S16 PLANNING APPLICATION
APPROVED SAI YING PUN & SHEUNG WAN OUTLINE ZONING PLAN NO. S/H3/34

Proposed Flat with Shop and Services/Eating Places with Minor Relaxation of Building Height Restriction at Nos. 152 – 164 Wellington Street in Sheung Wan

SUPPORTING PLANNING STATEMENT

October 2026

Applicant:
Ever Label Limited

Consultancy Team:
KTA Planning Limited
DLN Limited
Ramboll Hong Kong Limited
CKM Asia Limited
Hedge Limited

S3095a_PS_V01

PLANNING LIMITED
規劃顧問有限公司

Executive Summary

This Application is prepared and submitted on behalf of Ever Label Limited ("the Applicant") to seek approval of the Town Planning Board ("TPB") under section 16 of the Town Planning Ordinance for a Proposed Flat with Shop and Services/Eating Places with minor relaxation in Building Height Restriction at Nos. 152–164 Wellington Street in Sheung Wan ("Application Site"/ the "Site"). The Application Site falls within area zoned "Commercial" ("C") and partially within an area shown as road on the Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan ("Approved OZP") No. S/H3/34.

On 6 December 2024, TPB approved the S16 Planning Application the Proposed Residential Development with Shops/Eating Places at the Application Site (TPB Ref.: A/H3/449 refers). The current application is a continuation of the same redevelopment project proposed by the same developer[1] at the same site. The slight increase in GFA and building height in the Updated Development Scheme are neither Class A nor Class B amendment, a fresh planning application is therefore being required.

Updated Development Scheme requires additional height to absorb the bonus GFA derived from the proposed setback. The proposed setback refers to the 2m full-height setback along Wellington Street and 1m full-height setback on Aberdeen Street, which was proposed in the Approved Development Scheme under A/H3/449 and will be partially (0.511m on Wellington Street and 0.230m on Aberdeen Street) surrendered to the Government. The additional floor (changing from 25 nos. of domestic floor to 26) then triggers the need to provide a refuge floor to fulfil the requirements on Means of Escape. Not least, the structural and engineering experts advised that inserting an additional floor for E&M purposes is unavoidable as the staircase and disabled lift that connect the sitting-out area, the turntable required by the Transport Department, retail/F&B that is used to energise the street environment, a separate residential lobby and the essential building services (e.g. lift and staircases) have taken up most of the space on G/F and UG/F; there remains very little space for E&M purposes. The Applicant agrees to provide a stepped roof profile to add visual interest to the skyline.

The Site is located within 'SOHO and its immediate adjoining area' as identified in the Approved OZP. The area has a long history of mixed use character. While commercial buildings are found along Queen's Road Centre, Wellington Street is more of a secondary commercial street that serves both the working population to the south of Queen's Road Centre and local community to the north of Wellington Street. Retail shops and food outlets can be commonly found at the lowest three floors of the buildings on Wellington Street, whilst floors above are either residential, office or a combination of the above.

The Site of an area of 614.8m^2 (approx.) yields a domestic and non-domestic GFA of approx. 5,707.46m^2 and approx. 850.84m^2 respectively. The Proposed Development comprises one single block with a total of 32 storeys with a building height of about

[1] The Applicant, Ever Label Limited, is a subsidiary company of the applicant of A/H3/449

132mPD. Retail/F&B components will be located at G/F, UG/F and 1/F fronting onto both Wellington Street and Aberdeen Street, whilst the residential portion will be located atop. There will be 26 domestic floors, providing about 178 residential units with an average unit size of about 32sq.m. Apart from the street vibrancy to be provided by the proposed retail shops/food outlets, the Applicant is also determined to provide a better street environment by way of different design merits as shown on the following page.

The proposed uses are fully justified for the following main reasons:

- The current Planning Application aims at implementing the Approved Development Scheme under A/H3/449 and absorb the design changes as the project proceeds.
- The proposed building height is rational and acceptable.
- The Proposed Minor Relaxation of Building Height Restriction meets the relevant criteria stated in the Explanatory Statement.
- The blanket "C" zoning does not reflect the current mixed use character of the area.
- The Proposed Development with Shops/Eating Place on G-1/F will completely tie in with the existing mixed use character of the area and will sustain the street vibrancy.
- The Proposed Development is compatible with its immediate surrounding area in a way that majority of the ground floor frontage will be designated for retail/F&B uses.
- The flats in the Proposed Development are located at the right location and with sufficient facilities nearby, which is considered very much appropriate to meet the public needs for small to medium-sized flats. It is also in line with the Government's ongoing policy to provide residential flats.
- Technical assessments demonstrated that the proposed development would not cause insurmountable impacts on traffic, and sewerage infrastructure or be subject of adverse noise and air quality impact.

With the justifications and merits presented above, we sincerely request the TPB to give favourable consideration to this planning application.

行政摘要

（內文如有差異，應以英文版本為準）

申請人 Ever Label Limited 擬就城市規劃條例第１６條向城市規劃委員會（「城規會」）申請將現時在西營盤及上環分區計劃大綱核准圖編號 S/H3/34 （「大綱核准圖」）內被劃為「商業」地帶的上環威靈頓街 152 - 164 號（「申請地點」），作混合式零售及住宅發展連同略為放寬高度限制（「擬議發展」）。

城市規劃委員會（城規會）於 2024 年 12 月 6 日批准了一宗第 16 條（S16）規劃申請，即一項包含商店/餐飲設施的擬議住宅發展項目（申請編號：A/H3/449）。本次申請屬同一發展商 [2]在同一申請地點之重建項目的延續。由於更新版發展方案中總樓面面積及建築高度均有些微增加，且此類變動既不屬於「甲類」修訂，也不屬於「乙類」修訂，因此必須重新提交規劃申請。

更新版發展方案需要增加建築高度，以容納因建築物後退而獲得的額外總樓面面積。擬議的建築物後退是指沿威靈頓街設置 2 米的全高後退，以及沿鴨巴甸街設置 1 米的全高後退；擬議的建築物後退跟已獲批的發展項目（申請編號：A/H3/449 ）中的建築物後退相符，而此建築物後退（部份；包括沿威靈頓街的 0.511 米及沿鴨巴甸街的 0.230 米）的土地將會交還交政府。樓層數的增加（住宅樓層由 25 層增至 26 層）進而觸發了設置避火層的要求，以符合相關逃生規定。此外，結構與工程專家指出，增設一層機電設施層是不可避免的；這是因為 G/F 和 UG/F 的大部分空間已被以下設施佔用：連接休憩用地的樓梯及無障礙電梯、運輸署要求的車輛轉盤、旨在活躍街道的零售/餐飲空間、獨立的住宅大堂設施及基本的樓宇設施（如升降機及樓梯）。申請人同意採用階梯式屋頂設計，以豐富天際線的視覺效果。

申請地點位於大綱核准圖內名命為「蘇豪和緊連地區」的地方。該區域擁有混合用途的歷史背景。皇后大道中屹立著許多商業大廈，威靈頓街亦是一條商業街道，它的角色能夠同時支援皇后大道中以北的商業區中的上班族及威靈頓街以南的社區。零售及食肆多位於最低的三層，以上為住宅、辦公室或混合用途。

申請地盤面積為約 614.8 平方米，將提供住用及非住用樓面面積約 5,707.46 平方米及 850.84 平方米。擬議發展包括一個單幢的 32 層高大廈，擬議建築物高度為主水平基準以上 132 米。零售/餐飲設施設於 G/F, UG/F 及 1/F 並面對著威靈頓街及鴨巴甸街，而住宅部分則位於樓上。 這大廈有 26 層住宅樓層， 總共提供大概 178 個平均 32 平方米的住宅單位。除了擬議的零售店/食品店將提昇街道活力外，申請人還決心透過不同的設計優點提供更好的街道環境，如下頁所示。

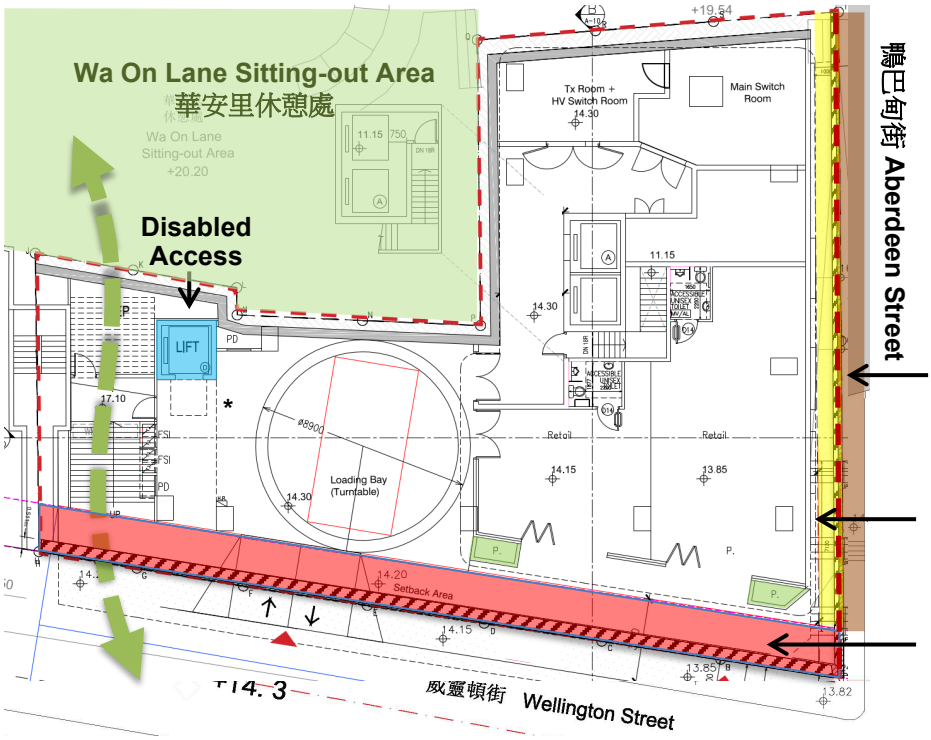
此外，基於以下各點，擬議發展應被城規會採納：

- • 本次規劃申請旨在落實 A/H3/449 號核准發展方案，並在更新版發展方案內加入於詳細設計的過程中納入的設計變更；
- 擬議的建築物高度合理且可接受；
- 擬議的略為放寬高度限制符合《說明書》中所述的相關準則；

[2] Ever Label Limited 為 A/H3/449 的申請人的子公司

- 「商業」用途地帶覆蓋範圍不能反影現時該區的混合式用途；
- 擬議發展（連合 G-1/F 的零售/餐飲設施）與該區現時的混合性用途特質相符，混合式用途能保持街道的活力；
- 毗連發展的地下大都設有零售/食肆用途，擬議發展興鄰近的發展相容；
- 該區社區設施齊全，申請地點適合作擬議的混合式發展，同時擬議發展能提供中小型單位以切合公眾對住屋的需求，並與政府的增加房屋供應政策相符；及
- 申請人已進行各種技術性的評估，而評估結果顯示是次發展計劃將不會對交通及排污造成負面影響，而擬議發展亦不會受嘈音及空氣質素影響。

