameters Traffic Impact Internal Transport Facilities	2
3.	SUMMARY	5
	FIGURES	
	APPENDIX – LETTER FROM TRANSPORT DEPARTMENT DATED 20th AUGUST 2026	

Proposed Flat with Shop and Services / Eating Places at Nos. 152 – 164 Wellington Street in Sheung Wan (Amendment to the Approved Development Scheme)

TABLES

NUMBER

2.1 Development parameters

2.2 Adopted trip generation rates

2.3 Comparison of traffic generation

FIGURES

NUMBER

1.1 Location of the subject site

2.1 Ground floor plan

2.2 Swept path of LGV entering and leaving the Proposed Development

1.0 INTRODUCTION

Background

1.1 The subject site is located at 152 – 164 Wellington Street in Central, and the location of the subject site is shown in Figure 1.1.

1.2 ***On 20th December 2024, the Town Planning Board (TPB) approved the s16 planning application (TPB No. A/H3/449) for a residential development with shop and services / eating places at the subject site (the "Approved Development"). The Approved Development has 175 flats and non-domestic GFA of 826.2m^2.***

1.3 The Applicant intends to amend the ***Approved Development*** to provide 178 flats and non-domestic GFA of 850.9m^2, i.e. 3 more residential flats and 24.7m^2 non-domestic GFA (the "Proposed Development").

1.4 In relation to setback of the subject site along Wellington Street and Aberdeen Street, a pedestrian assessment was conducted, and it was found that:

- 0.511m of the 2m setback of the subject site along Wellington Street is ***"necessary and essential"***, in order for the footpath to operate with LOS C, upon re-development of the subject site in 2033; and
- Along Aberdeen Street, the setback of 0.230m is ***"necessary and essential"*** to provide a wider footpath, which is expected to operate with LOS C, upon re-development of the subject site in 2033.

1.5 CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned to prepare a Traffic Review in support of the Proposed Development.

Contents of the Report

1.6 After this introduction, the remaining chapters contain the following:

chapter two – presents the Proposed Development and describes its traffic impact;
chapter three – presents the conclusion.

2.0 PROPOSED DEVELOPMENT AND TRAFFIC IMPACT

Proposed Setback Area

2.1 The Application Site fronts onto the southern footpath of Wellington Street and eastern footpath of Aberdeen Street.

2.2 To comply with the Sai Ying Pun & Sheung Wan Outline Zoning Plan, the subject site along Wellington Street is setback by 2m. Of this width (of 2m), the pedestrian assessment conducted found that the width of 0.511m is ***"necessary and essential"*** for the footpath to operate with LOS C, upon re-development of the subject site in 2033.

2.3 Along Aberdeen Street, the setback of 0.230m is ***"necessary and essential"*** to provide a wider eastern footpath, which is expected to operate with LOS C, upon re-development of the subject site in 2033.

2.4 The pedestrian assessment which was conducted in mid-2026 in support of the 2 above-mentioned setback. The reply from Transport Department (attached in Appendix) to the findings is, *"pedestrian assessment of the essential width required to achieve LOS C are duly noted and we have no particular comment from traffic engineering point of view at this stage"*.

Comparison of Development Parameters

2.5 A comparison of development parameters for the (i) Approved Development; and (ii) Proposed Development is presented in Table 2.1.

TABLE 2.1 DEVELOPMENT PARAMETERS

Item	Approved Development [a]	Proposed Development [b]	Difference [b] – [a]
Total Plot Ratio	10.4	around 10.667	+ 0.267 (+ 2.6%)
Total GFA	6,395.4m^2	around 6,558.4m^2	+ 163.0m^2 (+ 2.5%)
Domestic Plot Ratio	9.059	around 9.283	+ 0.224 (+ 2.5%)
Domestic GFA	5,569.2m^2	around 5,707.5m^2	+ 138.3m^2 (+ 2.5%)
Non-domestic Plot Ratio	1.344	around 1.384	+ 0.04 (+ 3.0%)
Non-domestic GFA [(1)]	826.2m^2	around 850.9m^2	+ 24.7m^2 (+ 3.0%)
No. of Block	1	1	no change
No. of Flat	175	178	+ 3 flats (+ 1.7%)
Average Flat Size	around 31.8m^2	around 32.1m^2	+ 0.3m^2 (+ 0.9%)

Note: [(1)] known as retail GFA for the assessment below

2.6 Table 2.1 shows that the Proposed Development, when compared with the Approved Development, has an increase in total plot ratio of around 0.267 or with additional GFA of 163m^2.

