

MPC Paper No. A/H3/449B
For Consideration by the
Metro Planning Committee
on 6.12.2024

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

APPLICATION NO. A/H3/449

<u>Applicant</u>	Gallery Grove Limited represented by KTA Planning Limited
<u>Site</u>	152-164 Wellington Street, Sheung Wan, Hong Kong
<u>Site Area</u>	About 614.8m ²
<u>Lease</u>	Inland Lots No. 5320 RP, 5321 RP, 5322 RP, 5325, 5326, 5327, 5328, 5329, 6428 and 6429 - virtually unrestricted subject to non-offensive trades clause
<u>Plan</u>	Approved Sai Ying Pun & Sheung Wan Outline Zoning Plan (OZP) No. S/H3/34
<u>Zoning</u>	“Commercial” (“C”) (about 89.2%) <i>[a maximum building height (BH) of 120mPD, or the height of the existing building, whichever is the greater]</i> Area shown as ‘Road’ (about 10.8%)
<u>Application</u>	Proposed Flat with <i>Permitted</i> 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 the application site (the Site), which falls primarily within an area zoned “C” (about 89.2%) with a minor portion falling within area shown as ‘Road’ (about 10.8%) 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. Moreover, according to the covering Notes of the OZP, in any area shown as ‘Road’, all uses or developments except those otherwise specified require permission from the Board.
- 1.2 The Site is a corner site at the junction of Wellington Street and Aberdeen Street (**Plan A-2**). The applicant proposes to redevelop the existing commercial and/or residential buildings at the Site into a 30-storey composite development comprising a residential tower over a 5-storey podium with shop and services and

eating place uses (G/F, M/F and 1/F), E&M facilities (G/F and M/F), and a resident's clubhouse with an outdoor swimming pool and podium garden (2/F and 3/F) (**Drawings A-1a to A-1f and A-2**).

- 1.3 According to the original Supplementary Planning Statement (SPS) submitted by the applicant, no internal transport facilities were proposed within the development (**Drawing A-1a**) as the applicant considers that the Site meets the requirements for waiving the car parking and loading/unloading (L/UL) provision as stated in the Explanatory Statement (ES) of the OZP¹. However, in response to departmental comments, the applicant subsequently put forward another proposal with the provision of a L/UL space (to be facilitated by turntable) for light goods vehicles (LGV) on G/F of the proposed development only if such provision is so required by the Board through the imposition of approval condition (**Drawing A-6a**). Therefore, the applicant put forward two options with regard to the provision of internal transport facilities, namely: (i) **Option A** – nil provision of L/UL space and parking space within the proposed development (**Drawings A-1a**); and (ii) **Option B** – provision of a L/UL space (to be facilitated by a turntable) on G/F should it so be required by the Board and no parking space (**Drawings A-6a**). Under Option B, the proposed vehicular run-in/out for L/UL space will be located at the eastern corner of the Site along Wellington Street.
- 1.4 Compared with the original proposal (i.e. Option A) (**Drawings A-1a to A-1c and A-2**), Option B mainly involves changes to the internal layout of G/F, M/F and 1/F, including the addition of a L/UL space on G/F and a shop/eating place on M/F to make up for the omitted shop/eating place on G/F, and a change in the disposition of the proposed pedestrian connection/passage through the Site linking Wellington Street and the adjoining Wa On Lane Sitting-out Area (WOL SOA) to its south (details at paragraph 1.9 below) (**Drawings A-6a to A-6f and A-7**). According to the applicant, the major development parameters, including the total gross floor area (GFA) and the distribution of domestic GFA and non-domestic GFA, the layout of the upper floors of the podium (i.e. 2/F and 3/F) and the residential tower, as well as provision private communal open space, remain the same under both options. The major development parameters of the proposed development are set out below:

Major Development Parameters	
Site Area	614.8m ² (about)
Total Gross Floor Area (GFA) [[@]]	6,395.4m ²
- Domestic GFA	5,569.2m ²
- Non-domestic GFA	826.2m ²
Total Plot Ratio (PR) [[@]]	10.4
- Domestic PR	9.06
- Non-domestic PR	1.34
No. of Blocks	1
BH (at main roof level)	119.9mPD
No. of Storeys	30 (25 domestic storeys over 5-storey

¹ According to the ES of the OZP, for sites smaller than 900m² in the SOHO and its immediate adjacent area, on-site car parking and L/UL requirements will be waived.

Major Development Parameters		
	podium for shops/eating place, E&M facilities, clubhouse and entrance lobby)	
Site Coverage (SC)		
- Below 15m	About 85%	
- Domestic SC	About 40%	
No. of Units	175 (average unit size: about 31.8m ²)	
Anticipated Population	About 368 persons	
Private Communal Open Space (for residents only)	Not less than 369.5m ²	
Parking/Internal Transport Facilities	<u>Option A</u>	<u>Option B</u>
- Private Car/Motorcycle Parking Spaces	- Nil	- Nil
- L/UL Spaces	- Nil	- 1 for LGV ^[*]
Anticipated Completion Year	2030	

[@] Assuming GFA concessions and/or exemptions granted for residents' clubhouse, E&M plant rooms, covered landscape garden, balcony, utility platform, common staircase, etc. which are subject to the Building Authority's approval at the building plan submission stage. The landscape terrace on 1/F has been included in the GFA calculation.

[*] The applicant agrees to provide a L/UL space for LGV (to be facilitated by turntable) should it so be required by the Board through the imposition of approval condition.