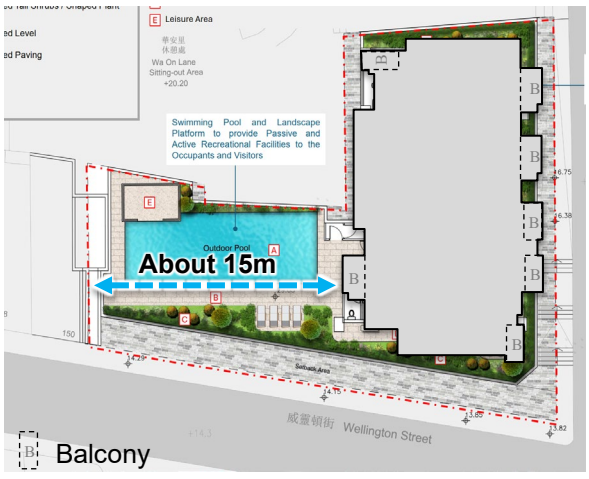
根據上述各方面的分析，我們懇請城市規劃委員會在規劃及技術方面，支持本規劃申請。

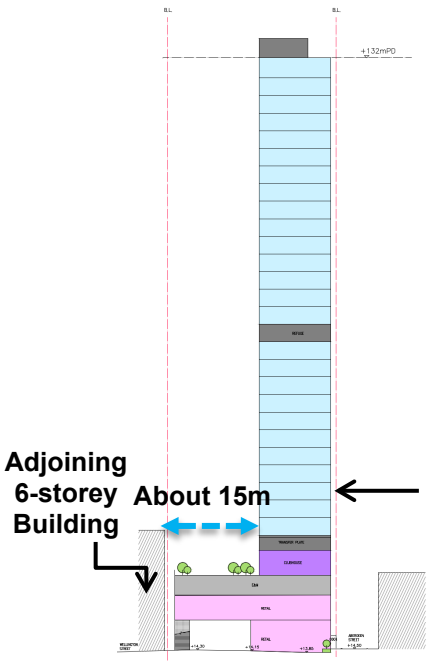


Existing pavement
現有的行人路
(about 約 1.1-1.2m)

Proposed full-height setback
擬議後退 **(1m) [incl. 0.230m to be surrendered (hatched)**
包括 **0.230** 米將交還政府（斜線位置）**]**

Proposed setback
擬議後退 **(2m) [incl. 0.511m to be surrendered (hatched)** 包括 **0.230** 米將交還政府（斜線位置）**]**





Proposed setback (1m full-height + 1m at 2/F & above)

Design Merits 設計優點

（Please refer to section 3.2 for detail 請參閱第 3.2 節以了解更多）

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S16 PLANNING APPLICATION
Approved Sai Ying Pun & Sheung Wan OZP No. S/H3/34

Proposed Flat with Shop and Services/Eating Places with Minor Relaxation of Building Height Restriction at Nos. 152 – 164 Wellington Street in Sheung Wan

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

1.1.1 This Planning Application is prepared and submitted on behalf of Gallery Grove Limited ("the Applicant") to seek approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for the Proposed Residential Development with Shops/Eating Places on G/F and 1/F and with minor relaxation of Building Height Restriction at nos. 152 – 164 Wellington Street in Sheung Wan ("Application Site"/the "Site"). The Application Site falls within "Commercial" ("C") zone and partially within an area shown as 'Road' on the Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan ("Approved OZP") No. S/H3/34. This Supporting Planning Statement is to provide the TPB with necessary information to facilitate consideration of this Application.

1.1.2 On 6 December 2024, TPB approved the S16 Planning Application the Proposed Residential Development with Shops/Eating Places at the Application Site (TPB Ref.: A/H3/449 refers). The current application is a continuation of the same redevelopment project proposed by the same developer[‡] at the same site. Subsequent to obtaining the planning approval in December 2024, the Applicant has commenced detailed design and further liaison with the relevant Government departments on design of Wa On Lane Sitting-out Area as well as the proposed setback.

1.1.3 The Applicant received positive feedback from the relevant Government department on the proposed setback. The Applicant therefore intends to seek for a planning permission for the Updated Development Scheme, which involves additional GFA and a taller building height to incorporate the latest design changes.

[‡] The Applicant, Ever Label Limited, is a subsidiary company of the applicant of A/H3/449

1.2 Report Structure

1.2.1 Following this Introductory Section, the site and planning context will be briefly set out in Section 2. The proposed development scheme is included in Section 3. The planning merits and justifications for the Planning Application can be found in Section 4. Section 5 concludes and summarizes this Supporting Planning Statement.

2 SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Condition

2.1.1 The Application Site, with an area of about 614.8m^2, is located at the corner of Wellington Street and Aberdeen Street in Sheung Wan (**Figure 2.1** refers). It is currently occupied by several 6-storey composite buildings (**Figure 2.2** refers).

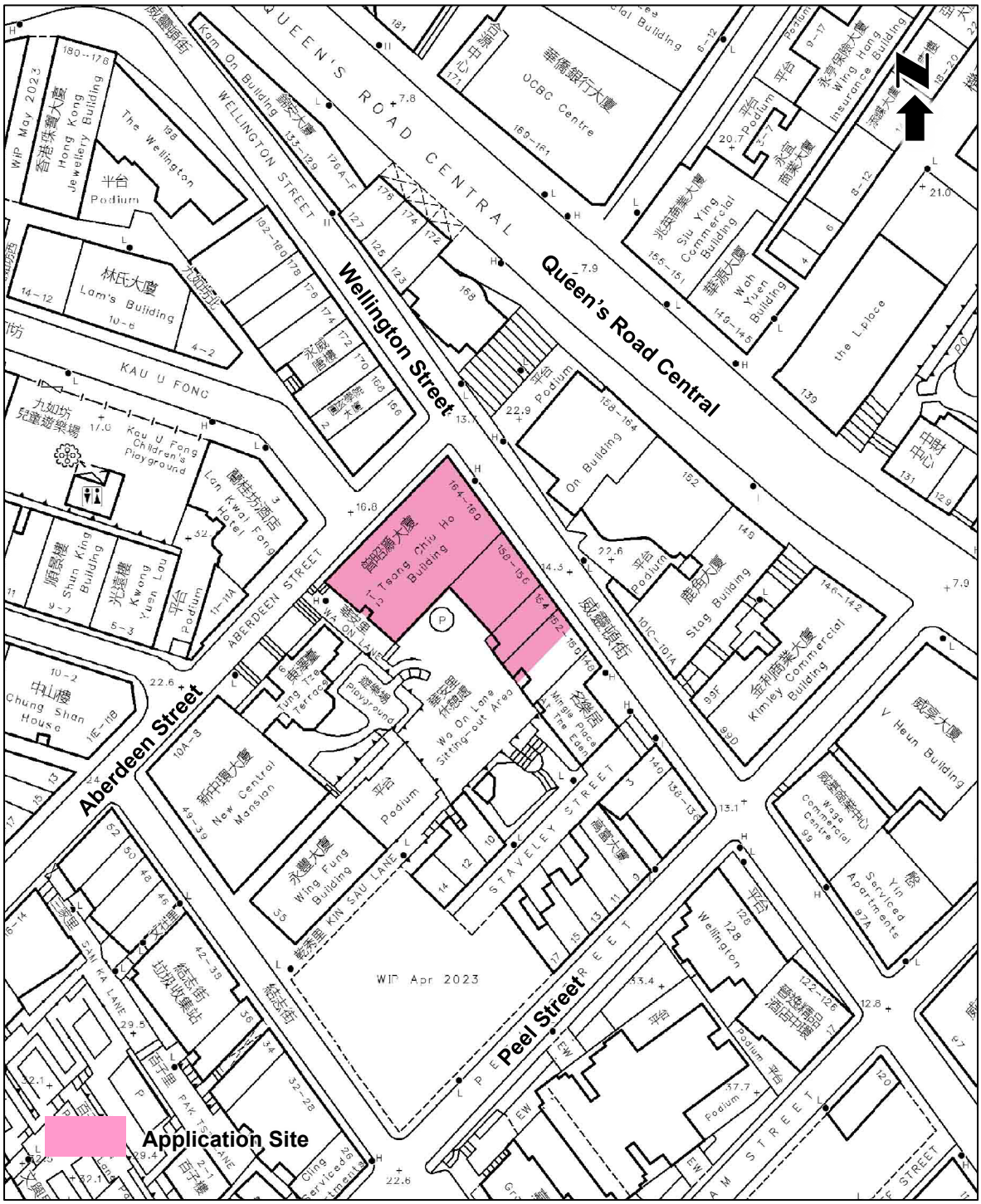


Figure 2.1 Site Location Plan (Scale 1:1 000)

