

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/H3/445

<u>Applicant</u>	Bright Century Limited represented by KTA Planning Limited
<u>Site</u>	28 Des Voeux Road West, Sheung Wan, Hong Kong
<u>Site Area</u>	About 1,354.5m ²
<u>Lease</u>	<p>Inland Lots (I.L.) 1161 RP, 1162 RP, 1163 RP & Ext., 1164 s.A ss. 1 s.A, 1164 s.A ss.1 RP, 1164 s.A ss.2 RP, 1164 s.A RP, 1164 s.B RPB, 1164 s.C RP, 1164 RP, 1165, 1166 and 1167 (excluding certain underground strata of various sections/subsections of IL 1163 and 1164 which were resumed under Mass Transit Railway (Land Resumption and Related Provisions) Ordinance in 1993 and Railway Ordinance in 2010)</p> <p>(a) virtually unrestricted subject to the standard non-offensive trades clause;</p> <p>(b) offensive Trades Licences for the removal of 5 non-offensive trades, namely sugar-baker, oilman (excluding petrol filling station), butcher, victualler and tavern-keeper were granted to lots governing the Site (except for Extension to I.L. 1163 RP)</p>
<u>Plan</u>	Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan (OZP) No. S/H3/34
<u>Zoning</u>	<p>“Commercial” (“C”)</p> <p>[Subject to a maximum building height (BH) of 120mPD, or the height of the existing building, whichever is the greater]</p>
<u>Application</u>	Proposed Flat with Permitted Shop and Services/Eating Place Uses

1. The Proposal

- 1.1 The applicant seeks planning permission for a proposed composite development with flat and shop and services/eating place uses at 28 Des Voeux Road West (DVRW), Sheung Wan (the Site). The Site is zoned “C” on the approved Sai Ying Pun & Sheung Wan OZP No. S/H3/34 (**Plan A-1**). According to the Notes of the OZP for “C” zone, ‘Flat’ is a Column 2 use which requires planning permission from the Town Planning Board (the Board), whereas ‘Shop and Services’ and ‘Eating Place’ uses are always permitted.

- 1.2 The Site is located at the corner of DVRW and Bonham Strand West (BSW) (**Plan A-2**). The applicant proposes to redevelop the existing 34-storey hotel (i.e. Ibis Hong Kong Central & Sheung Wan Hotel) at the Site into a 40-storey composite development comprising a residential tower (33 storeys including a refuge floor) over a 5-storey podium with shop and services and eating place (G/F and 1/F), E&M facilities (2/F), resident's clubhouse and roof garden (3/F) and podium garden (4/F), and 2 levels of basement carpark (B1/F and B2/F) (**Drawings A-1 to A-10**). The proposed development has a BH of 136.95mPD at the main roof, which is equivalent to the existing BH of the hotel currently occupying the Site.
- 1.3 According to the proposed scheme, separate entrances and lift lobbies will be provided for the commercial and residential uses within the proposed development. The vehicular ingress/egress of the proposed development is located at BSW with a turntable and a driveway at G/F leading to the basement car park (**Drawing A-12**). The portion of the existing service lane between the Site and the adjoining commercial building (Kingdom Power Commercial Building) will be maintained in the proposed development so as to allow unobstructed connection to the Queen Street Rest Garden to the south-east of the site (**Plan A-2**). The floor layouts and section plan submitted by the applicant are at **Drawings A-1 to A-11**. The major development parameters of the proposed development are set out below:

Major Development Parameters	
Site Area	1,354.5m ² (about)
Total Gross Floor Area (GFA)	12,437.2m ²
- Domestic GFA	11,819.2m ²
- Non-domestic GFA	618m ²
Total Plot Ratio (PR)	9.18
- Domestic PR	8.73
- Non-domestic PR	0.45
No. of Blocks	1
BH (at main roof level)	136.95mPD
No. of Storeys	40 (B2/F to 37/F)
Site Coverage (SC)	
- below 15m	about 80%
- domestic SC	about 37.5%
No. of Units	284 (Average unit size: 41.6m ²)
Anticipated Population	About 710 persons
Greening Ratio	20%
Communal Open Space (for residents only) (3/F and 4/F)	Not less than 710m ²
Car Parking Spaces	
- Private Car	51
- Motorcycle	4
Loading/Unloading (L/UL) Space	2 (1 for Light Goods Vehicle and 1 for Heavy Goods Vehicle)
Target Completion Year	2026