2.7 The Proposed Development has 3 more residential flats and 24.7m^2 non-domestic GFA than the Approved Development, which are equivalent to increases of only around 1.7% and 3% respectively. In addition, the Approved Development and Proposed Development have similar average flat size.

Traffic Impact

2.8 To estimate traffic generation for both scenarios, trip generation rates found in Volume 1 of the TPDM are adopted. It should be noted that all residential flats within the Approved Development and Proposed Development have flat size not exceeding 60m^2, and the adopted traffic generation rates are presented in Table 2.2.

TABLE 2.2 ADOPTED TRIP GENERATION RATES

Use	Unit	Trip Generation Rates			
		AM Peak		PM Peak	
		IN	OUT	IN	OUT
Residential (average flat size of 60m^2)	pcu/hour/flat	0.0425	0.0718	0.0370	0.0286
Retail	pcu/hour/100m^2	0.2434	0.2296	0.3563	0.3100

2.9 The trip generation rates presented in Table 2.2 are used to calculate the traffic generated associated with the (i) Approved Development; and (ii) Proposed Development. The comparison of traffic generation is presented in Table 2.3.

TABLE 2.3 COMPARISON OF TRAFFIC GENERATION

Scenario	Item	Quantity	Traffic Generation (pcu/hr)					
			AM Peak			PM Peak		
			IN	OUT	2-way	IN	OUT	2-way
Approved Development	Residential	175 flats	7.44	12.57	20.01	6.48	5.01	11.49
	Retail	826.2m^2 GFA	2.01	1.90	3.91	2.94	2.56	5.50
	Total [a]		**9.45**	**14.47**	**23.92**	**9.42**	**7.57**	**16.99**
Proposed Development	Residential	178 flats	7.57	12.78	20.35	6.59	5.09	11.68
	Retail	850.9m^2 GFA	2.07	1.95	4.02	3.03	2.64	5.67
	Total [b]		**9.64**	**14.73**	**24.37**	**9.62**	**7.73**	**17.35**
Difference = [b] – [a]			**+0.19 (2.0%)**	**+0.26 (1.8%)**	**+0.45 (1.9%)**	**+0.20 (2.1%)**	**+0.16 (2.1%)**	**+0.36 (2.1%)**

2.10 In terms of 2-way traffic generation, the Proposed Development will result in only 0.45 and 0.36 additional pcu during AM and PM peak hours respectively, or equivalent to only 1.8 – 2.1%, when compared to the Approved Development. The net increase in traffic generation associated with the Proposed Development, when compared with the Approved Development, is considered negligible.

Internal Transport Facilities

2.11 The subject site has unrestricted lease where the provision of internal transport facilities is not required. In addition, modification of the lease is not required for the Proposed Development.

2.12 Nevertheless, in the approved s16 planning application (TPB No. A/H3/449), a light goods vehicle ("LGV") loading / unloading bay is provided, and the run-in / out is located at Wellington Street.

2.13 Similar to the Approved Development, the Proposed Development will provide a LGV loading / unloading bay, and this is sufficient to cater for the operational needs, even with the 3 additional flats and additional retail GFA of 24.7m^2.

2.14 The G/F plan showing the LGV loading / unloading bay is found in Figure 2.1, and the corresponding swept path analysis drawing is shown in Figure 2.2.

2.15 Similar to the finding of Traffic Impact Assessment ("TIA") report for TPB No. A/H3/449, 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"*.

3.0 SUMMARY

3.1 The Proposed Development is located at 152 – 164 Wellington Street in Sheung Wan. Compared to the Approved Development, the Proposed Development has 3 additional residential flats and an increase of only 24.7m^2 non-domestic GFA.