- 1.5 According to both Options A and B (**Drawings A-1a to A-1c and A-6a to A-6c**), separate entrances and lift lobbies will be provided for the commercial and residential uses within the proposed development. The entrance to the residential portion of the development is located at G/F facing Wellington Street. The shops/eating places on G/F, M/F and 1/F are accessible via entrances at Wellington Street on G/F or via lift/stairs at Aberdeen Street on M/F.
- 1.6 Private communal open space with a total area of about 369.5m² will be provided on G/F, 2/F and R/F to meet the minimum open space requirement under the Hong Kong Planning Standard and Guidelines (HKPSG) (**Drawings A-3a to A-3g and A-8a to A-8g**). Also, a landscaped terrace with planters will be provided on 1/F to provide visual amenity for future occupants and the general public (**Drawings A-3d and A-8d**). There are no natural landscape resources (e.g. vegetation or trees) within the Site.
- 1.7 As shown on **Plan A-5**, the residential tower is proposed to be positioned parallel to Aberdeen Street to create an approximately 15m-wide building separation (above podium) between the adjoining buildings on Wellington Street for allowing air and sunlight penetration to and from WOL SOA and reducing canyon effect on Wellington Street.
- 1.8 To align with the planning intention of the portion of the Site falling within area shown as 'Road' on the OZP, the applicant proposes to provide a full-height setback of 2m from the lot boundary along Wellington Street² to facilitate widening of the section of the local footpath to about 3.5m wide. A full-height setback of 1m from the lot boundary along Aberdeen Street to widen the local footpath to about 2.1m - 2.2m wide (**Drawings A-4 and A-9**) is also provided

² The applicant indicated that a full-height setback cannot be provided for the portion of the Site currently occupied by the existing common staircase serving 150 & 152 Wellington Street (see Paragraph 1.10).

with a view to enhancing the pedestrian condition in the vicinity. The main façade of the development (2/F and above) facing Aberdeen Street is proposed to be further set back by about 1m (except for balconies)³ to help reduce the canyon effect on Aberdeen Street (**Plan A-5**). While the applicant indicates that there is no intention to surrender the setback areas to the Government, he commits that the setback areas would be opened for public access 24-hours daily free of charge and without interruption, and undertakes to bear the management and maintenance responsibility of the setback areas.

- 1.9 The applicant proposes to provide a new pedestrian connection/passage through the Site linking Wellington Street and the adjoining WOL SOA to its south. The proposed pedestrian connection/passage, comprising a set of stairs and a disable lift between G/F and 1/F, will serve as an alternative route for accessing WOL SOA from Wellington Street (**Drawings A-1a to A-1c and A-6a to A-6c**). The applicant confirmed that it will be open to public for use 24-hours daily without charge and interruption (**Drawings A-4 and A-9**) and the requirements on provision and opening hours will be included in the Deed of Mutual Covenant of the future residential development. As the provision of the said pedestrian connection would affect the existing trees and facilities within WOL SOA, the applicant submitted a demolition and reprovisioning proposal which involves providing seven compensatory trees to make up for the seven trees to be felled and altering/repairing existing facilities (including planters, seating benches, fitness/play equipment and pergola) (**Drawings A-5a to A-5b and A-10a to A-10b**). The cost of modifying/upgrading WOL SOA will be borne by the applicant.
- 1.10 There is an existing common staircase currently serving 152 Wellington Street (part of the Site) and 150 Wellington Street (adjoining building falling outside the Site) (**Drawings A-1a to A-1e and A-6a to A-6e**). As clarified by the applicant, the said existing common staircase will remain intact upon the redevelopment of the Site⁴ for use by occupants of 150 Wellington Street with respect to the right-of-way under mutual covenants.
- 1.11 In support of the application, the applicant submitted the following documents:
- (a) Application Form received on 16.1.2024 (**Appendix I**)
 - (b) SPS received on 16.1.2024 enclosing Landscape Proposal (LP), architectural drawings and technical assessments⁵ (**Appendix Ia**)

³ According to the submission, a 2m setback of the main façade of the development facing Aberdeen Street refers to the full-height building setback of 1m from the lot boundary (G/F and above) plus an additional setback of 1m of the building façade (except balconies) from 2/F and above.

⁴ The applicant/future owner will be responsible for the maintenance of the portion of the staircase within the Site during the lifetime of the said staircase. The applicant undertakes to engage qualified, experienced and competent persons to ensure construction works will be carried out safely in accordance with approved building plans and relevant standards and guidelines. Any future redevelopment works involving the adjoining lot, which may affect the portion of the retained staircase within the Site, ought to be carried out with the consent from the owner(s) of the Site.

⁵ Technical assessments include Traffic Impact Assessment (TIA), Environmental Assessment (EA) and Drainage and Sewerage Impact Assessment (DSIA).