- 1.4 The main uses by floor of the proposed scheme are summarised as follows:

Floor	Main Uses
B2/F to B1/F	Parking Facilities and E&M
G/F	Eating Place/Shop and Services, Residential Lift Lobby, Retail Lift Lobby, L/UL spaces and E&M
1/F	Eating Place/Shop and Services, E&M and Planter
2/F	E&M
3/F	Resident's Clubhouse and Roof Garden
4/F	Podium Garden
5/F to 37/F	Residential Flats (including a refuge floor at 19/F)
R/F	E&M

- 1.5 According to the applicant, the proposed scheme will provide a full-height setback of 2.3m from the site boundary along BSW and a setback of 0.4m at G/F from the site boundary along DVRW. A canopy of 1.5m wide projecting along the building façade facing DVRW is also proposed for pedestrian comfort and weather protection (**Drawing A-3**). The residential floors (i.e. 5/F to 37/F) above the podium levels will be setback from the road kerbs of DVRW and BSW by more than 10m and 7.5m respectively to provide sufficient buffer distance to mitigate the potential adverse air quality and noise impacts from the surrounding areas (**Drawings A-8** and **A-9**). In addition, acoustic windows (baffle-type) are proposed at some locations of proposed development to mitigate the adverse impact caused by road traffic noise, while the commercial uses and clubhouse at the podium will be equipped with central air conditioning system.
- 1.6 Communal open space with a total area of not less than 710m² serving the residents of the proposed development will be provided on 3/F and 4/F to meet the open space requirement under Hong Kong Planning Standard and Guidelines (HKPSG). Landscape treatments in the form of planters are also provided on 1/F, 3/F and 4/F. The proposed scheme will achieve a greening ratio of 20% of the site area.
- 1.7 In support of the application, the applicant submitted the following documents:
- (a) Application Form received on 28.1.2022 **(Appendix I)**
 - (b) Planning Statement (including a traffic impact assessment (TIA), environmental assessment (EA) and sewerage impact assessment (SIA)) received on 28.1.2022 **(Appendix Ia)**
 - (c) Clarification letter received on 10.2.2022 providing replacement pages of application form and updated drawings **(Appendix Ib)**
 - (d) Further Information (FI) received on 8.4.2022 providing responses to departmental comments and revised technical assessments including TIA, EA and SIA[#] **(Appendix Ic)**
 - (e) FI received on 10.5.2022 providing a pedestrian assessment[#] **(Appendix Id)**

- (f) FI received on 13.5.2022 providing responses to departmental comments and a revised TIA[#] **(Appendix Ie)**
- (g) FI received on 13.6.2022 and 15.6.2022 providing responses to departmental comments* **(Appendix If)**

([#] accepted but not exempted from publication requirement)

(* accepted and exempted from the publication requirement)

- 1.8 In view of the situation of COVID-19 and the special work arrangement for government departments announced by the Government, the Metro Planning Committee (the Committee) on 18.3.2022 agreed to defer making a decision on some of the applications, including Application No. A/H3/445. Subsequently, the applicant submitted FIs on 8.4.2022, 10.5.2022 and 13.5.2022 and the application is now scheduled for consideration by the Committee at this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the planning statement and FIs at **Appendices Ia to If**. They are summarised as follows:

Land use zoning does not reflect the street character

- (a) The Site is located at the edge of the traditional central business district (CBD). Office developments are mainly clustered within the street blocks fronting Connaught Road Central and Connaught Road West, while the rest of the area is a transitional area between the CBD and residential area in Sai Ying Pun and Kennedy Town. As the surrounding areas were previously zoned “Commercial/Residential” (“C/R”), the area has a mixed land use pattern with commercial activities intermingled with residential developments. Hence, the current zoning on the OZP does not reflect the existing mixed use pattern.