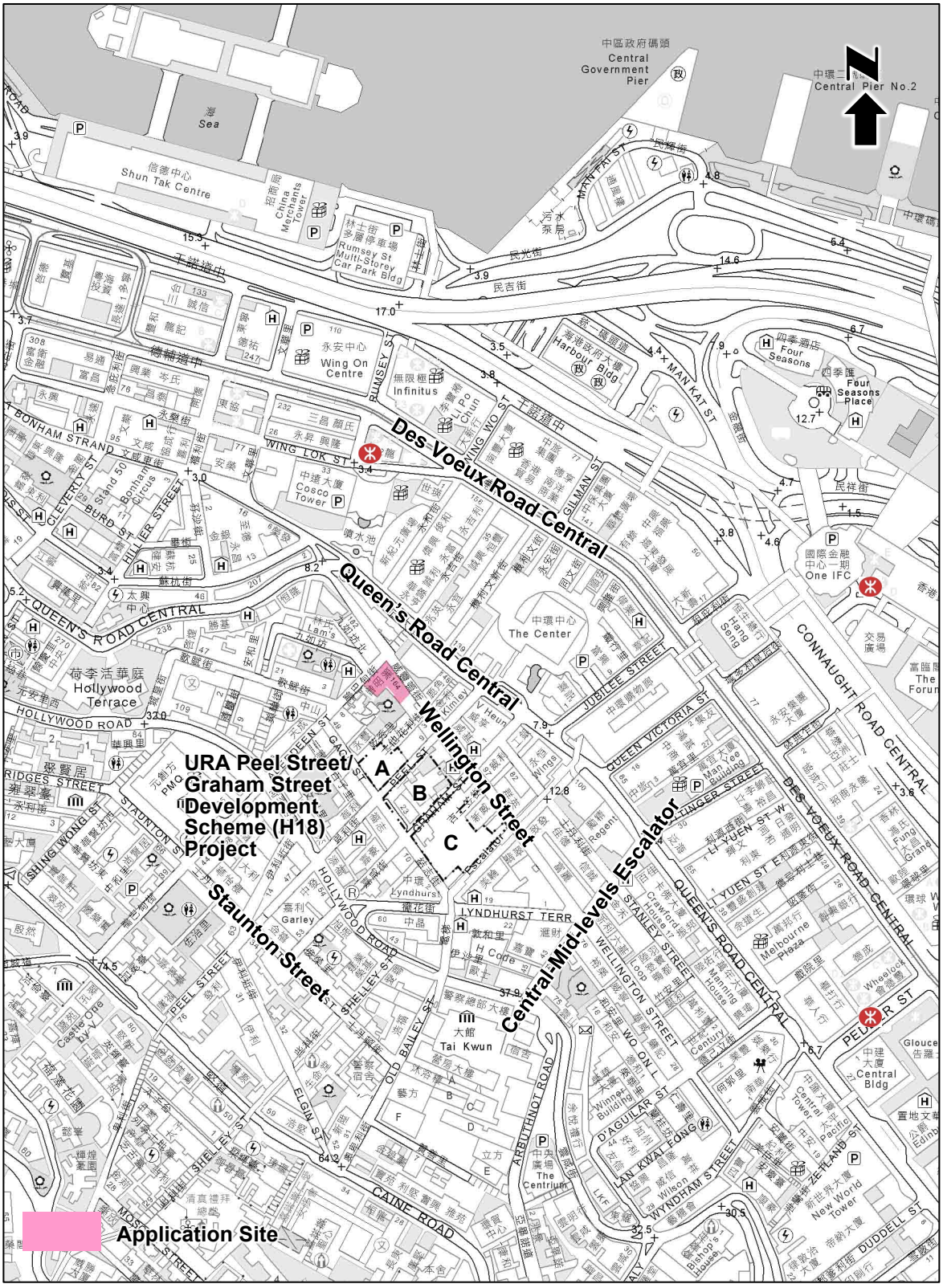


Figure 2.2 Site Location Plan (Scale 1:5 000)





Narrow Pavement Along Aberdeen Street

Entrance to Wa On Sitting-out Area

Figure 2.3 Site Photos

2.2 Land Lease and Ownership Status

2.2.1 The Site comprises the following individual private lots (**Figure 2.4** refers):

(i) Inland Lot 6428
(ii) Inland Lot 6429
(iii) Inland Lot 5329
(iv) Inland Lot 5328
(v) Inland Lot 5327
(vi) Inland Lot 5326
(vii) Inland Lot 5325
(viii) Inland Lot 5320 RP
(ix) Inland Lot 5321 RP
(x) Inland Lot5322 RP

2.2.2 The said private lots have a total area of about 614.8m^2 (subject to detailed survey of lot boundaries). All the lots where the existing buildings are situated are held under a virtually unrestricted lease.

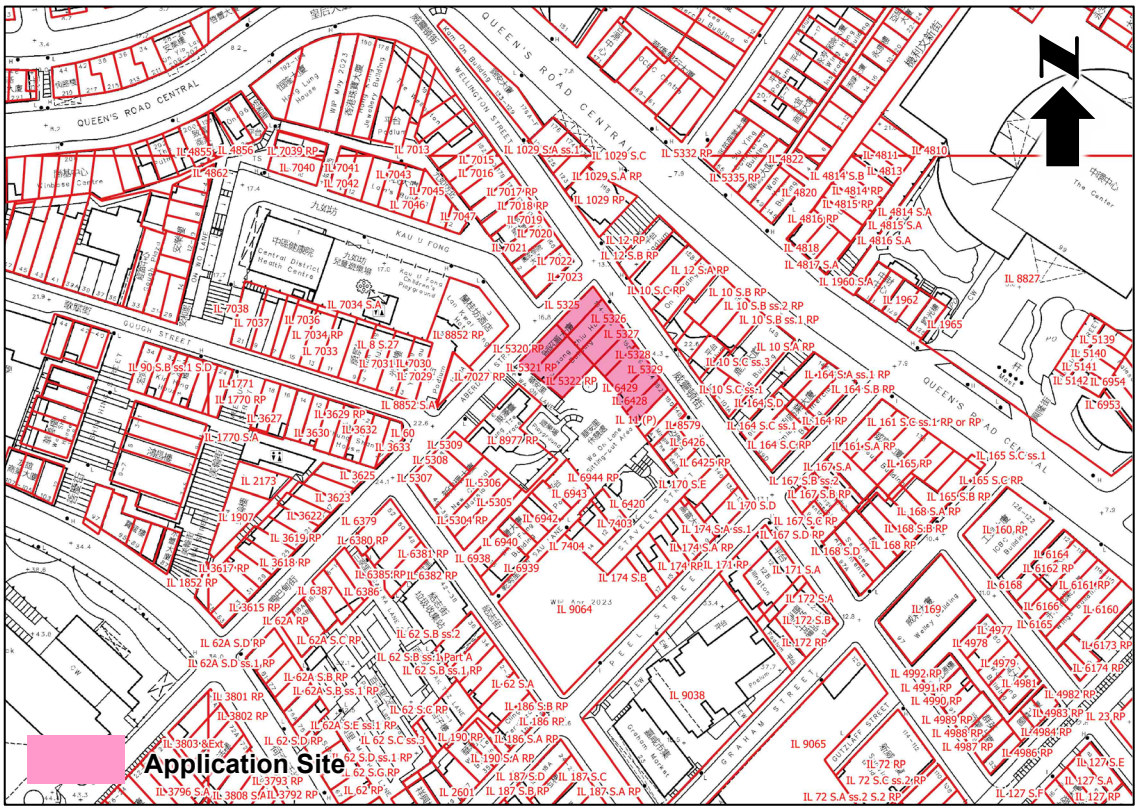


Figure 2.4 Lot Index Plan (Scale 1:2000)

2.3 Surrounding Land Use Pattern

2.3.1 The Application Site is located in a well-established mixed use neighbourhood with both commercial developments and residential developments co-existing. URA Peel Street/ Graham Street Development Scheme (H18) Project is located in proximity, in which Site A of the project is located within the same street block bounded by Wellington Street, Aberdeen Street, Gage Street and Peel Street. At the centre of the street block is Wa On Lane Sitting-out Area.

2.3.2 The wider area to the northeast across Wellington Street and Queen's Road Central is the traditional Central Business Area. The Central-Mid-Levels Escalator on Cochrane Street to the further east of the Site marks the boundary of the Central CBD virtually. The area to the southeast of the Central-Mid-Levels Escalator is predominantly commercial use, whereas the area to the northwest contains a more mixed use character. The area to the west of Aberdeen Street becomes more residential dominant.

2.3.3 Existing developments nearby include (see **Figure 2.1** and **Figure 2.2**):

(a) To the immediate southeast and southwest of the Site are some residential developments, including Tung Tze Terrace.
(b) To the northeast of the Site across Wellington Street is an array of commercial developments, including On Building Stag Building, Kimley Commercial Building and etc..
(c) Majority of the area to the southwest and northwest of the Site are occupied by residential developments with a few commercial developments (including hotels or serviced apartments) can also be found sporadically.
(d) There are several open spaces nearby, including Wa On Lane Sitting-out Area right at the back of the Site, Kau U Fong Children's Playground and Pak Tsz Lane Park. The URA Project will also provide about 2,147sqm of open space upon completion[§].

2.4 Accessibility

2.4.1 The Site is well-served by various public transport services. MTR Sheung Wan and Central Stations are located just 200m and 500m away from the Site respectively. There are numerous Frankchised Bus and GMB routes running along Queen's Road Central and Des Voeux Road Central (Section 3.2 of the Traffic Impact Assessment in *Appendix III* refers).

[§] Source: URA Website (https://www.ura.org.hk/en/project/redevelopment/peel-street-graham-street-development-scheme)

2.5 Statutory Planning Context

2.5.1 The Application Site falls within an area zoned "Commercial" ("C") (about 550.8sqm; about 89.6%) and partially within an area shown as 'Road' (about 64sqm; about 10.4%) on the Approved Sai Ying Pun & Sheung Wan OZP No. S/H3/34 (**Figure 2.5** refers). According to the Statutory Notes of the Approved OZP, planning intention of the "C" zone is as follows,

"*This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.*"

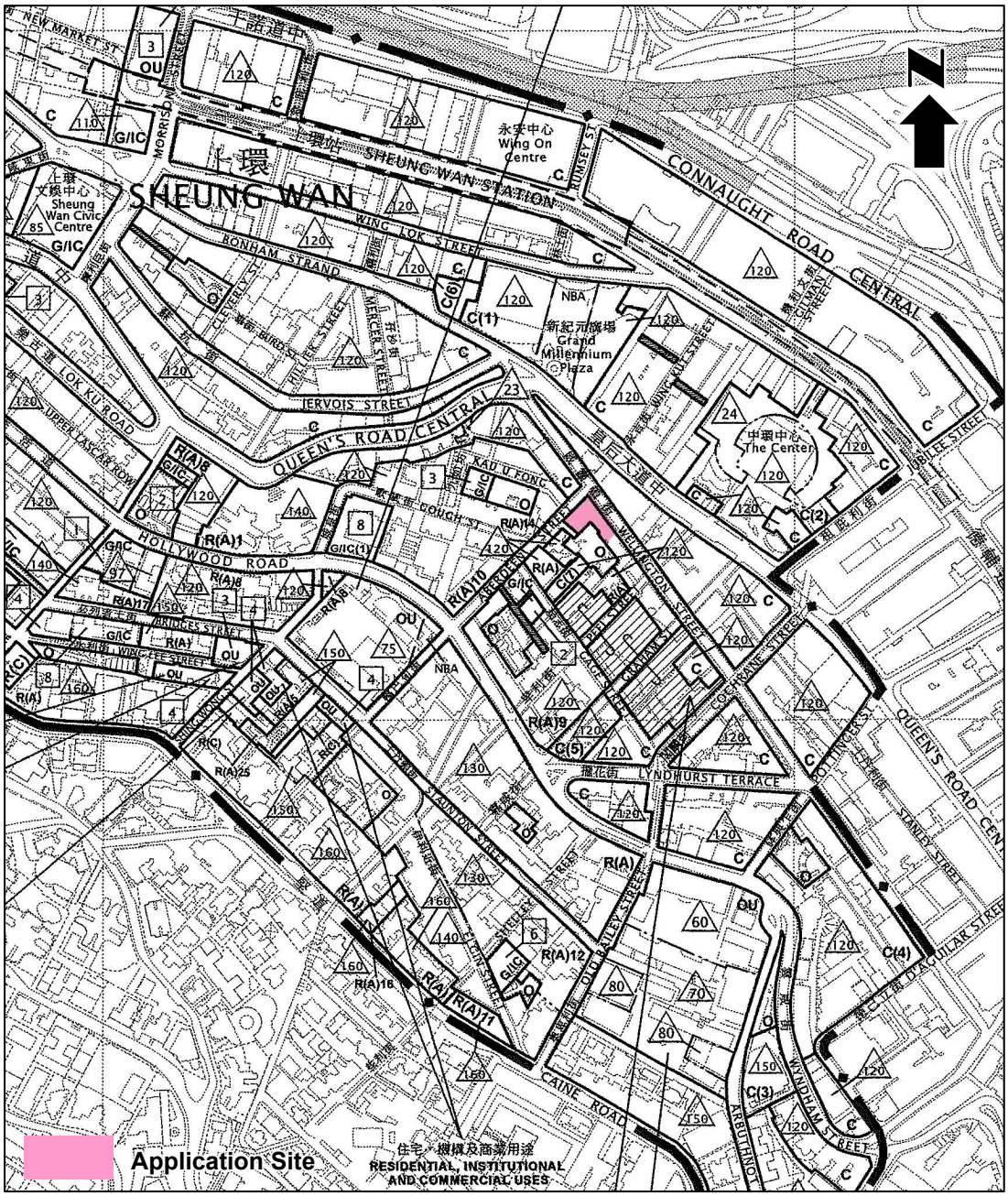


Figure 2.5 Zoning Context Plan

2.5.2 According to the Statutory Notes of the Approved OZP for the "C" zone, 'Shop and Services' and 'Eating Place' are Column 1 uses which are always permitted. 'Flat' is a Column 2 use of the subject "C" zone and requires permission from the Town Planning Board.