- (c) Supplementary Information received on 19.1.2024 (Appendix Ib)
- (d) FI received on 27.2.2024[#] (FI(1)) (Appendix Ic)
[includes submission of new technical assessment – Water Supply Impact Assessment (WSIA)]
- (e) FI received on 13.3.2024[#] (FI(2)) (Appendix Id)
[includes submission of new technical assessment - Geotechnical Planning Review Report (GPRR)]
- (f) FI received on 14.5.2024[#] (FI(3)) (Appendix Ie)
- (g) FI received on 28.6.2024[#] (FI(4)) (Appendix If)
- (h) FI received on 10.7.2024[#] (FI(5)) (Appendix Ig)
- (i) FI received on 10.9.2024^{*} (FI(6)) (Appendix Ih)
- (j) FI received on 13.9.2024^{*} (FI(7)) (Appendix Ii)
- (k) FI received on 9.10.2024^{*} (FI(8)) (Appendix Ij)
- (l) FI received on 15.10.2024^{*} (FI(9)) (Appendix Ik)
- (m) FI received on 28.10.2024[#] (FI(10)) (Appendix Il)
[includes the revised proposal with proposed L/UL space on G/F]
- (n) FI received on 8.11.2024^{*} (FI(11)) (Appendix Im)

[#] accepted but not exempted from publication requirement

^{*} accepted and exempted from publication requirement

1.12 On 10.5.2024 and 8.9.2024, the Metro Planning Committee (the Committee) agreed to defer making a decision on the application each for two months as requested by the applicant.

2. **Justifications from the Applicant**

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

Land Use Zoning Not Reflecting the Street Character

- (a) The Site is located at the edge of the central business district (CBD) in between Sheung Wan and Central. A mix of residential developments and smaller-scaled commercial developments are observed in the uphill areas south of Wellington Street. As the surrounding areas were previously zoned “Commercial/Residential” (“C/R”), the area has a mixed land use pattern.

In Line with the OZP Restrictions

- (b) The proposed BH of 119.9mPD does not exceed the BH restriction (BHR) (i.e. 120mPD) stipulated on the OZP. Also, the proposed development with its design and a lower SC compared with permitted non-domestic development would appear less bulky.

In Line with Mixed-use Development Concept and Existing Mixed-use Character on Wellington Street

- (c) The proposed development with shops/eating place and residential uses is in line with the mixed-use development concept and helps create vitality and diversity in the area. The proposed development, with shops/eating places on G/F, M/F and 1/F, helps maintain the existing mixed use character on Wellington Street with commercial activities on lower floors and domestic use atop (**Plan A-6**).

The Site is Suitable for Residential Development and Supports Long Term Housing Strategy

- (d) The proposed development, providing a total of 175 new flats, is in line with the current policy of increasing housing supply.
- (e) The Site is well served by public transport, including franchised bus, tram and Mass Transit Railway (MTR). The potential needs of the future residents could be catered by existing community and recreational facilities and services in the district.

Improvements to Pedestrian Accessibility and Local Environment

- (f) The proposed full-height setbacks of 2m and 1m from Wellington Street and Aberdeen Street respectively will help create wider air/wind paths for more effective air penetration, visual permeability as well as enhanced local pedestrian environment. The proposed 15m-wide building separation from the adjoining building on Wellington Street and the further setback of the residential portion (excluding balconies) fronting to Aberdeen Street (2/F and above) by 1m will help allow sunlight to penetrate to and from the Sitting-out Area and reduce the canyon effect on Wellington Street and Aberdeen Street.
- (g) The proposed barrier-free connection within the Site linking Wellington Street and WOL SOA will improve accessibility to the sitting-out area and the commercial uses at the Site would help attract more people to visit the sitting-out area.

Appropriate Design with Physical Separation

- (h) As 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, interface problems within the building are not anticipated.

Need for Internal Transport Facilities within SOHO and Its Immediate Adjoining Area

- (i) The Site falls within the “SOHO and its immediate adjoining area” in the Sai Ying Pun & Sheung Wan OZP. The planning objective of this area is to maintain the

area as a pedestrian-oriented area and vehicular traffic should be discouraged. According to the ES of the OZP, for sites smaller than 900m² in the area, on-site car parking and L/UL requirements will be waived. As the Site has a site area of 612m², it is considered that the on-site car parking and L/UL requirements can be waived in accordance with the ES. Also, taking into consideration vehicular and pedestrian safety as well as the implementation of the planning objective of the SOHO and its adjoining area, the waiving of car parking and L/UL provision for this application would not set an undesirable precedent.

- (j) As observed, L/UL activities on Wellington Street is infrequent. No major conflict are anticipated since the carriageway with width of 5.5m could allow one lane traffic flow with roadside L/UL and the local footpath of Wellington Street along the Site is proposed to be widened from about 1.5m to 3.5m. Besides, L/UL demand for the proposed composite residential and retail development would be lower than that for commercial development to be developed as-of-right. Therefore, the proposed on-street L/UL arrangement in front of the Site, together with the proposed footpath widening along Wellington Street, should not worsen the existing traffic and pedestrian condition.
- (k) Nonetheless, the applicant agrees to provide a L/UL facility (to be facilitated by a turntable) for LGV on G/F of the proposed development should it be so required by the Board through the imposition of approval condition (i.e. Option B). It is technically feasible to accommodate a L/UL space with turntable within the Site. The swept path analysis (**Drawing A-12**) demonstrates that the proposed ingress/egress location will only slightly affect the existing road marking of the Public Light Bus (PLB) stand. Modification of the road marking of existing PLB terminus to avoid overlapping of the swept path of LGV and portion of the road marking can be considered subject to further consultation with the Transport Department (TD) and PLB trade at later stage.