No shortage in hotel rooms in Sai Ying Pun and Sheung Wan area

- (b) The proposed development would not result in hotel shortage in the Sai Ying Pun & Sheung Wan area. Excluding the hotel rooms provided in the existing hotel at the Site, there are still over 4,000 hotel rooms within the area¹ and there will be new hotel supply at various locations on Hong Kong Island, such as the Fullerton Ocean Park Hotel (about 460 rooms).

Maintaining existing mixed-use character on DVRW

- (c) The proposed development will provide shops and/or eating places on G/F and 1/F with direct access at DVRW, which would tie in with the existing mixed use character on DVRW and help sustain street vibrancy.

¹ According to the applicant, there are over 29 hotels (excluding the Site) in the Sai Ying Pun and Sheung Wan area providing over 4,000 hotel rooms. These include Best Western Plus Hotel Hong Kong (307 rooms), Courtyard by Marriott Hong Kong (245 rooms), Grand City Hotel (214 rooms), Holiday Inn Express Hong Kong (274 rooms), iClub Sheung Wan Hotel (248 rooms), Island Pacific Hotel (344 rooms), Lan Kwai Fong Hotel (162 rooms), Ramada Hong Kong Harbour View (432 rooms), Travelodge Central Hollywood Road (148 rooms) and over 20 hotels of smaller scale.

Mixed-use development is recognised by the Board

- (d) 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 Section 16 of the Town Planning Ordinance (TPB PG-No. 42), the 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. The proposed development with shops/eating place and residential uses is in line with the mixed-use development concept.

Support the Policy Address and Long Term Housing Strategy

- (e) Both the Policy Addresses since 2013 and Long Term Housing Strategy have emphasised the need to increase land supply. The applicant did not confine the development options to hotel or office use. There is always a strong demand for residential flats and the Government has adopted multi-pronged approach to try to expedite/increase overall housing land supply. The proposed development could provide additional flats supply, which is in line with the current policy of increasing housing supply, and at the same time sustain the mixed use character along DVRW.

In line with the OZP restrictions

- (f) The proposed development with a smaller SC and lower PR would appear less bulky than the existing hotel building. Also, the proposed BH of 136.95mPD does not exceed the BH of the existing building.

The Site is suitable for residential development

- (g) The Site is well served by public transport, including franchised bus, tram and Mass Transit Railway (MTR). Potential needs of the future residents could be catered by existing community facilities and services in the district. The area is a traditional mixed residential/commercial neighbourhood where there is a good network of education, recreation and community facilities.

Appropriate design with physical separation

- (h) The technical assessments submitted under the current application has demonstrated that the proposed development will not bring adverse impact to the sensitive uses within the Site. The proposed residential and non-residential portions of the proposed development will be physically segregated through provision of separate entrances, lift lobbies, lift system and staircase. The proposed uses in the development would not create interface problems within the building.

No adverse impacts

- (i) The technical assessments, such as TIA and EA and SIA, conducted have demonstrated that the proposed development would not cause insurmountable impacts.

- (j) The TIA results revealed that the proposed development would not induce adverse traffic impact on the adjacent road networks.
- (k) The results of the EA indicated that with the proposed noise mitigation measure (i.e. installation of baffle-type acoustic windows) in place, there will be no unacceptable noise impact on the proposed development. Fresh air intake required by air conditioning and/or mechanical ventilation of the non-domestic portion of the proposed and openable windows of the domestic portion will be located outside the 5m air buffer zone. As such, no adverse air quality impact would be anticipated.
- (l) Based on the results of the SIA, the capacity of the existing sewerage system would be sufficient to cater the sewage generation from the proposed development and no upgrading works will be required.