2.5.3 Under the Approved OZP, it is stated that no new development, or addition, alteration and/or modification to or redevelopment of an existing building within the "C" zone shall result in a total development and/or redevelopment in excess of a maximum building height of 120mPD or the height of the existing building, whichever is the greater.

2.5.4 Whilst part of the Site falls within an area shown as road, all of the proposed uses require permission from the Town Planning Board.

2.5.5 The same developer [**] submitted a S16 Planning Application for a proposed residential development (without relaxation of Building Height Restriction) under application No. A/H3/449, which TPB approved the application with conditions. The major development parameters of the Approved S16 Scheme are as follows:

Approved S16 Scheme			
Application Site Area	614.8m^2		
	Domestic	Non-Domestic	Total
GFA (about)	5,596.2m^2	826.2m^2	6,395.4m^2
Plot Ratio (about)	9.06	1.34	10.4
Site Coverage	Not more than 40% (above 15m) About 85% (under 15m)		
Building Height	119.9mPD		
No. of Storeys	30 (26 domestic floors over 5-storey podium)		
No. of Units	175		
Average Flat Size	About 31.8m^2		
Estimated Population	368 persons		
Internal Transport Facility			
Loading/Unloading Bay	1		

2.6 Government's On-going Strategy to Increase Flat Supply

2.6.1 With property price rockets in recent years. The public has put strong pressure on the Government to stabilise Hong Kong's property market. In response to the societal concern, the Government initiated various fiscal measures attempting to freeze the property boom, and at the same time proposed a series of measures to increase housing supply from short, medium to long term.

[**] The Applicant, Ever Label Limited, is a subsidiary company of the applicant of A/H3/449

2.7 Non-Statutory Planning Context

Explanatory Statement attached to the Approved OZP

2.7.1 As stated in the Explanatory Statement ("ES") of the Approved OZP, in order to prevent excessively tall or out-of-context buildings, to preserve the existing views of the ridgeline and to provide better control on the building heights of developments in the Area, building height restrictions are imposed on various development zones on the Plan. Moreover, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with design merits/planning gains. Each planning application will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

(a) amalgamating smaller sites for achieving better urban design and local area improvements;
(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land /area for use as a public passage/street widening;
(c) providing better streetscape/good quality street level public urban space;
(d) providing separation between buildings to enhance air and visual permeability;
(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan;
(f) catering for the provision of on-site car parking and loading/unloading facilities on sites of 900m2 or larger with at least 30m street frontage on two sides within the SOHO and its immediate adjoining area shown in Plan 1; and
(g) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

Long Term Housing Strategy

2.7.2 The Long Term Housing Strategy ("LTHS") was first released by the Transport and Housing Bureau on 16 December 2014 to address the structural issues pertaining to Hong Kong's housing problem, and is being updated annually to make timely adjustments accordingly. According to the latest Annual Progress Report released in September 2026, the total housing supply target for the ten-year period from 2027-28 to 2036-37 is 411,500 units, of which 294,000 units are public housing supply and the remaining 126,000 units are private housing supply. The public/private split for the supply of new housing units would be maintained at 70:30. The Government will continue to take forward measures to form land as recommended by the Task Force on Land Supply ("TFLS") to provide land to ensure stable supply of land for housing developments. In terms of private housing supply, the Government aims to provide around 96,000 private residential units through land sale and railway property developments in an orderly and pragmatic manner, with the rest to be met by development projects undertaken by Urban Renewal Authority ("URA") and other private development/redevelopment projects.

The First Five-Year Plan and 2026 Policy Address

2.7.3 The Government published the inaugural Five-Year Plan (2026-2030) and 2026 Policy Address concurrently on 16 September 2026 to establish a comprehensive strategic blueprint backed by specific performance indicators to guide Hong Kong's long term economic development.

2.7.4 According to the publications, the Government strives to set up a new paradigm of sustainable, multi-strata housing supply through the annual update of the long term housing demand projection and formulate a rolling-10 year housing supply target in light of social, economic and market changes. It is estimated about 2,500 hectares of "spade-ready sites" will be prepared to build up the land reserve in the next decade. The Government will also take account the overall situation to determine the pace of land disposal and co-ordinate other land supply sources.

Rising Housing Demand from Overseas Talents

2.7.5 Seven talent admission schemes, including the Top Talent Pass Scheme ("TTPS") launched in December 2022, are implemented to attract global talent to pursue development in Hong Kong. Over the past three years, the Government received nearly 600,000 applications and approved over 410,000 applications under the various schemes. According to the Hong Kong Property Review 2026 published in April 2026, this influx of talent has driven strong housing demand, pushing domestic rents up by 4.1% between the fourth quarters of 2024 and 2025.

2.8 Planning History

Stage II Study on Review of Metroplan

2.8.1 The Stage II Study on Review of Metroplan ("Metroplan Review") was commissioned by Planning Department in March 1999. It presented a land use-transport-environmental planning framework for the Metro Area, covering Hong Kong Island, Kowloon and Tsuen Wan/Kwai Tsing, up to the year 2011. The main objective of the Stage II Review was to re-examine the land use-transport-environmental planning framework established in the 1991 Metroplan in the light of the changed circumstances and the findings and suggestions recommended in the Stage I Study and to consider what modifications should be made to the 1991 Metroplan. One of the many policies recommended by the Metroplan Review was to change "Commercial/Residential" ("C/R") zone to "C", "Residential" or other uses such as a new mixed use zone.

2.8.2 As a result of the Stage II Study on Review of Metroplan and the subsequent land use review of the "C/R" sites on the Sai Yin Pun & Sheung Wan OZP, Draft Sai Yin Pun & Sheung Wan OZP No. S/H3/24 was gazetted on 7 May 2010 and rezoned the "C/R" zone near the Site into either "C" or "Residential (Group A)" zones (**Figure 2.6** refers).



Figure 2.6 Zoning History – Sai Ying Pun & Sheung Wan OZP No. S/H3/23 & 24

3 UPDATED DEVELOPMENT SCHEME

3.1 The Development Scheme

3.1.1 Schematic drawings for the Proposed Development are presented in **Appendix 1** of this Supporting Planning Statement, whilst Landscape Master Plan is presented in **Figure 3.1**. The Site of an area of 614.8m^2 (approx.) yields a domestic and non-domestic GFA of approx. 5,707.46m^2 and approx. 850.84m^2 respectively. The Proposed Development comprises one single block with a total of 32 storeys with a building height of about 132mPD. Retail/F&B components will be located on G/F, UG/F and 1/F fronting onto both Wellington Street and Aberdeen Street, whilst the residential portion will be located atop. There will be 26 domestic floors, providing about 178 residential units with an average unit size of about 32m^2.

3.1.2 The residential lobby will be placed at UG/F and front onto Aberdeen Street, which will be completely separated from the commercial portion of the Proposed Development. It is anticipated that the Proposed Residential Development would be completed by 2030. **Table 3.1** below summarises the key development data.

Table 3.1 Technical Schedule

Overall Development			
Application Site Area	614.8m^2		
	Domestic*	Non-Domestic	Total
GFA (about)	5,707.46m^2	850.84m^2	6,558.3m^2
Plot Ratio (about)	9.28	1.38	10.67
Site Coverage	Not more than 40% (above 15m) About 85% (under 15m)		
Building Height	132mPD		
No. of Storeys	32 (26 domestic floors + 1 refuge over 5-storey podium)		
No. of Units	178		
Average Flat Size	About 32m^2		
Estimated Population	374 persons		
Internal Transport Facility			
Loading/Unloading Bay**	1		

* Including bonus GFA of about 126.69m^2 derived from part of the setback on Wellington Street and Aberdeen Street; subject to approval by relevant authorities

** The Site meets the requirements for waiving the car parking and loading/unloading requirements as stated in the Explanatory Statement attached to the prevailing Approved OZP No. S/H3/34.

3.1.3 Communal open spaces and private recreation facilities (in the form of residential clubhouse) will be provided on G, M, 3 and Roof/F. The total area of the communal open space would be about 374m^2.