No Adverse Impacts

- (l) The submitted technical assessments, such as TIA, EA, DSIA, WSIA, and GPRR, demonstrates that the proposed development would not cause insurmountable impacts. The TIA results reveal that the proposed development would not induce adverse traffic impact on the adjacent road networks. The results of the EA indicate that there would be no exceedance of road traffic noise standards under AM and PM peak scenario and no fixed noise impact from the observed fixed noise sources would result. No adverse air quality impact would be anticipated. According to the DSIA, surface runoff would be reduced as compared with the existing condition, and hence no upgrading works for existing public sewers would be required. The results of the WSIA reveal that there would be adequate capacity to cater for freshwater and flushing water demand of the proposed development. The proposed development is geotechnically feasible and would have no adverse effects on adjoining grounds, buildings and wall features.

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

The applicant is not a “current land owner” of the Site but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town

Planning Ordinance” (TPB PG-No. 31B) by sending notice to the relevant land owners by registered post. 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 BHR (**Plan A-4**). On 7.5.2010, the 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 maximum BHs for the sites was exhibited for public inspection, with the aim of providing clear planning intentions and better planning control over development density for these sites. Taking the nature and predominant uses of the existing developments into consideration, “C/R” sites within the north-eastern portion of the Sheung Wan and Sai Ying Pun area 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 (QRC)⁶/Des Voeux Road West (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 The Site is located within “SOHO and its immediate adjoining area” in the OZP. In view of the character of the SOHO and its immediate adjoining area, and the existing narrow streets and footpaths there causing vehicular/pedestrian conflicts, development/redevelopment in the area are to be kept as low as possible and vehicular traffic should be minimized. Given the improved accessibility offered by the Central-Mid-levels Escalator, close proximity of the area to the MTR station and the availability of various kinds of public transport facilities, the planning objective is to maintain this area as a pedestrian oriented area and vehicular traffic should be discouraged. In consultation with TD, relevant provision regarding the waiving of on-site car parking and L/UL requirements for sites smaller than 900m² in the area were incorporated into the ES of the draft OZP No. S/H3/24 exhibited on 7.5.2010.

5. Previous Application

There is no previous application at the Site.

6. Similar Application

There is one similar application (No. A/H3/445) for the proposed flat with permitted shop and services/eating place uses within the “C” zone of the Sai Ying Pun & Sheung Wan OZP (**Plan A-1**). The application involves the redevelopment of an existing hotel (i.e. Ibis Hong Kong Central & Sheung Wan Hotel) into a 40-storey composite development (33 residential storeys over a 5-storey podium for commercial uses and resident’s clubhouse/podium garden and 2 levels of basement carparks) with a total PR of 9.18

⁶ While “C/R” sites in the area mainly to the south of Queen’s Road Central were rezoned to “R(A)”, a strip of the street block, stretching from east to west, to the immediate south of Queen’s Road Central and Wellington Street was also rezoned to “C”. The Site is located within this strip of street block.

(domestic PR and non-domestic PR of 8.73 and 0.45 respectively) and a BH of 136.95mPD. The application was approved with conditions by the Committee on 24.6.2022 mainly on the grounds that the proposed composite development for residential and retail/restaurant uses was considered not incompatible with the surrounding development from land use perspective, which is mainly mixed commercial and residential in nature; and the relevant Government departments had no adverse comment.

7. The Site and its Surrounding Areas (Plans A-2, A-3 and A-7 to A-10)

7.1 The Site is:

- (a) a sloping corner site which abuts Wellington Street to the north, Aberdeen Street to the west and WOL SOA to the south;
- (b) currently occupied by three 6-storey buildings (i.e. 152, 154, 156-158 Wellington Street which are commercial buildings completed in 1974, 1975 and 1973 respectively) and Tsang Chiu Ho Building (i.e. 160-164 Wellington Street which is a 9-storey composite building with commercial uses on G/F to 2/F and residential use atop completed in 1970). The main entrances of these buildings are located on Wellington Street; and
- (c) served by public transport including MTR (about 200m and 500m away from the exits of the MTR Sheung Wan and Central Stations respectively), various bus and green minibus routes (bus and minibus stops along QRC and Des Voeux Road Central (DVRC)) and tram running along DVRC.

7.2 The surrounding area has the following characteristics:

- (a) to the immediate south-east along Wellington Street within the same “C” zone are 150 Wellington Street (6-storey office building completed in 1974) and Mingle Place at The Eden (6-storey office building completed in 2003) (**Plan A-2**). To the immediate south-west across Wa On Lane are Tung Tze Terrace (32-storey residential building completed in 2006) and New Central Mansion (13-storey residential building completed in 1966), which are zoned “R(A)14” and “R(A)” respectively;
- (b) the immediate neighbourhood in the same street block bounded by Wellington Street, Peel Street, Gage Street and Aberdeen Street is mainly zoned “C”, “R(A)” and “Open Space” on the OZP, except for the comprehensive residential cum commercial development⁷ (i.e. One Central Place) to the south of the Site which falls within the “Comprehensive Development Area” (“CDA”) zone on the approved Land Development Corporation Peel Street/Graham Street Development Scheme Plan No. S/H3/LDC4/2. The street block has a mix of commercial buildings,

⁷ The comprehensive residential and commercial development (i.e. the Urban Renewal Authority Peel Street/Graham Street Development Scheme) comprises 3 sites (Sites A to C). One of the sites, namely Site A, is located in the same street block and is currently under construction for residential development. The other two sites to the further south-east are for a residential development (Site B), known as One Central Place, which has been completed in 2018 and for a proposed commercial/hotel development (Site C) which is currently under construction respectively.