3.2 Based on the pedestrian assessment conducted and agreed by Transport Department in mid-2026, it was found that:

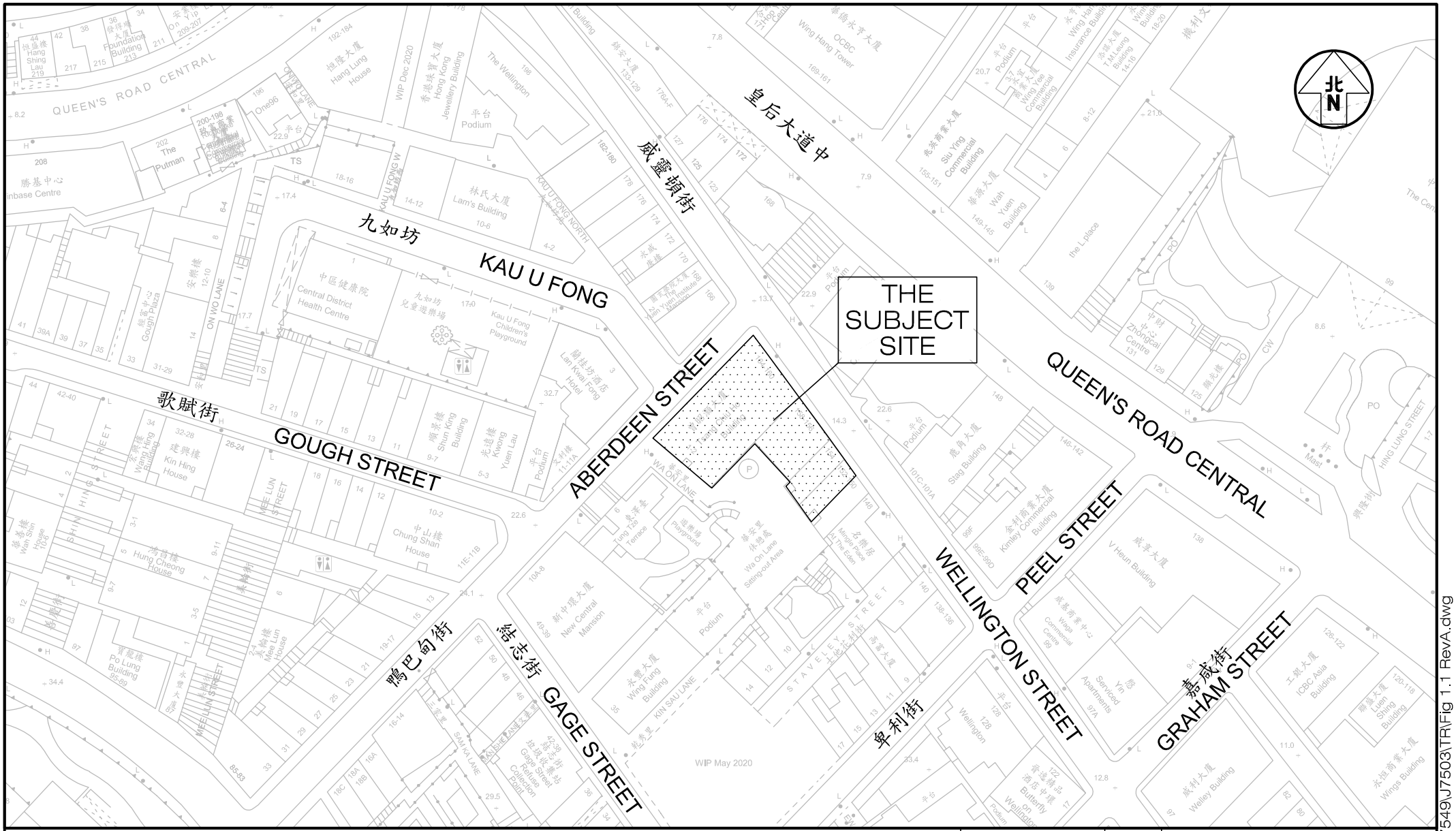
- 0.511m of the 2m setback of the subject site along Wellington Street is ***"necessary and essential"***, in order for the footpath to operate with LOS C, upon re-development of the subject site in 2033; and
- Along Aberdeen Street, the setback of 0.230m is ***"necessary and essential"*** to provide a wider footpath, which is expected to operate with LOS C, upon re-development of the subject site in 2033.