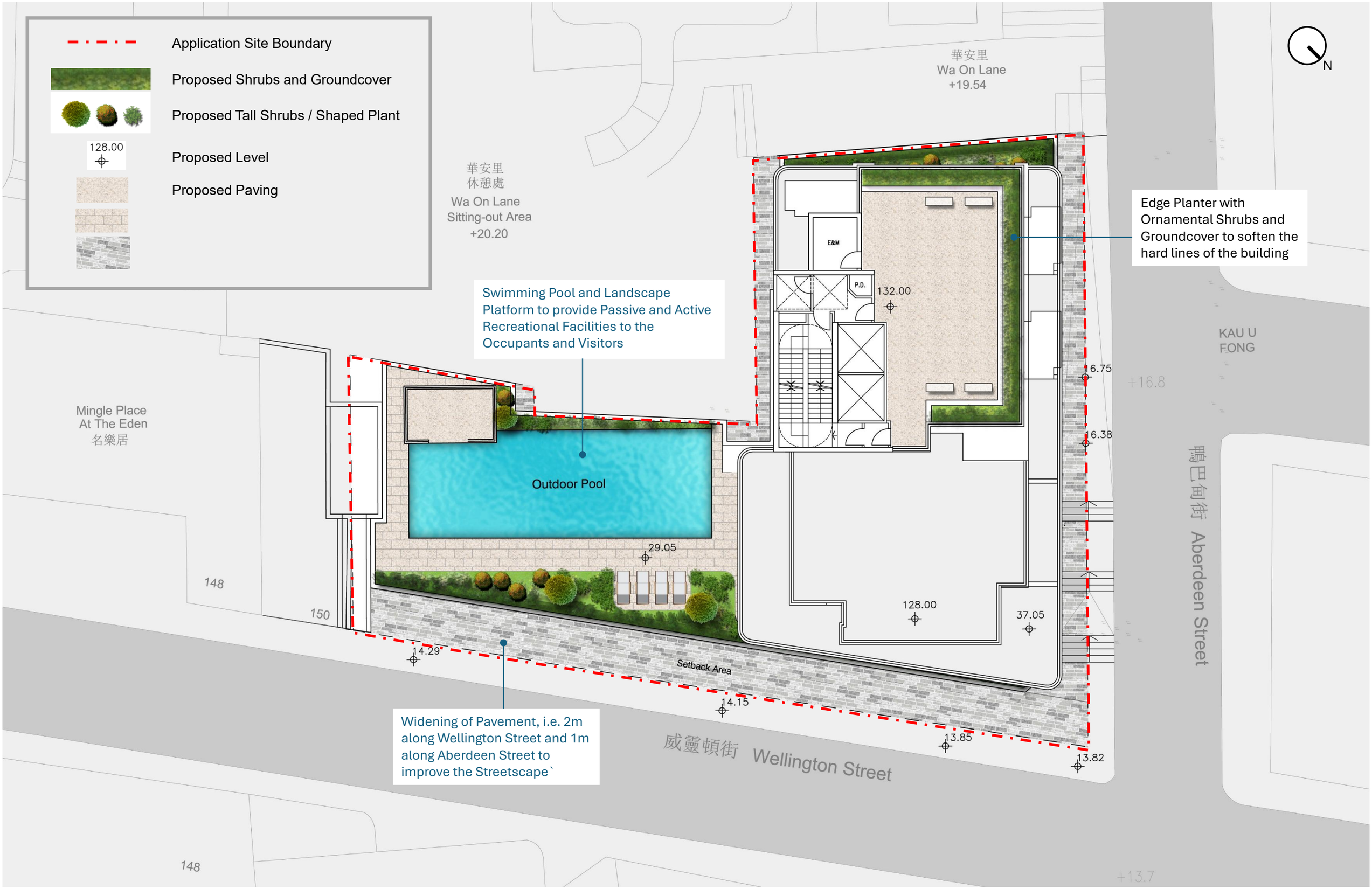


Figure 3.1 Landscape Master Plan
(Overall)

Dwg. No. : LMP01
Scale 1:150
Rev. 0

3.2 Design Merits

*Improvements to Pedestrian Zone – AS PER THE APPROVED S16 SCHEME (**Figure 3.2** refers)*

3.2.1 Providing retail shops/eating places on G/F and 1/F would sustain the commercial street frontage found on Wellington Street and Aberdeen Street in Sheung Wan. In addition to the full-height setback of 2m along Wellington Road (which falls within an area shown as 'Road'), the Proposed Development will also setback 1m away from the lot boundary along Aberdeen Street to widen the pavements.

*Energising and Improving Accessibility of Wa On Lane Sitting-out Area – AS PER THE APPROVED S16 SCHEME (**Figure 3.2** refers)*

3.2.2 The Proposed Development will provide a prominent access to Wa On Lane Sitting-out Area with disabled access. The landing level of 1/F is also being designed to have direct access to the sitting-out area, so that the commercial activities within the Proposed Development would help to bring life to the open space and provide natural surveillance.

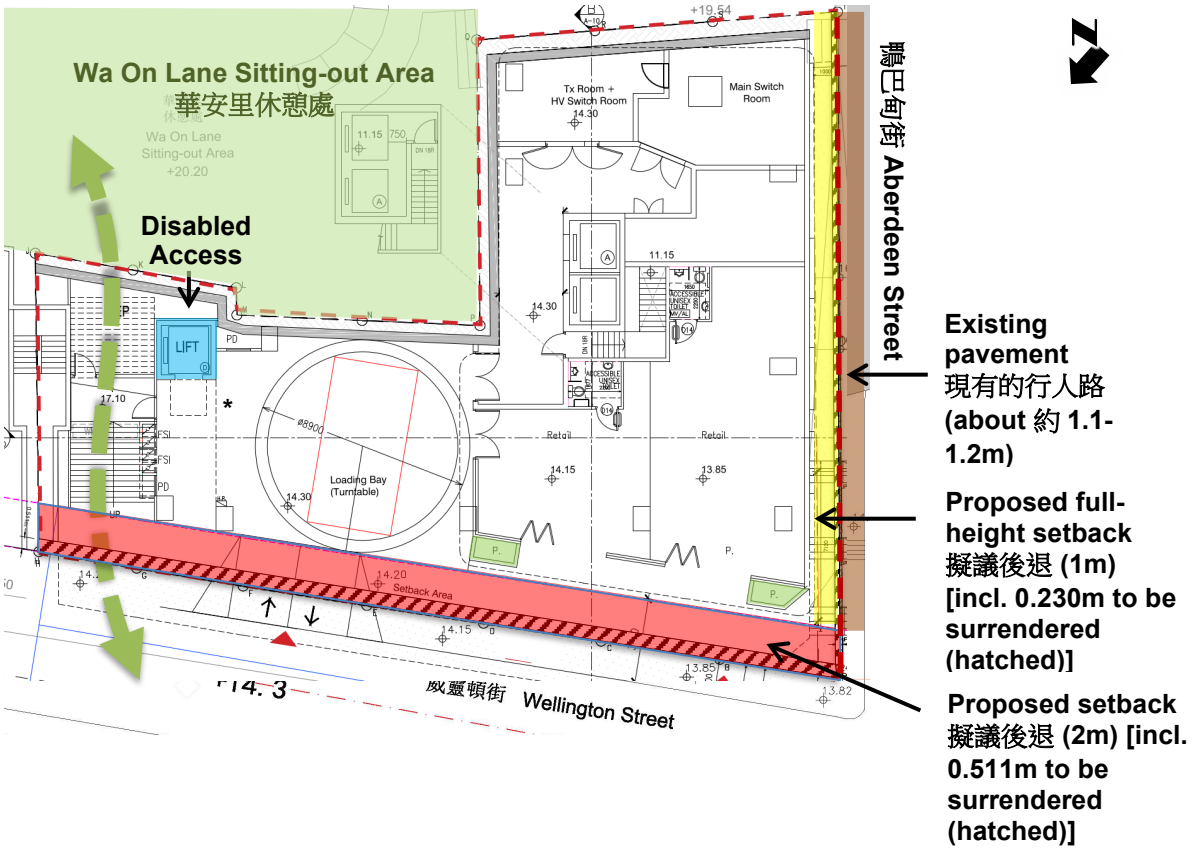


Figure 3.2 Illustration of Design Merits (1)

*Creating a Wide Building Separation – AS PER THE APPROVED S16 SCHEME (**Figure 3.3** refers)*

3.2.3 The residential tower is proposed to be placed in parallel to Aberdeen Street. This will create an about 15m building separation between the adjoining building on Wellington Street. Commercial portion of the Proposed Development only contains two levels (plus a mezzanine floor accessible from Aberdeen Street due to the level difference of the Site) and the communal open space is located atop at the podium level. The height of this portion of the Proposed Development will be significantly lower than the adjoining building. All these allow air and sunlight to penetrate to and from Wa On Lane Sitting-out Area and reduce the canyon effect on Wellington Street at the same time.

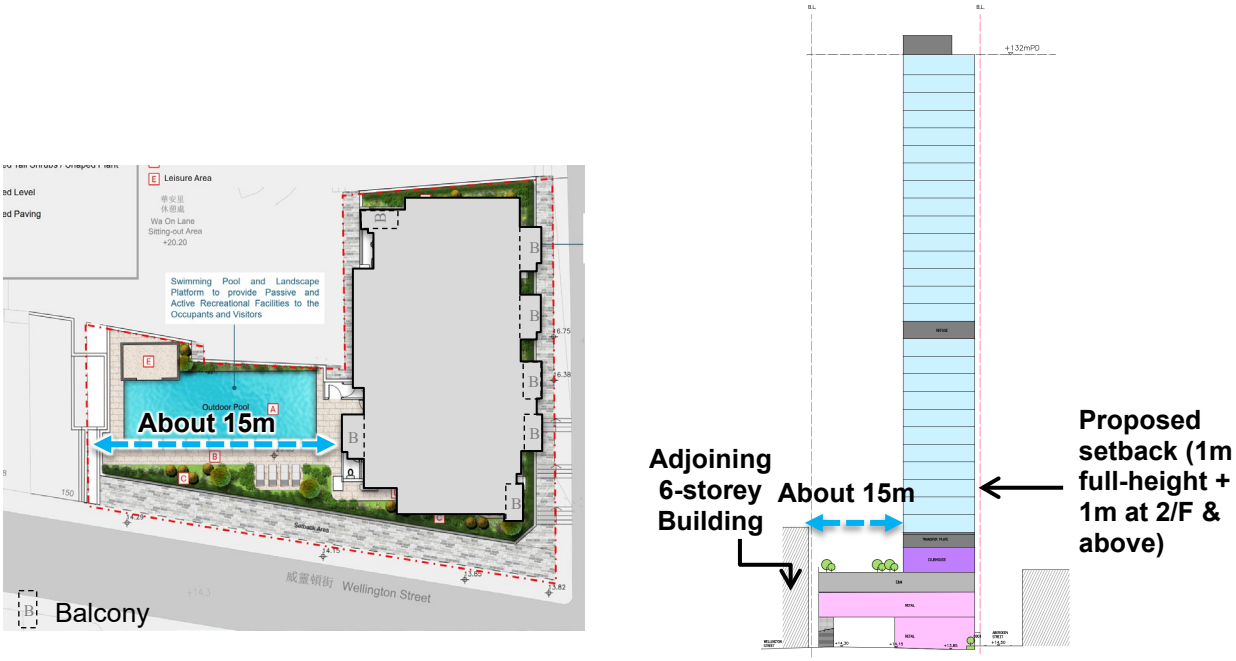


Figure 3.3 Illustration of Design Merits (2)

*Main Façade of the Residential Tower Sets Back from Aberdeen Street – AS PER THE APPROVED S16 SCHEME (***Figure 3.4** *refers)*

3.2.4 The main façade of the residential tower sets back about 2m away from the lot boundary. This will help to reduce the canyon effect on Aberdeen Street.