residential developments with retail uses on lower floors and open space (**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 Wellington Street, QRC, while the residential developments are located mainly in the uphill areas to the south and further southwest of the Site. Open spaces namely WOL SOA, Kau U Fong Children's Playground and Pak Tsz Lane Park are located in the vicinity. Residential and commercial developments which are existing uses and not 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

- (a) Comments of the District Lands Officer/Hong Kong West and South, Lands Department (DLO/HKW&S, LandsD):
 - (a) the actual site area of the Site shall be subject to verification;
 - (b) the Government leases governing the Lots are virtually unrestricted, subject to the non-offensive trades clause. The proposed flat, and shop and services uses under application are considered acceptable under the lease conditions governing the Lots;
 - (c) the Lots are not covered by any Offensive Trade Licence (OTL). For permitting the proposed eating place use, the owner(s) of the Lots have to apply to LandsD for an OTL to carry on the trades of sugar baker, oilman, butcher, victualler and tavern-keeper contained in the non-offensive trades clause;
 - (d) pursuant to Lands Administration Office Practice Note Issue No. 3/2023 issued by LandsD on 31.3.2023 (the Practice Note), LandsD would relax the requirement of applying for an OTL for the operation of a business which requires one or more of the eleven types of licences granted by the Director of Food and Environmental Hygiene or the Liquor Licensing Board respectively (collectively "the Statutory Licences"). Upon the

grant of any of the Statutory Licences to a lot or premises, an OTL would be deemed to be granted to the owner of the concerned lot or premises by LandsD. Upon the expiration or cancellation of all relevant Statutory Licences, the OTL deemed to be granted shall automatically terminate and cease to have effect. The owner(s) of the Lots shall refer to the Practice Note which can be downloaded from LandsD's website for details of the Statutory Licences and criteria for application of the OTL;

- (e) as the proposed flat and shop and services uses do not conflict with the lease conditions governing the Lots, the owner(s) of the Lots is/are not required to seek a lease modification from LandsD to implement the proposed flat and shop and services uses. Should the proposed development be approved by the MPC, any planning conditions imposed cannot be governed under the lease conditions. However, the Lots or any parts or parts thereof designated for the proposed eating place use shall be covered by a valid OTL and/or the OTL deemed to be granted pursuant to the Practice Note above;
- (f) there is no requirement under the lease relating to the maintenance and management of the common staircase which falls within Inland Lot No. 6428. In general, lot owner shall be responsible to manage and maintain the buildings/structures within their own lot. As such, she has no particular comment on the proposed arrangement of the staircase from land administrative perspective; and
- (g) the concerned WOL SOA falls within the Government Land Allocation No. GLA-HK 530 allocated to Leisure and Cultural Services Department (LCSD). Subject to LCSD's comment, she has no comment on the demolition and reprovisioning plans provided that the proposals comply with the Engineering Conditions governing GLA-HK 530. In addition, the proposed planter and seat bench at the rear of 150 Wellington Street are encroached into the private lot of Inland Lot No. 11(P) (**Drawings A-5a, A-5b, A-10a and A-10b**). The applicant is reminded to relocate or re-design the proposed facilities for WOL SOA which shall be confined within the boundary of the GLA-HK 530 allocated to LCSD.

Traffic and Pedestrian Circulation Aspects

- (b) Comments of the Commissioner for Transport (C for T):

Traffic Impact

- (a) based on the revised TIA (**Appendix Id**), the traffic impact of the proposed development is minimal in consideration of the schematic development schedule;

- (b) based on the applicant's FI (**Appendix Ie**), the traffic impact arising from the construction of the proposed development is minimal. The applicant is reminded that for any works on public roads and footpaths, the applicant should review the design with the aim of minimizing adverse traffic impact during the construction stage due to temporary traffic arrangement. The applicant should separately submit temporary traffic management scheme to the Police and TD for consideration if public roads and footpaths are affected. Safety measures and temporary traffic arrangement should be provided as necessary in accordance with the "Code of Practice for the Lighting, Signing and Guarding of Road Works" issued by the Highways Department (HyD);

Loading/Unloading Arrangement

- (c) with reference to paragraph 3.1.2 of the replacement page of SPS (**Appendix Im**), the applicant claims that there will not be car parking spaces and L/UL facilities within the proposed development (i.e. Option A), and the applicant shall provide the L/UL facilities if it is required by the Board (i.e. Option B);
- (d) as the applicant has pointed out in FI(6) and FI(11) (**Appendices Ih and Im**), L/UL facilities would be required for the proposed development according to the low end requirements set out in HKPSG;
- (e) considering the genuine demand of daily L/UL activities arising from foreseeable operation of the proposed development (including refuse collection, delivery of retail goods, moving in/out, pick up and drop off, etc.) and the presence of 24-hours no-stopping restriction (NSR) zone and PLB stand along the frontage of the proposed development (**Plan A-2**), the remaining kerbside space at Wellington Street is considered insufficient for stopping of even LGVs and handling the associated goods as well as picking up / setting down passengers. As such, internal L/UL facilities should be provided within the Site to cater for the operational demand from the proposed development unless circumstances dictate that on-street facilities must be provided on local roads with special reasons;
- (f) if internal L/UL facilities are not to be provided within the proposed development (i.e. Option A), L/UL activities would be extended beyond the frontage of the proposed development leading to potential occupation or obstruction to carriageway / footpath and thus creating conflict to both traffic flow and pedestrian circulation along Wellington Street. Besides, it should be noted that the road space and kerbside would not be reserved for any exclusive uses of the Site and there is no guarantee that there will be no NSR at the kerbside in the vicinity of the Site in future;