Employment Opportunities

- (m) Subject to operational need, the proposed development would provide about 38 employment opportunities.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner” of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

- 4.1 The Site and its surrounding areas were previously zoned “C/R” on the draft OZP No. S/H3/23 with no BH restriction (**Plan A-4**). On 7.5.2010, draft OZP No. S/H3/24 incorporating amendments to rezone the “C/R” sites to either “C” or “Residential (Group A)” (“R(A)”) and to stipulate the maximum BHs for the sites was exhibited for public inspection, with a view to providing a clear planning intention and better planning control on the development density for these sites. “C/R” sites within the north-eastern portion of the Sheung Wan and Sai Ying Pun area, including the Site, were rezoned to “C” with stipulation of a BHR of 120mPD (**Plan A-4**), while the “C/R” sites in the area mainly to the south of Queen’s Road Central/DVRW and to the north of DVRW (west of Centre Street)/Hollywood Road/Queen’s Road West were rezoned to “R(A)” with stipulation of two-tier BHRs ranging from 100mPD to 140mPD. The zoning of the Site as “C” remains unchanged since then.
- 4.2 Prior to the rezoning and imposition of the BH restriction on 7.5.2010, a set of general building plans (GBPs) covering the Site involving a 34-storey hotel with 8-storey podium with shops/restaurants and car parking spaces, was first approved by the Building Authority (BA) on 8.1.2010. According to the approved GBPs, the existing hotel has a total GFA/PR of about 20,249m²/14.95, BH of 136.95mPD at the main roof, and 15 car parking spaces. The Occupation Permit for the existing hotel was issued on 16.4.2012.

5. Previous Application

There is no previous application at the Site.

6. Similar Application

There is no similar application for the 'Flat' use within the "C" zone on the OZP.

7. The Site and its Surrounding Areas (Plans A-2, A-3 and A-5 to A-9)

7.1 The Site is:

- (a) a corner site abutting DVRW and BSW;
- (b) currently occupied by a 34-storey licensed hotel known as Ibis Hong Kong Central & Sheung Wan Hotel (completed in 2012) with shops/restaurants on G/F to 2/F and 6/F and guestrooms (550 guestrooms) on the upper floors. The existing hotel has a BH of 136.95mPD (at main roof). The main hotel entrance is located at DVRW with vehicular access at BSW; and
- (c) is served by public transport including MTR stations (about 500m and 350m away from the exits of the MTR Sheung Wan and Sai Ying Pun Stations respectively), bus stops and tram stations along DVRW.

7.2 The surrounding area has the following characteristics:

- (a) to the immediate south-east along BSW and to the immediate west along DVRW within the same "C" zone are Wing Shun Building (15-storey office building completed in 1971) and Kingdom Power Commercial Building (19-storey office building completed in 1968) respectively (**Plan A-2**);
- (b) the immediate neighbourhood in the same street block bounded by DVRW, BSW, Bonham Strand, Queen Street and Queen's Road West is mainly zoned "C", except for the residential development to the immediate south of the Site known as Queen's Terrace (fully completed in 2003) (total site area of 7,964m² with 1,148 flats) which is zoned "Residential (Group A)2" ("R(A)2")² on the OZP. The street block has a mix of commercial buildings and residential developments with retail uses on lower floors, including Kian Nan Mansion (completed in 1986) located to the north-east of the Site across BSW (**Plan A-3**); and
- (c) in a wider context, commercial developments are found concentrated mainly in the areas to the north and east of the Site along DVRW, Connaught Road West, Wing Lok Street and Bonham Strand West, while the residential developments are located mainly to the south and further south-west of the Site. Open spaces namely the Queen Street Rest Garden, Fat Hing Street Children's Playground and Hollywood Road Park are located in the vicinity. Residential and commercial developments which are existing uses and not

² In 2003, Queen's Terrace was rezoned as "R(A)2" to reflect the completed residential scheme comprising 3 residential towers with retail uses, government, institution and community (GIC) facilities and public open space (i.e. Queen Street Rest Garden) implemented under then Land Development Corporation Queen Street Sheung Wan Development Scheme Plan No. S/H3/LDC3/2.

conforming to the OZP zonings are found in both the commercial and residential clusters respectively.

8. Planning Intention

The “C” 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.