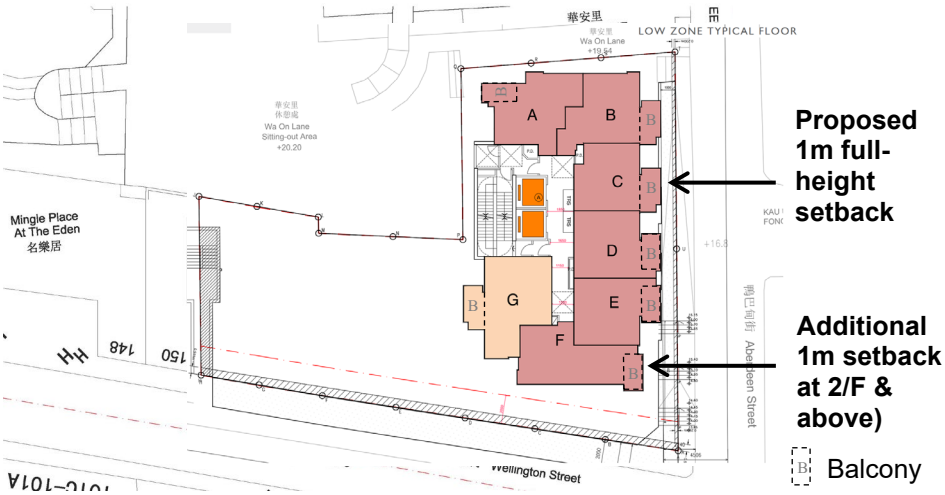


Figure 3.4 Illustration of Design Merits (3)

*Setback away from Wa On Lane Sitting-out Area – ADDITIONAL (***Figure 3.5** *refers)*

3.2.5 While maintaining connection between Wa On Lane Sitting-out Area and the retail/F&B on 1/F of the Proposed Development, the Updated Development Scheme incorporates a 1m setback from the site boundary at any opening towards the sitting-out area. This ensures that impact to the sitting-out area will be minimised.

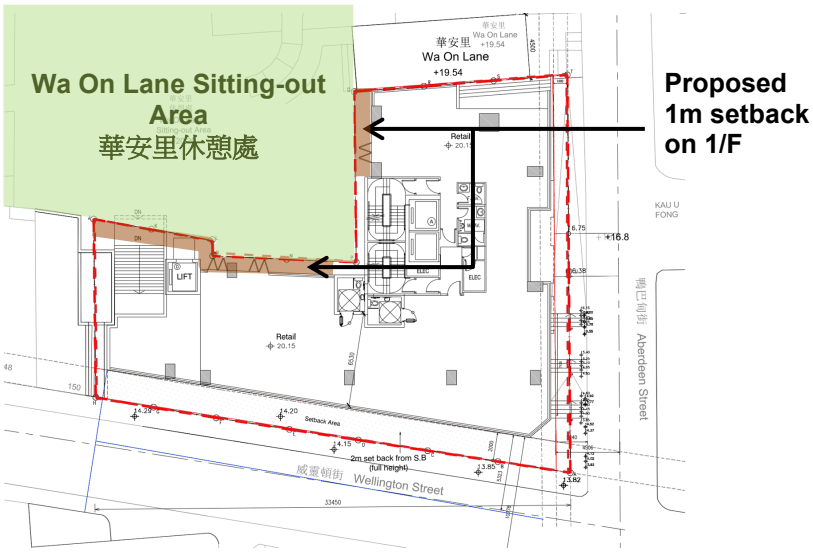


Figure 3.5 Illustration of Design Merits (4)

*Stepped Rooftop Profile – ADDITIONAL (***Figure 3.6** *refers)*

3.2.6 The Proposed Development only involves a single building block. The Applicant tries to add some interest to the overall skyline by adopting a stepped roof profile.

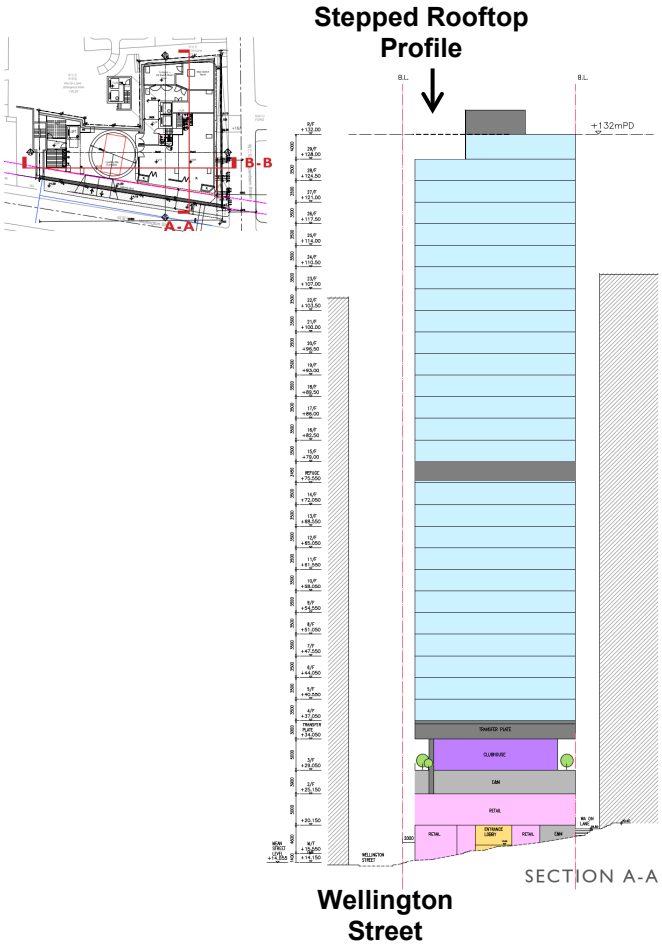


Figure 3.6 Illustration of Design Merits (5)

3.3 Landscape Proposal

3.3.1 The aim of the Landscape Proposal in *Appendix II* is to respond to site conditions, building form and function and to provide a quality landscape scheme. The main factors to be taken into consideration are as follows:

- Response to the site context, both in terms of landscape character and visual amenity;
- Response to the proposed building and its architectural style;
- Creation of a green and sustainable setting by maximising the opportunity for soft landscape; and
- Establish pleasant landscape areas that meet the varying needs of users.

3.3.2 The Proposed Development provides landscaping at multi-levels. There will be a planter at the corner of Wellington Street and Aberdeen Street to improve street amenity. There will also be edge planters on 3/F.

3.3.3 Since the Site is directly abutting Wa On Sitting-out Area, 4 nos. of trees which are located at the boundary will be affected. The Application will further liaise with the Leisure and Cultural Services Department for the compensation and necessary enhancement to the sitting-out area.

3.4 Access Arrangement and Transportation Provisions

3.4.1 There will be no car parking within the Proposed Development.

3.4.2 Despite the fact that the Explanatory Statement attached to the prevailing Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan No. S/H3/34 states that "[f]*or sites smaller than 900m^2 in the area* [i.e. the SOHO and its immediate adjoining area]*, on-site car parking and loading/unloading requirements will be waived*"; should it so be required by TPB, that an approval condition will be imposed such that the Proposed Residential Development will provide a loading/unloading facility for light goods vehicle (e.g. a loading/unloading bay to be facilitated by a turntable) at G/F.

3.4.3 Moreover, access to both road-based and rail-based public transport services is convenient. Numerous franchised bus and tram routes operate along Queen's Road Central and Des Voeux Road Central, which are within walking distance from the Site. MTR Sheung Wan Station and Central Station are located about 200m and 500m away from the Site.

3.5 Environmental Considerations

3.5.1 The potential environmental impact associated with the Proposed Development including traffic and industrial noise and air quality have been carefully assessed.

Traffic Noise Impact

3.5.2 Noise standards are recommended in Chapter 9 of the HKPSG for planning against possible road traffic noise impacts. For new residential use, as in the case of the proposed development within the Application Site, the standard for road traffic noise level expressed in terms of L10(1 hr) at the typical façades of the proposed development is recommended to be 70 dB(A). The assessment results indicate that no noise exceedance would occur at the Proposed Development.

Industrial Noise Impact

3.5.3 A few ventilation equipment, including chillers and Variable Refrigerant Volume (VRV) have been identified as potential sources of industrial noise within 300m radius from the boundary of the Application Site. However, future dwellings would not be subject to unacceptable noise impact. This will be further justified in **Appendix 4**.

Air Quality Impact

3.5.4 HKPSG has provided a set of guidelines to assess the potential air quality impacts generated from traffics. According to Table 3.1 in Chapter 9 of HKPSG (shown in Table 4.1 of in **Appendix 4**), a number of horizontal buffer distances between kerb side of roads and sensitive uses are recommended for various types of road. Fresh air intake location of the non-residential portion of the Proposed Residential Development and horizontal separation of the air sensitive receivers of the residential portion shall make reference to the relevant guidelines to ensure no unacceptable air quality impact will be anticipated.

3.5.5 The Environmental Assessment can be found at **Appendix 4** of this Supporting Planning Statement.

3.6 Sewerage Considerations

3.6.1 According to the Drainage Record Plans obtained from DSD, there are two existing Ø150mm pipes (Manhole reference no. FMH7029762 and FMH7029760 in respectively) connected from the Application Site to the Ø400mm sewage pipe along Wellington Street. The pipe is then connected to the Ø600mm to Ø750mm sewerage pipe along the Queen's Road Central and Bonham Strand.

3.6.2 The Sewerage Impact Assessment in **Appendix 5** revealed that the capacity of the existing sewerage network is found to be sufficient to cater for the sewage generated from the Application Site and no sewerage upgrading work will be required.

4 PLANNING MERITS AND JUSTIFICATIONS

4.1 The Current Planning Application Aims at Implementing the Approved Development Scheme under A/H3/449 and Absorb the Design Changes as the Project Proceeds

4.1.1 On 6 December 2024, TPB approved the S16 Planning Application the Proposed Residential Development with Shops/Eating Places at the Application Site (TPB Ref.: A/H3/449 refers). The current application is a continuation of the same redevelopment project proposed by the same developer[††] at the same site. Subsequent to obtaining the planning approval in December 2024, the Applicant has commenced detailed design and further liaison with the relevant Government departments on design of Wa On Lane Sitting-out Area as well as the proposed setback.

4.1.2 The Applicant received positive feedback from the relevant Government department on the proposed setback. Part of the proposed setback has been considered 'necessary and essential' (**Appendix 3** refers), therefore would likely warrant bonus GFA under Regulation 22(1) or (2) Building (Planning) Regulations and result in an increase in GFA as compared to the Approved S16 Scheme. Accordingly to the Town Planning Board Guidelines on Class A and Class B Amendments to Approved Development Proposals (TPB PG-No. 36C), '*Increase in GFA/PR due to additional PR permitted by the Building Authority under Regulation 22(1) or (2) of the Building (Planning) Regulations which is permitted under the Notes of the extant statutory plan*' is a Class A Amendment; however the subject "C" zone in the Approved OZP does not contain this clause. In other words, the Updated Development Scheme contains neither Class A nor Class B amendment, a fresh planning application under section 16 of the Ordinance is therefore be required.

4.1.3 The increase in GFA also has implications on the proposed building height. The Updated Development Scheme contains an additional domestic floor to absorb the increase in GFA. Since the Approved S16 Scheme conforms with the extent Building Height Restriction and the approved application (i.e. A/H3/449) does not contain minor relaxation in Building Height Restriction, the Updated Development Scheme with a building height of +132mPD requires permission from TPB to minor relax the Building Height Restriction.