- (g) in FI(10) and FI(11) (**Appendices II and Im**), the applicant has advised that it is feasible to provide internal L/UL facilities for LGV with the aids of turntable within the Site (**Drawing A-12**);
- (h) the applicant is reminded that the detailed design of vehicular access and internal L/UL facilities of the proposed development and modification to the existing PLB stand (with consultation with PLB trade) shall be submitted to TD for further consideration at detailed design stage;
- (i) in connection with the public concerns on L/UL and vehicular access arrangement, it is noted that internal transport facilities for developments and vehicular access of development sites adjacent to footpaths are not uncommon. Besides, the design of vehicular access at public footpath and internal L/UL facilities should follow the standards stipulated in the Transport Planning and Design Manual and the Highways Department Standard Drawings;

Proposed Setback and Pedestrian Connection to WOL SOA

- (j) the applicant proposes setbacks of 2m and 1m along the site boundary at Wellington Street and Aberdeen Street respectively for public access 24 hours at all times free of charge and without any interruption. According to the revised TIA, the Level-of-Service (LOS) at the critical sections of footpaths of Wellington Street and Aberdeen Street will be improved considering the proposed provision of setback, thus enhancing the walking environment. However, noting that the applicant currently has no intention to surrender the setback areas to the Government and will be responsible for the management and maintenance of the setback areas, the applicant should confirm with relevant departments such as the Buildings Department and LandsD in writing that the above proposed arrangement of the setback areas will be enforceable;
- (k) the applicant proposes a new pedestrian connection (3.3m wide staircase and disabled lift) between G/F and 1/F within the Site connecting WOL SOA, which will be opened to the public and form part of the walkway for public access 24 hours at all times free of charge and without any interruption. The applicant proposes including the public access and the opening hours into the Deed of Mutual Covenant of the future residential development. Also, in view of the interface between the new pedestrian connection and WOL SOA, relevant department(s) including LCSD should be consulted on the applicant's proposal to ascertain its feasibility;
- (l) PlanD and LandsD shall duly consider suitable measures and/or impose suitable enforceable conditions to ensure that the abovementioned setbacks and pedestrian connection proposed by

the applicant can be executed/implemented after the approval of the planning application; and

Other Detailed Comments

(m) other detailed comments are at **Appendix II**.

- (c) Comments of the Chief Highway Engineer/Hong Kong, Highways Department (CHE/HK, HyD):
- (a) no objection to the application;
 - (b) the setback proposals within the Site at Wellington Street and Aberdeen Street for footpath widening purpose should be agreed by LandsD, TD and HyD;
 - (c) the lot owner should be responsible for the design, construction and maintenance of the vehicular run-in, the pavement and associated facilities within the proposed setback areas;
 - (d) the lot owner should be responsible for the design and construction of the vehicular run-in at the adjacent public footway to ensure compatibility in level and gradient with the run-in area at the proposed set-back area;
 - (e) the setback areas should be paved to match the levels of the adjacent public footway and the paving material used for the vehicular run-in should be consistent between the proposed set-back area and the adjacent public footway to ensure a cohesive appearance;
 - (f) the vehicular run-in should comply with the latest version of Highways Standards; and
 - (g) clear demarcation should be provided to delineate maintenance responsibilities and facilitate ease of maintenance.
- (d) Comments of the Commissioner of Police (C of P):
- (a) no comment on the application; and
 - (b) the construction works at the Site will inevitably involve occupation of at least one lane of Wellington Street which will result in serious congestion with domino effect on the QRC and related area. Should the planning application be approved and the construction works be put into practice, there may be a need of implementing a road closure on the section of Wellington Street between Cochrane Street and Aberdeen Street, with the exception for vehicles necessary to enter the closed area for parking or loading/ unloading. Such arrangement will allow the major traffic flow continue with the impact of the construction works kept to a minimum. TD may be consulted on this possibility.

Building Matters

- (e) Comments of the Chief Building Surveyor/Hong Kong West, BD (CBS/HKW, BD):
- (a) no objection to the application;
 - (b) having reviewed the justifications provided in FI(2) (**Appendix Id**), he has no further comments on the proposed site classification subject to the provision of the proof of site parameters in accordance with the Practice Notes for Authorized Persons (PNAP) ADM-21 and the proposed setback of building fronting Wa On Lane subject to the detailed demonstration in compliance with the requirements under PNAP APP-152;
 - (c) before demolition of a building, owner of the building shall under the Buildings Ordinance (BO) appoint and seek advice from an Authorized Person (AP), a Registered Structural Engineer (RSE), and/or a Registered Geotechnical Engineer (RGE) (where necessary) on matters including the feasibility of the demolition works to be carried out to ensure compliance with the BO and its subsidiary regulations. The AP, RSE and RGE (where necessary) appointed by the owner shall prepare and submit demolition proposal in full compliance with the safety requirements (for both buildings to be demolished and the adjoining buildings that remain after demolition) under the BO and its subsidiary regulations for the approval of the Building Authority. There is a control on the demolition works under the BO to ensure public safety;
 - (d) according to the current Appendix E of PNAP ADM-2, the existing common staircase retained may be exempted from SC and PR calculations under B(P)R 20 and 21 as well as GFA calculation under B(P)R 23(3)(a), provided that it is physically separated from the proposed new building and no intervening space has any potential for infilling. In this regard, detailed comments under the BO will be given at the building plan submission stage with application for the above exemption; and
 - (e) detailed comments on the compliance with the BO will be provided upon formal building plans submission.