9. Comments from Relevant Government Departments

9.1 The following government departments have been consulted and their views on the application are summarised as follows:

Land Administration

9.1.1 Comments of the District Lands Officer/Hong Kong West and South, Lands Department (DLO/HKW&S, LandsD):

- (a) it is noted that ‘eating place’ is proposed at G/F and 1/F of the proposed development. If planning permission is granted to the application and eating place will be provided within the Extension to I.L. 1163 RP, the owner of the Extension to I.L. 1163RP shall apply to LandsD for non-offensive trades licence in respect of the proposed eating place. Such application will only be considered upon receipt of the formal application from the lot owners concerned and there is no guarantee as to whether the application will be approved. Such application, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord at its sole discretion. The approval, if granted would be subject to such terms and conditions including, among others, the payment of fee as may be imposed by LandsD; and
- (b) it is noted that sections of the lots were carved out under private agreements. The actual site area of the Site shall be subject to verification.

Traffic and Pedestrian Circulation Aspects

9.1.2 Comments of the Commissioner for Transport (C for T):

- (a) no comment to the application from traffic engineering viewpoint; and
- (b) it is noted that the applicant would deliver (i) 7.5m setback from the centerline of BSW (i.e. at least 2.3m setback along BSW fronting the development) to fulfill the Sustainable Building Design Guidelines under PNAP APP-152; (ii) 0.4m setback from the proposed development on G/F along DVRW to provide a footpath not less than 3.5m wide along DVRW; (iii) 1.5m wide

canopy at the development along DVRW; and (iv) parking provisions in accordance with the high end of parking standards under HKPSG.

9.1.3 Comments of the Chief Highway Engineer/Hong Kong, Highways Department (CHE/HK, HyD):

- (a) no in-principle objection to the application; and
- (b) the applicant should submit detailed proposals of the improvement of pedestrian zone and the ingress/egress point at the detailed design stage. The applicant should carry out the proposed works covered in the detailed proposals at his own expense and to the satisfaction of HyD. He reserves the right to comment on the detailed proposals from highways maintenance and landscape viewpoints.

9.1.4 Comments of the Commissioner of Police (C of P):

- (a) no comment on the application from traffic viewpoint; and
- (b) each temporary traffic arrangement involving works on public carriageway and/or footpath, if any, should be submitted to the Road Management Office of Hong Kong Police Force for comment.

Building Matters

9.1.5 Comments of the Chief Building Surveyor/Hong Kong West, Buildings Department (CBS/HKW, BD):

- (a) no objection to the application;
- (b) detailed comments on the compliance with the Buildings Ordinance will be provided upon formal building plans submission;
- (c) pursuant to the powers under the Buildings Ordinance (BO), BD is responsible for the enforcement of the safety and health standards for the planning, design and construction of buildings and associated works on private land. The BO aims to provide for the planning, design and construction of buildings and associated works by setting therein the structural and fire safety and health standards. BD would consider whether the planning, design and construction of the buildings and building works shown in the plans comply with the statutory requirements. Besides, the project authorised persons and/or Registered Structural Engineers (RSE) also have their responsibilities to ensure that the building works carried out will not impair the stability of, or cause damage to any building, structure, land, street or services nearby; and
- (d) other detailed comments on the application are at **Appendix II**.

Urban Design, Air Ventilation and Landscape

9.1.6 Comments of Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual

- (a) the Site is located within a mixed commercial and residential cluster in Sheung Wan. The proposed development with a BH of 136.95mPD, which is the height of the existing building at the subject site, will unlikely induce significant adverse effects on the visual character in the surroundings;
- (b) the proposed measures including building setbacks from the site boundary, communal open space and canopy may promote visual interest and pedestrian comfort;

Air Ventilation

- (c) given the BH of the proposed development is the same as the existing building at the Site, no significant adverse air ventilation impact is anticipated;

Landscape

- (d) no objection to the application;
- (e) the proposed development is considered not incompatible with the landscape character of its surroundings; and
- (f) as the Site is already occupied by an existing building, further landscape impact arising from the proposed development at the Site is not anticipated. The proposed private open space is tally with the open space provision requirements of HKPSG.