4.2 The Proposed Building Height is Rational and Acceptable

4.2.1 As abovementioned, the Updated Development Scheme requires additional height to absorb the bonus GFA derived from the proposed setback. The additional floor (changing from 25 nos. of domestic floor to 26) then triggers the need to provide a refuge floor to fulfil the requirements on Means of Escape.

[††] The Applicant, Ever Label Limited, is a subsidiary company of the applicant of A/H3/449

4.2.2 The Applicant further develops the Approved Development Scheme and has engaged structural and engineering experts after obtaining the planning approval. It is discovered that, the staircase and disabled lift that connect the sitting-out area, the turntable required by the Transport Department, retail/F&B that is used to energise the street environment, a separate residential lobby and the essential building services (e.g. lift and staircases) have taken up most of the space on G/F and UG/F. There remains very little space for E&M purposes. Inserting an additional floor for E&M purposes then becomes unavoidable.

4.2.3 At the same time, the Applicant also intends to improve the living conditions of the future residence by increasing the floor-to-floor height slightly from 3.25m to 3.5m (a 0.25m increase) and the trade-off is to substantially reduce the size of the residential clubhouse from 2 storeys in the Approved S16 Scheme to only 1 storey in the Updated Development Scheme. Not least, the Applicant agrees to provide a stepped roof profile to add visual interest to the skyline.

4.2.4 In light of the above, the proposed minor relaxation in Building Height Restriction of just 10%, from +120mPD to 132mPD, is considered rational and acceptable.

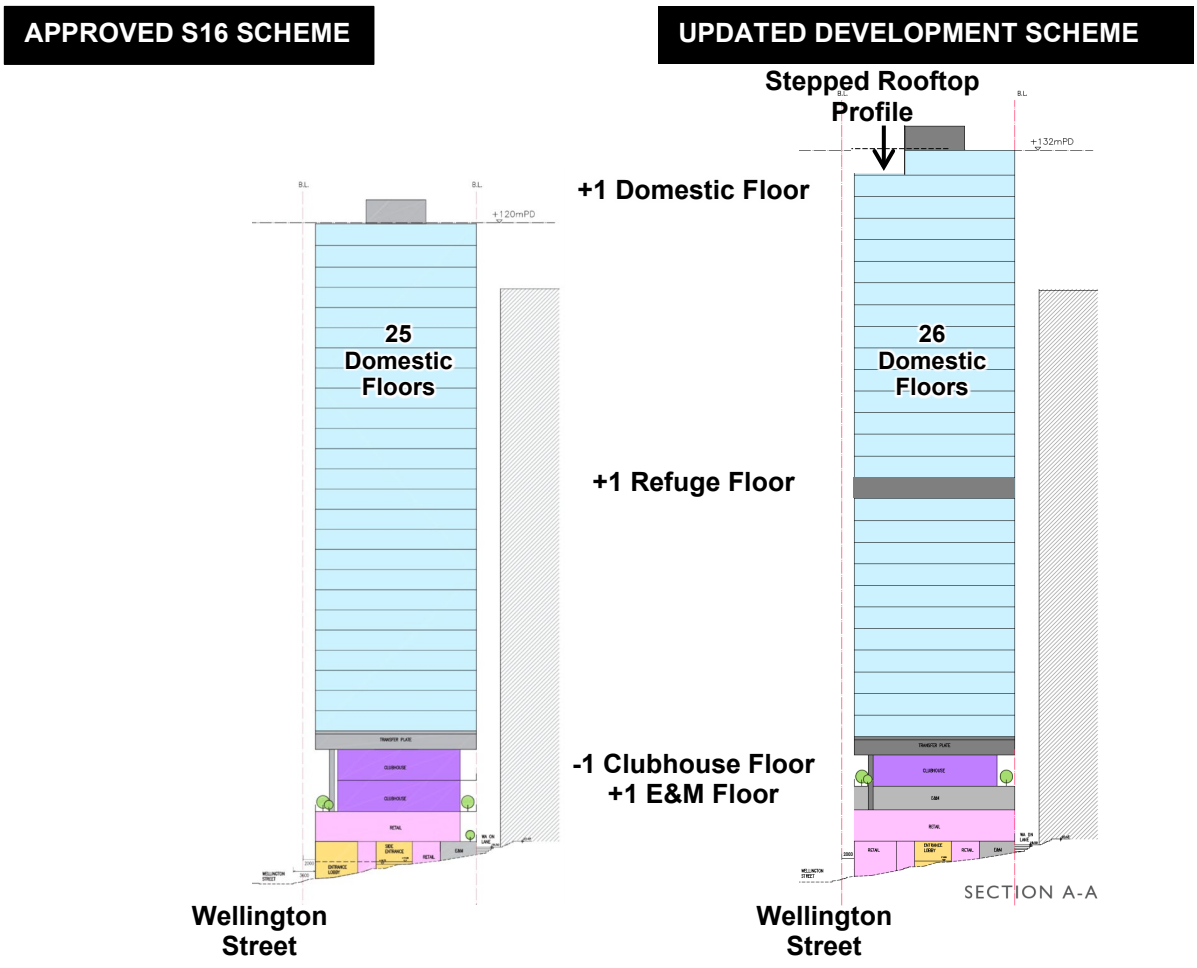


Figure 4.1 Comparison of Building Heights between the Approved and Updated Schemes

4.3 The Proposed Minor Relaxation of Building Height Restriction Meets the Relevant Criteria Stated in the Explanatory Statement

4.3.1 There is a minor relaxation clause in respect of Building Height Restriction in the subject "C" zone. Understand that TPB will consider each planning application for minor relaxation of Building Height Restriction on its own merits. The table below demonstrates that the Updated Development Scheme will meet the relevant criteria:

Relevant Criteria for Consideration of Minor Relaxation of Building Height Restriction	**The Updated Development Scheme**
(a) amalgamating smaller sites for achieving better urban design and local area improvements;	✓ The Applicant amalgamated 48 lots (including sub-divisions) to enable the Proposed Development
(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land /area for use as a public passage/street widening;	✓ The Updated Development Scheme requires additional building height to absorb the bonus GFA derived from the proposed setback. The additional floor (changing from 25 nos. of domestic floor to 26) then triggers the need to provide a refuge floor to fulfil the requirements on Means of Escape
(c) providing better streetscape/good quality street level public urban space;	✓ The Updated Development Scheme offers setback on both Wellington Street and Aberdeen Street, as well as locations that has direct interface with the adjoining sitting-out area
(d) providing separation between buildings to enhance air and visual permeability;	✓ The Updated Development Scheme provides an about 15m building separation between the proposed building and the adjoining lot on Wellington Street
(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan;	N/A
(f) catering for the provision of on-site car parking and loading/unloading facilities on sites of 900m^2 or larger with at least 30m street frontage on two sides within the SOHO and its immediate adjoining area shown in Plan 1; and	The Application Site is located within SOHO and its immediate adjoining area, yet it has a site area of 614.8m^2 only. The Updated Development Scheme still provides 1 LGV L/UL bay as per the request by the Transport Department. However, this does not directly affect the overall building height.

Relevant Criteria for Consideration of Minor Relaxation of Building Height Restriction	The Updated Development Scheme
(g) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.	✓ Please refer to **Section 3.2** for the design merits adopted in the Updated Development Scheme

4.4 The Street Block Zoning Pattern does not Reflect the Street Character

4.4.1 The Application Site is located at the edge of the traditional Central Business Area ("CBD") of Hong Kong; in between Sheung Wan and Central. Office developments, which provide major employment opportunities, mainly cluster within the street blocks fronting onto Queen's Road Central. Residential developments intermingle between smaller-scaled commercial developments appear above Wellington Street. This naturally forms a transitional area between the CBD and residential areas further uphill.

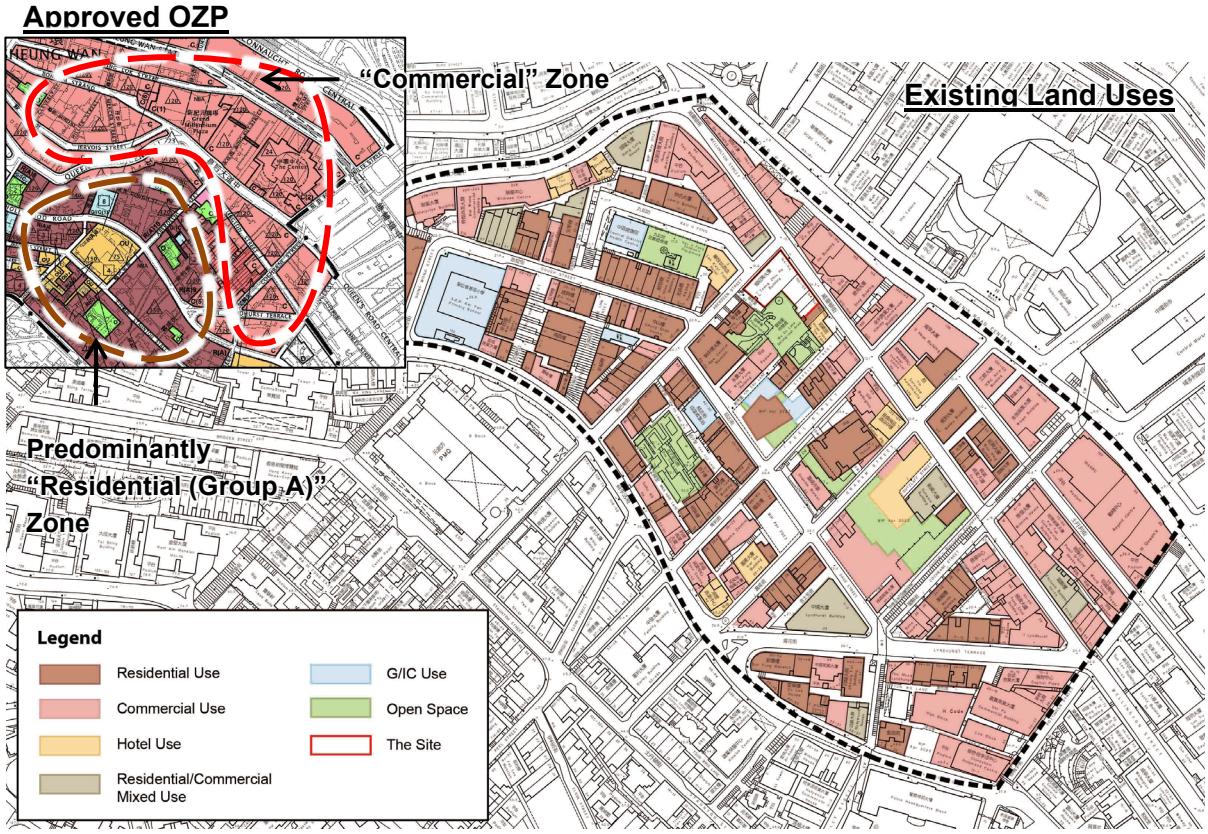


Figure 4.2 Land Use Pattern in the Surrounding

4.4.2 With the zoning history of the area as shown in section 2.7, the flexibility given by the former "C/R" zone created the current mixed and organic pattern of the area. The parti-coloured diagram shown in **Figure 4.2** demonstrates the mixed land use pattern in the area regardless of the precise cut-off between the "C" and "R(A)" zones.