3.3 Compared to the Approved Development, the Proposed Development will generate insignificant increases of 0.45 and 0.36 additional pcu during AM and PM peak hours, respectively. Hence, the traffic generated by the Proposed Development is comparable to the Approved Development, and the traffic impact is considered negligible.

3.4 The subject site has unrestricted lease, where the provision of internal transport facilities is not required. Similar to the approved s16 application (TPB No. A/H3/449), the Proposed Development provides a LGV loading / unloading bay.

3.5 Similar to the approved s16 application (TPB No. A/H3/449), the shifting or reduction to length of the existing PLB stand will be subject to further consultation with Transport Department and PLB trade at a later stage.

Figures



Project Title: PROPOSED DEVELOPMENT AT 152 – 164 WELLINGTON STREET, CENTRAL	J7503	Figure No. 1.1	Revision A
Figure Title: LOCATION OF THE SUBJECT SITE		Designed by T H C / Drawn by C C L / Checked by K C	
		Scale in A4: 1 : 400	Date: 23 OCT 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants
[redacted]

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LEGEND :

- site boundary
- 2m setback to comply with Outline Zoning Plan No. S/H3/34
- 0.511m setback along Wellington Street that that is regarded as "necessary and essential"
- 0.230m setback along Aberdeen Street that that is regarded as "necessary and essential"

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0.511m of 2m setback that is regarded as "necessary and essential"

0.230m setback that is regarded as "necessary and essential"

It is proposed to slightly shift westward or reduce the length of PLB terminus to avoid overlapping, subject to further consultation with TD and PLB trade at later stage based on swept path analysis drawing in Figure 2.2 (similar to Approved TPB No. A/H3/449)

LGV loading / unloading bay with turntable (similar to Approved TPB No. A/H3/449)