Environmental, Sewerage and Drainage

9.1.7 Comments of the Director of Environmental Protection (DEP):

- (a) no objection to the planning application from environmental planning perspective;
- (b) no comment on the revised EA and SIA (**Appendix Ic**). Should the application be approved, an approval condition requiring the submission of a revised Noise Impact Assessment (NIA) and implementation of the mitigation measures identified therein to the satisfaction of the DEP or of the Board shall be incorporated; and
- (c) the proposed development would involve demolition of the existing building and development of a new building with 2 basement floors that may require excavation. In this respect, the

applicant is advised to minimise the generation of construction and demolition (C&D) materials on-site as far as possible.

Fire Safety

9.1.8 Comments of the Director of Fire Services (D of FS):

- (a) no objection in principle to the application subject to fire service installations and water supplies for firefighting being provided to his satisfaction. Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans; and
- (b) the applicant is advised to observe the requirements of emergency vehicular access as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 which is administered by BD.

9.2 The following government departments have no objection to/no comment on the application:

- (a) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);
- (b) Project Manager (South), Civil Engineering and Development Department (CEDD);
- (c) Head of Geotechnical Engineering Office, CEDD;
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Chief Engineer/Hong Kong & Islands, Drainage Services Department; and
- (f) District Officer (Central and Western), Home Affairs Department.

10. Public Comments Received During Statutory Publication Periods

10.1 On 11.2.2022, 19.4.2022 and 20.5.2022, the application and FIs were published for public inspection. During the first three weeks of the statutory publication periods, three objecting public comments from individuals were received (**Appendix III**). The major grounds of the objection are summarised below:

- (a) the increase in traffic arising from the proposed development may further worsen existing road condition, on-street parking and road safety of the area;
- (b) the Site is not suitable for residential use due to the heavy traffic and noise caused by surrounding busy roads and junctions;
- (c) the proposed development will adversely affect the ventilation or lighting of the surrounding environment.
- (d) it is not environmentally friendly to redevelop the hotel which has only been opened for 10 years. The proposed development will generate construction wastes;

- (e) the proposed development may cause potential structural damage to the adjacent Kingdom Power Commercial Building which was erected almost 50 years ago;
- (f) the immediate area of the Site is traditionally commercial and should be remained to ensure adequate supply of employment in the district; and
- (g) the existing hotel is popular among international and business visitors. It is expected that visitors will increase in 2023 and 2024 when Hong Kong fully reopens its border. On the contrary, the housing market is expected to be weak in view of emigration of families and economic downturn of mainland China.

11. Planning Considerations and Assessments

- 11.1 The applicant seeks planning permission for proposed 40-storey composite development comprising a residential tower (5/F to 37/F) over a common podium (G/F to 4/F) with 2 levels of basement carpark (B1/F and B2/F). The proposed retail and restaurant uses are located on G/F and 1/F of the podium fronting DVRW. Ancillary car park are provided on B2/F to G/F, and resident's clubhouse and podium garden are on 3/F and 4/F respectively, while residential floors are on 5/F to 37/F providing a total of 284 units. The BH of the proposed development is 136.95mPD which is within the BH restriction (i.e. height of the existing building) under OZP.

Planning Intention and Land Use Compatibility

- 11.2 The Site falls within the "C" zone which is intended for commercial developments functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). However, as mentioned in paragraph 7.2 above, the immediate neighbourhood of the Site is mixed-use in character and to the immediate south of the Site is an existing composite development known as Queen's Terrace with a podium accommodating various GIC facilities (**Plans A-2 and A-8**). The proposed composite development for residential and retail/restaurant uses is considered not incompatible with the surrounding development from land use perspective, which is mainly mixed commercial and residential in nature. Moreover, it should be noted that the subject "C" zone is not specifically intended for hotel development.