4.4.3 As observed on plan as well as site inspections, commercial activities (be it offices, hotels or shops) intermingled with residential developments horizontally and even vertically. The mixed use pattern is complementary to the CBD to the northeast of Queen's Road Central as well as the predominantly residential area further uphill. The Approved OZP does not reflect the existing mixed use pattern.

4.5 Proposed Development with Shops on G & 1/F WILL Maintain the Existing MIXED USE Character on Wellington Street

4.5.1 Wellington Street contains numerous retail outlets and eating places on the lowest few floors of the existing buildings. These provide daily necessities in support of the working population to the south of Queen's Road Centre and local community to the north of Wellington Street.

4.5.2 The Proposed Development will provide shops and/or eating places at G/F and and 1/F with accesses from both Wellington Street and Aberdeen Street. These helps to maintain the existing mixed use character on Wellington Street, with commercial activities on lower floors and domestic use atop.

4.6 Provide Design Merits that can only be Achieved Through Site Amalgamation

4.6.1 The Proposed Development sits on a site that involves 10 lots which are sub-divided into numerous land titles. The Applicant spent tremendous effort in amalgamating these sites to form the Application Site of just 614.8sqm in size. If the existing buildings were to be redeveloped individually, the following can never happen:

<u>Providing setbacks on Aberdeen Street</u>

4.6.2 The Application Site falls partially within an area shown as 'Road' in the Approved OZP, therefore the Proposed Development sets back from Wellington Street for 2m. While the setback along Wellington Street is mandatory, the setback along Aberdeen Street is voluntary.

4.6.3 The Proposed Development sets back 1m away from the lot boundary on Aberdeen Street and the main façade further sets back for another 1m (i.e. a total of about 2m above podium level). The proposed setback on Aberdeen Street allows the existing footpath on Aberdeen Street to be widened from about 1.1-

1.2m to about 2.2-2.3m. These setbacks, i.e. the 1m full-height setback and 2m setback above 15m are in fact required for sites zoned "Residential (Group A) 9" and sites zoned "Residential (Group A)" that are located at section of Aberdeen Street south of Stanton Street respectively. According to the Explanatory Statement, these setbacks will help "*to create wider air/wind paths for more effective air penetration as well as visual permeability*".

Bringing Life and Improving Accessibility to the Adjoining Open Space

4.6.4 Wa On Lane Sitting-out Area is surrounded by existing buildings on all sides. There are two existing accesses from Wa On Lane and Staveley Street, both involve small level changes with a few steps. As observed, it has a rather low utilisation rate.

4.6.5 The Proposed Development is going to provide a prominent access to Wa On Lane Sitting-out Area from Wellington Street, coupled with disabled access. Together with the shops and/or eating place on 1/F, more people will be attracted to visit and enjoy Wa On Lane Sitting-out Area.

Providing a Wide Building Separation

4.6.6 Only because of the success in site amalgamation, the proposed building can align with Aberdeen Street (with setbacks as mentioned above) and create an about 15m building separation with the adjoining building on Wellington Street. Not least, the Proposed Development Scheme tries to minimise the height of the podium so that air and sunlight can penetrate to and from Wa On Lane Sitting-out Area and reduce the canyon effect on Wellington Street at the same time.

4.7 Mixed Use Development is RECOGNISED by the Town Planning Board

4.7.1 The 'mixed-use' concept is well recognised by both the Planning Department as well as the Town Planning Board ("TPB") as it is advantageous to the area.

4.7.2 According to the Town Planning Board Guidelines for Designation of "Other Specified Uses" annotated "Mixed Use" ("OU(MU)") Zone and Application For Development within "OU(MU)" Zone Under Section 16 of the Town Planning Ordinance (TPB PG-No. 42; the "Guideline"), "*the Town Planning Board recognises that there are merits in functionally and physically integrating different types of compatible uses within a building or over a spatial area, in particular when it helps create vitality and diversity in an area*."

4.7.3 The distribution of retail and residential uses within the Proposed Development will offer the same effect, with active street frontage to sustain the existing character.

4.7.4 It is noteworthy that the TPB is also aware of the potential nuisance to the sensitive uses that may be caused by the interface problem in the mixed-use

development. The TPB introduced the OU(MU) zone "*to facilitate integrated and well planned mixed-use development.*" This Application is, indeed, serving the same purpose as the OU(MU) zoning. Technical assessments such as Traffic Impact Assessment and Environmental Assessment are submitted to prove that the Proposed Residential Development will not bring adverse impact to the sensitive uses within the Site (*Appendices III* & *IV* refer).

4.7.5 The same concept has also been promoted in the Stage II Study On Review of Metroplan and The Related Kowloon Density Study Review ("Metroplan"). It states that the former Commercial/Residential zoning "*promotes a mix of uses which can bring certain planning advantages*" and one of the advantages is *"to promote a livelier ambience compared with areas which are homogeneously in office or residential use.*"

4.7.6 The above ascertains that the Proposed Development with Shops/Eating Place on G-1/F is in line with TPB's pursuance of the mixed-use development concept, thus the Proposed Development shall be deemed appropriate.

4.8 Support the Policy Addresses and the Long Term Housing Strategy

4.8.1 The Policy Addresses since 2013 have emphasised the need to increase land supply. In his first Policy Address in 2013, the Chief Executive Leung Chun-ying, amongst his *"...strong measures to increase housing supply in the short to medium-term..*[‡‡]", has *"...asked the policy bureaux to act decisively to optimise the use of land and, where the original intended use is not required anymore, to convert the land for housing development or other uses that meet the more pressing needs in the community as soon as possible...*[§§]." The subsequent Policy Addresses till 2023 and the corresponding policy initiatives continue to focus strongly towards increasing housing supply.

4.8.2 Alongside the Policy Addresses, the Long Term Housing Strategy ("LTHS") Steering Committee recommended a "supply-led" strategy and a supply target over the next 10 years. According to the latest Annual Progress Report released in October 2023, the total housing supply target for the ten-year period from 2024-25 to 2033-34 is about 440,000 units. Whilst some went further to suggest developing land in country parks and making land through reclamation, which are no doubt controversial, every suitable and available opportunity should be utilized to attain the housing supply target. To achieve the target, the Government adopts a multi-pronged approach to try to expedite/increase overall housing land supply, including increasing development intensity of some of the planned, yet-to-be developed housing sites to help boost the flat supply in the short to medium term.

[‡‡] Paragraph 73, page 23, The 2013 Policy Address by the Chief Executive
[§§] Paragraph 73(v), page 25, The 2013 Policy Address by the Chief Executive

4.8.3 In short, messages from both the Chief Executive and the Secretary for Housing and Transport are clear: providing land towards achieving the LTHS target would be a great challenge; not to mention the long lead time for 'new' land supply. The Proposed Development will able to sustain the mixed use character along Des Vouex Road West and in Sheung Wan and provide 175 residential units at the same time.

4.9 Suitability of the Site for the Proposed Development

Good Accessibility

4.9.1 The Application Site is located at a prime location. The Site is highly accessible and well served by Franchised Buses and GMBs. Not least, MTR Sheung Wan Station and Central Station are located about 200m and 500m away from the Site respectively. Future residents will be able to enjoy excellent accessibility in view of the variety of public transport services provided nearby.

Adequate Facilities Serving the Proposed Development

4.9.2 Residential developments require various supporting facilities for the well-being of the residents. With a small residential population to be brought by the Proposed Residential Development of about 368, it is anticipated all potential arising needs will be met by existing community facilities and services within the district. Given the long history of being a mixed residential/commercial neighbourhood, the area has a good network of education, recreation and community facilities. There are numerous schools, churches and community services in the district which can serve the future residents of the Proposed Development.

4.10 Appropriate Design with Physical Separation

4.10.1 Making reference to the guidance given by TPB Guidelines for Designation of "Other Specified Uses" annotated "Mixed Use" ("OU(MU)") Zone and Application For Development Within "OU(MU)" Zone under Section 16 of The Town Planning Ordinance (TPB PG-No. 42), the proposed residential and non-residential portions within a building will be physically segregated through provision of separate entrances, lift lobbies, lift system and staircases. The proposed uses in either the residential portion or non-residential portion of the Proposed Residential Development would not create interface problems with uses within the other portion of the building.

4.11 No Adverse Traffic Impact

4.11.1 A Traffic Review has been carried out. Compared to the Approved S16 Scheme, the Updated Development Scheme 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 would be comparable to the approved development, and the traffic impact is considered negligible. (**Appendix 3** refers).

4.12 No Adverse Environmental Impacts

4.12.1 In the Environmental Assessment Report, the potential environmental impact due to road traffic noise, fixed plant noise and air quality impact of the Proposed Development Scheme have been assessed. The results indicated that there will be no exceedance of road traffic noise standards under AM and PM peak scenario, no fixed noise impact from the observed fixed noise sources and no adverse air quality impact. As such, the Environmental Assessment Report in **Appendix 4** concludes that there will be no unacceptable environmental impact on the Proposed Residential Development.

4.13 No Adverse Drainage and Sewerage Impacts

4.13.1 The Proposed Development would result in reduced surface runoff and follow the same flow regime as under existing condition. In terms of sewerage, no upgrading works on the existing public sewers will be required (**Appendix 5** refers).

5 CONCLUSION AND SUMMARY

5.1 In light of the above, it is believed that the Proposed Residential Development with Shops/Eating Places on G/F and 1/F and with minor relaxation of Building Height Restriction at nos. 152 – 164 Wellington Street in Sheung Wan can now be favourably considered by the TPB from a planning point of view.

5.2 The Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the proposed conversion based on the following:

- The current Planning Application aims at implementing the Approved Development Scheme under A/H3/449 and absorb the design changes as the project proceeds
- The proposed building height is rational and acceptable
- The Proposed Minor Relaxation of Building Height Restriction meets the relevant criteria stated in the Explanatory Statement
- The blanket "C" zoning does not reflect the current mixed use character of the area.
- The Proposed Development with Shops/Eating Place on G-1/F will completely tie in with the existing mixed use character of the area and will sustain the street vibrancy.
- The Proposed Development is compatible with its immediate surrounding area in a way that majority of the ground floor frontage will be designated for retail use.
- The flats in the Proposed Development are located at the right location and with sufficient facilities nearby, which is considered very much appropriate to meet the public needs for small to medium-sized flats. It is also in line with the Government's ongoing policy to provide residential flats.
- Technical assessments demonstrated that the proposed development would not cause insurmountable impacts on traffic, and sewerage infrastructure or be subject of adverse noise and air quality impact.