2m setback

九如坊 KAU U FONG

鴨巴甸街

ABERDEEN STREET

華安里 WA ON LANE

華安里休憩處 WA ON LANE SITTING-OUT AREA

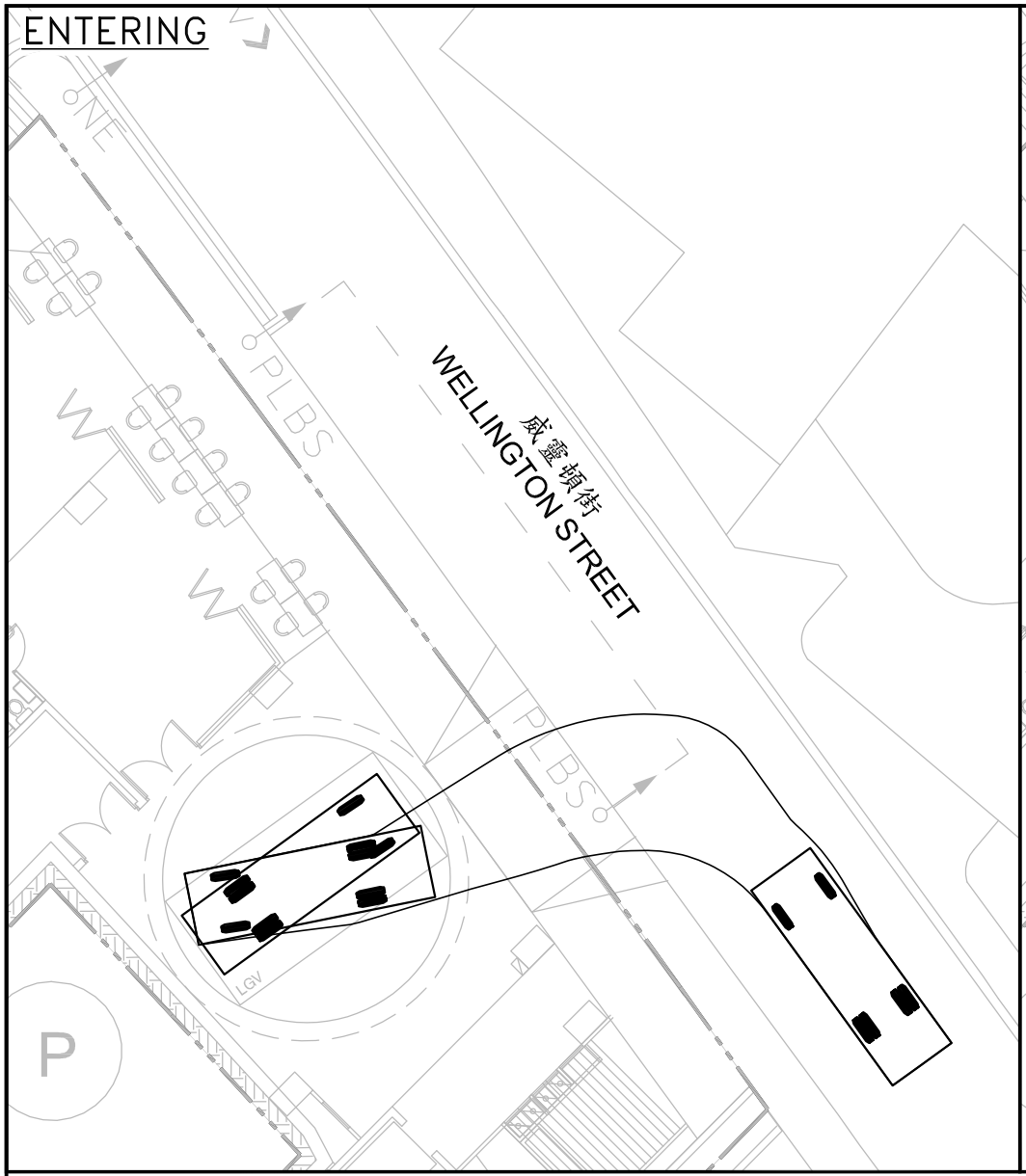
東澤臺 TUNG TZE TERRACE

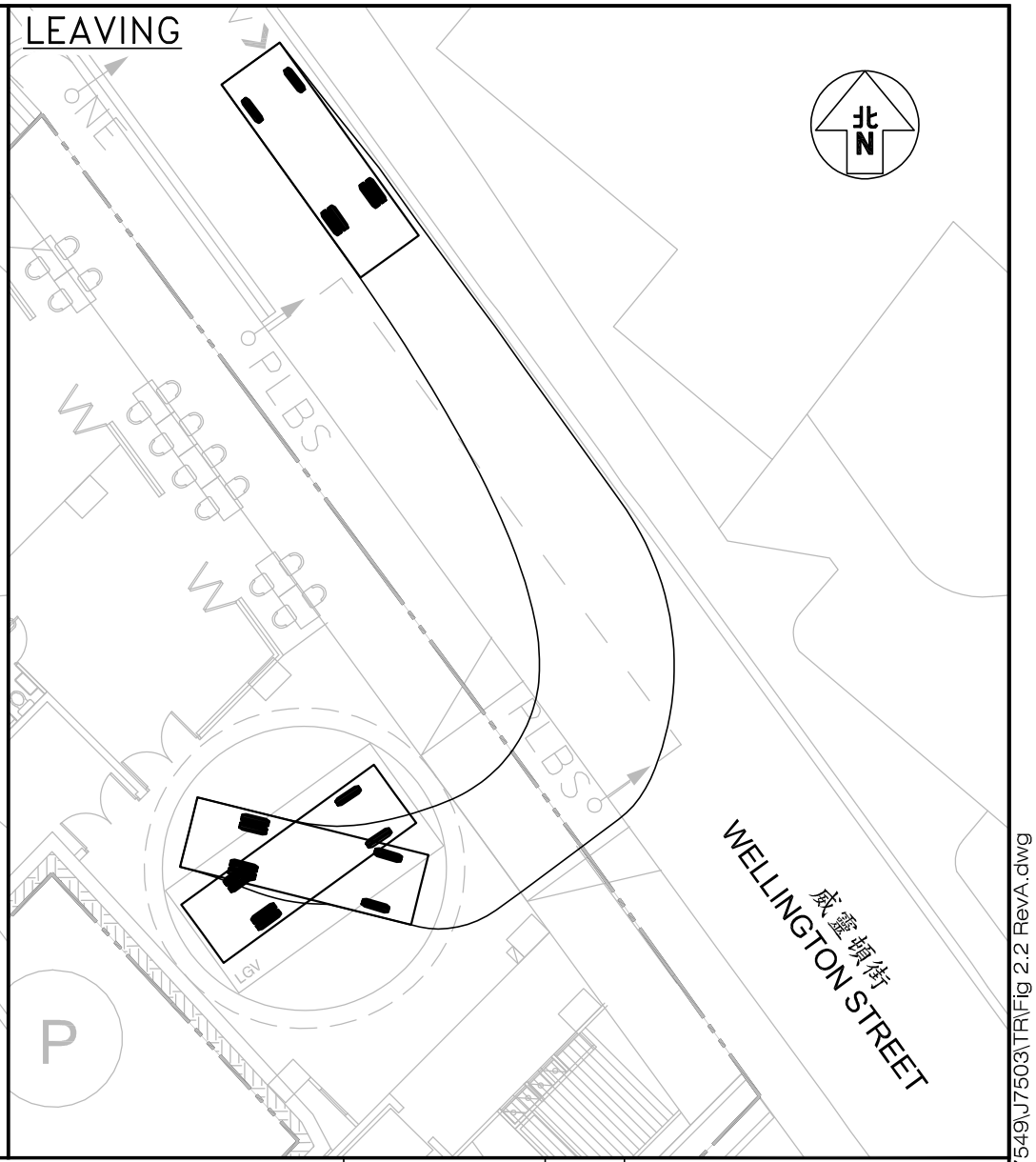
威靈頓街 WELLINGTON STREET

Project Title	PROPOSED DEVELOPMENT AT 152 – 164 WELLINGTON STREET, CENTRAL	J7503	Figure No. 2.1 / Revision A
Figure Title	GROUND FLOOR PLAN	Designed by THC / Drawn by CCL / Checked by KC	Scale in A3 1 : 200 / Date 23 OCT 2026

CKM Asia Limited
Traffic and Transportation Planning Consultants

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Project Title: PROPOSED DEVELOPMENT AT 152 – 164 WELLINGTON STREET, CENTRAL	J7503	Figure No. 2.2	Revision A
Figure Title: SWEPT PATH OF LGV ENTERING AND LEAVING THE PROPOSED DEVELOPMENT		Designed by T H C / Drawn by C C L / Checked by K C	
		Scale in A4: 1 : 200	Date: 23 OCT 2026

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Traffic and Transportation Planning Consultants

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Appendix A –
Letter from Transport Department dated 20th August 2026

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By Fax
2528 6343

運輸署
Transport Department

本署檔案 Our Ref. : (010F5) in 050-060-543-HR-307-003-P001
來函檔號 Your Ref. : J7438/4
電 話 Tel. : 2829 5426
圖文傳真 Fax : 2824 0399
電 郵 Email :

20 August, 2026

CKM Asia Limited
[redacted]
(Attn.: Mr. CHIN Kim Meng)

Dear Sir,

Proposed Development at 152-164 Wellington Street, Central
Proposed Setback of Private Lots for Public Passage

I refer to your above-referenced letter dated 3 August 2026 regarding the subject submission and your email dated 19 August 2026 providing supplementary information (the cover page of the letter and the relevant email enclosed).

Your pedestrian assessment of the essential width required to achieve LOS C are duly noted and we have no particular comment from traffic engineering point of view at this stage. We will offer our comments (if any) to BD once the GBP and the pedestrian assessment are formally submitted to BD and referred to this Office.

Yours faithfully,

(HAO Zhipeng, Robin)
for Commissioner for Transport

c.c.
CBS/HKW, BD