Urban Design and Landscape Aspect

- 11.3 The Site is located within a mixed commercial and residential cluster in Sheung Wan. The proposed development has a BH of 136.95mPD which is the height of the existing building at the Site. CTP/UD&L, PlanD considers that the proposed development is unlikely to induce significant adverse effects on the visual character of the surroundings.
- 11.4 According to the applicant, the proposed scheme has incorporated a full-height setback of 2.3m from the lot boundary along BSW, a setback of 0.4m at G/F from the lot boundary along DVRW, and a canopy of 1.5m-wide projecting along the building façade fronting DVRW to improve the walking environment and to provide weather protection for pedestrians (**Drawing A-3**). The proposed 0.4m

setback of the development at G/F along DVRW would facilitate the provision of a footpath not less than 3.5m along the concerned section of DVRW. Besides, communal open space and landscape treatments in the form of planters are provided at 1/F, 3/F and 4/F to enhance the landscape quality of the development. CTP/UD&L, PlanD considers that these measures will help promote visual interest, street vibrancy and pedestrian comfort.

Technical Aspects

- 11.5 On traffic aspect, the Site is well served by public transport services such as bus, tram and MTR. Besides, the TIA submitted (**Appendix Ie**) indicates that all critical road junctions would operate within their capacities with the proposed development and the peak traffic generated by proposed development is relatively small and would induce insignificant impact on the surrounding road network. C for T notes that the applicant has committed to provide building setbacks along DVRW and BSW and canopy along the building façade facing DVRW, and parking provisions in accordance with the high end of parking standards under HKPSG. In view of the above, C for T has no adverse comment on the application and the submitted TIA from traffic engineering perspective subject to the incorporation of the approval conditions as set out in paragraph 12.2(a) below.
- 11.6 On the environmental aspect, the residential floors (i.e. 5/F to 37/F) above podium levels are proposed to be setback by 7.5m and 10m from the kerbside of DVRW and BSW respectively, in response to the potential air pollution and noise impacts from the surroundings (**Drawings A-8 and A-9**). The applicant has demonstrated through the submitted EA that there is no insurmountable impacts under the current design of the proposed development with sufficient building setbacks from BSW and DVRW. With the incorporation of noise mitigation measures, such as acoustic window (baffle type), the findings of the EA (**Appendix Ic**) reveals that the predicted road traffic noise levels at all residential flats would comply with the noise criterion. The EA also indicated that no unacceptable air quality impact on the proposed development is anticipated. DEP has no objection to the application from the environmental perspective subject to the incorporation of the approval conditions as set out in paragraph 12.2(b) below.
- 11.7 The applicant also submitted SIA report to demonstrate that there is no adverse sewerage impact arising from the proposed development and no sewerage upgrading work is required. In this regard, DEP and DSD have no comments on the application from the sewerage aspect. Other relevant departments consulted, including WSD, CEDD and Fire Services Department, have no adverse comments on the application.

Public Comments

- 11.8 Regarding the adverse public comments, the planning assessments above, the applicant's responses to public concerns and the comments of the relevant government departments in paragraph 9 above are relevant. Regarding the public comments on the future growth of visitors and anticipated demand for hotel guestrooms, the applicant has provided information of the existing supply of hotels of over 4,000 rooms in the Sai Ying Pun and Sheung Wan area (paragraph 2(b) above refers).

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10 above, PlanD has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 24.6.2026, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the design and provision of vehicular access, vehicle parking spaces and loading/unloading facilities, and manoeuvring spaces for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board; and
- (b) the submission of a revised Noise Impact Assessment and implementation of the mitigation measures as identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix IV**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the proposed development is not in line with the planning intention of the "C" zone and there is no strong planning justification in the submission for a departure from the planning intention of the "C" zone.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

Attachment

Appendix I
Appendix Ia

Application form received on 28.1.2022
Planning Statement received on 28.1.2022

Appendix Ib	Clarification letter received on 10.2.2022
Appendix Ic	FI received on 8.4.2022
Appendix Id	FI received on 10.5.2022
Appendix Ie	FI received on 13.5.2022
Appendix If	FI received on 13.6.2022 and 15.6.2022
Appendix II	Detailed Departmental Comments
Appendix III	Public comments
Appendix IV	Advisory Clauses
Drawings A-1 to A-11	Floor layouts and Section Plan
Drawing A-12	Proposed Vehicular Access
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Site Plan showing Existing Developments in the surrounding
Plan A-4	Location Plan on previous OZPs
Plans A-5 to A-9	Site Photos

PLANNING DEPARTMENT
JUNE 2022