Urban Design, Visual and Landscape

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

Urban Design and Visual Aspects

- (a) no comment from the urban design and visual perspectives noting the BH of the proposed development (up to 119.9mPD) does not exceed the BHR of 120mPD;

Landscape Planning Aspect

- (b) based on the aerial photo of January 2022, the Site is located in an 'Organic Mixed Urban Landscapes' landscape character comprising of commercial buildings and low-rise to high-rise residential buildings. The proposed redevelopment is considered not incompatible with its surrounding environment;
- (c) the Site does not fall within landscape sensitive zonings and no significant landscape impact is anticipated; and
- (d) the applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease and/or outside the Site. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.

Open Space Interface

- (g) Comments of Director of Leisure and Cultural Services:
 - (a) no objection to the application;
 - (b) WOL SOA, which is a public open space under LCSD's management, will be affected by the proposed development. Besides the trees proposed to be felled, it is anticipated that closure, demolition and alteration of other park facilities would be required to facilitate site formation works and the proposed new park entrance;
 - (c) it is noted that the applicant has submitted demolition and reprovision plans for WOL SOA covering the scenarios with and without L/UL space on G/F of the proposed development (**Drawings A-5a, A-5b, A-10a to A-10b**). His detailed comments are at **Appendix II**; and
 - (d) should the application be approved, an approval condition requiring the design and provision of the proposed pedestrian connection/passage (including its opening to WOL SOA) should be imposed.

Environmental, Sewerage and Drainage

- (h) Comments of the Director of Environmental Protection (DEP):

- (a) no objection to the application from environmental planning perspective after reviewing the submitted relevant technical assessments, including DSIA (**Appendix Id**) and revised EA (**Appendix Ii**); and
- (b) noting that demolition of existing building blocks will be involved for the proposed development, the applicant is advised to minimise the generation of construction and demolition (C&D) materials, and reuse and recycle the C&D materials on site as far as possible.

Fire Safety

- (i) Comments of the Director of Fire Services (D of FS):

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.

Geotechnical

- (j) Comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD):

the content of the submitted GPRR (**Appendix Id**) is noted and there is no geotechnical comment on the report.

9.2 The following government departments have no objection to/no adverse comment on the application and their detailed comments, if any, are at **Appendix II**:

- (a) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD);
- (b) Project Manager (South), Civil Engineering and Development Department (CEDD);
- (c) Director of Food and Environmental Hygiene;
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Chief Engineer/Hong Kong & Islands, Drainage Services Department;
- (f) Director of Electrical and Mechanical Services; and
- (g) District Officer (Central and Western), Home Affairs Department.

10. Public Comments Received During Statutory Publication Periods

10.1 On 23.1.2024, 29.2.2024, 15.3.2024, 21.5.2024, 5.7.2024, 19.7.2024 and 1.11.2024, the application and FIs were published for public inspection. During the statutory publication periods, a total of 120 public comments were received, including 92 supporting public comments (**Appendix IIIa**), six objecting public comments (**Appendix IIIb**) and 22 comments expressing views (**Appendix IIIc**).

10.2 The major views of the public comments on the application are summarized below:

Supporting Comments (from local residents and individuals) (Appendix IIIa)

- (a) the proposed development with residential and retail/restaurant uses is well served by public transit and will help enhance the diversity in shopping and dining experiences, support people's daily needs, promote local consumption and economic development and revitalize the locality;
- (b) the walking experience is enhanced by the proposed widening of the footpaths along Wellington Street and Aberdeen Street. However, the new ingress/egress may bring negative impact to the pedestrians;
- (c) the proposed pedestrian connection with barrier-free facility to WOL SOA allows more people to access the open space. The provision of pedestrian access could be further improved;
- (d) the existing buildings at the Site are in dilapidated conditions. Redevelopment would save the cost of maintenance, prevent endangering public safety, meet modern building standards and improve the built environment;
- (e) the proposed development will enhance flat supply, which is in line with the government policy;

Comments expressing objections (from individuals and a company) (Appendix IIIb)

- (f) there is a lack of discussion with stakeholders;
- (g) 150-152 Wellington Street is a single building served by a common staircase. The proposed partial demolition of the said building (i.e. 152 Wellington Street) could affect the structural integrity of the adjoining building (150 Wellington Street). There will be issues over the management and maintenance of the existing common staircases. The staircase might be left idle when the two buildings are redeveloped separately;
- (h) the proposed PR is too high for a residential building and the flat units are considered too small;
- (i) demolition of a building undergone rehabilitation in ten years with subsidy. The proposed development will generate construction waste and cause impact on air quality and noise pollution;
- (j) as no parking spaces or L/UL bays will be provided within the development, it is expected that L/UL activities as well as traffic generated during construction phase will attract considerable obstruction to the narrow pavement and congested streets⁸;
- (k) the provision of communal open space cannot meet the requirement under the HKPSG;

⁸ Under FI10, the applicant agrees to provide a L/UL facility for LGV on G/F of the proposed development should it be so required by the Board through the imposition of approval condition.

- (l) the proposed development does not align with the original planning intention of “C” zone and will have negative impacts on the provision of commercial activities and local services, employment opportunities and infrastructure capacity;
- (m) the eating place uses may pose health impact and noise nuisance to residents in the surrounding buildings;
- (n) the proposed demolition and reprovisioning of affected facilities within WOL SOA will result in temporary closure of the open space. The design of the renovated open space may be inferior to the original one;

Comments providing views (from individuals) (**Appendix IIIc**)

- (o) the proposed development might generate adverse impacts on drainage, sewerage, visual and slope safety aspects;
- (p) the planning objective to maintain SOHO and its immediate adjoining area as a pedestrian-oriented area and to discourage vehicular traffic is relevant; and
- (q) similar views as those in paragraphs 10.2(a), (c), (d), (e), (f), (g), (i), (j), (l) and (m).

11. Planning Considerations and Assessments

- 11.1 The applicant seeks planning permission for proposed 30-storey composite development comprising a residential tower (3/F to 28/F providing 175 units) over a podium with resident’s clubhouse facilities (2/F and 3/F), and permitted shops and services/eating place uses (G/F, M/F and 1/F). The proposed development has a total GFA of 6,395.4m² (equivalent to total PR of 10.4) and a BH of 119.9mPD. While shops and services/eating place uses are always permitted within the “C” zone, ‘flat’ use requires planning permission from the Board. Besides, in any area shown as ‘Road’, all uses or developments except those otherwise specified require permission from the Board.
- 11.2 As mentioned in paragraph 1.3 above, the applicant has presented two options for the L/UL arrangement (i.e. Option A - without L/UL provision and Option B - with L/UL provision on G/F within the Site). The major development parameters, including the total GFA and the distribution of domestic GFA and non-domestic GFA, the layout of the upper floors of the podium and the residential tower, as well as the provision of private communal open space, are the same under both options. The primary differences between the two options lie in the internal layout of G/F, M/F and 1/F, due to the addition of a L/UL space on G/F and the rearrangement of shop/eating place layouts. The applicant states that he would agree to provide L/UL facility on G/F within the Site should it be so required by the Board through the imposition of approval condition.

Planning Intention and Land Use Compatibility

- 11.3 The Site falls mainly 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 Site is located within a mixed commercial and residential cluster in Sheung Wan as demonstrated by the mixed-use character of the immediate neighbourhood in the same street block. A number of existing composite developments (i.e. residential development with commercial uses on the lower floors), including Tung Tze Terrace and New Central Mansion, are also located in the same street block (**Plans A-2 and A-8**). The proposed composite development for residential and shops/eating place uses is considered not incompatible with the surrounding development from land use perspective, which is mainly mixed commercial and residential in nature.
- 11.4 The proposed 30-storey composite development has a BH of 119.9mPD, which does not exceed the BH restriction of 120mPD under the OZP. In this regard, CTP/UD&L, PlanD and CA/ASC, ArchSD have no comments on the application from the visual perspective.

Planning and Design Merits

- 11.5 According to the applicant, a number of design merits, including setbacks, building separations and landscape treatments, are proposed with a view to enhancing the local environment and accessibility. As mentioned in paragraph 1.7 above, the proposed residential tower, under both Options A and B, is positioned parallel to Aberdeen Street so as to create a 15m-wide building separation from the adjoining buildings on Wellington Street, and a total setback of about 2m is provided for the main building façade (2/F and above) facing Aberdeen Street (**Plan A-5**). Landscape treatments are proposed at various levels of the Site, including the edge planters at the corner of Wellington Street and Aberdeen Street on G/F, landscaped terrace on 1/F and edge planters on 2/F (**Drawings A-3b to A-3f (Option A) and A-8b to A-8f (Option B)**).
- 11.6 Under both options, a full-height setback of 2m from the lot boundary along Wellington Street aligning with the intention of this portion of the Site falling within an area shown as ‘Road’ on the OZP is proposed to facilitate widening of the section of the local footpath to about 3.5m wide. A full-height setback of 1m from the lot boundary along Aberdeen Street is also proposed to facilitate the widening of the section of existing footpaths to about 2.1m - 2.2m wide (**Drawings A-4 (Option A) and A-9 (Option B)**). According to the revised TIA, the proposed setbacks along Wellington Street and Aberdeen Street can help improve the level of service at the critical sections of footpaths, and thus enhancing the walking environment. A 24-hour public pedestrian connection/passage (minimum 3.3m wide) with lift provision, which links up Wellington Street and the adjoining WOL SOA to its south (**Drawings A-1a to A-1c and A-4 (Option A) and A-6a to A-6c and A-9 (Option B)**), is also proposed to improve accessibility to WOL SOA. While the proposed development at the Site is governed by virtually unrestricted lease for which implementation of the proposed development does not require lease modification, the applicant commits to take up the management and maintenance responsibility of the setback areas and undertakes to incorporate the provision of the proposed

pedestrian connection/passage to WOL SOA and its opening hours (i.e. 24-hours daily) into the Deed of Mutual Covenant of the future residential development.

- 11.7 As mentioned in paragraph 1.9 above, the provision of proposed pedestrian connection/passage to WOL SOA would require felling of trees as well as alteration to the existing facilities within the sitting-out area under both options (**Drawings A-5a to A-5b (Option A) and A-10a to A-10b (Option B)**). The provision of the aforementioned pedestrian connection/passage will hinge on the implementation of the demolition and reprovisioning proposal for WOL SOA which is at a preliminary stage and subject to the further liaison between LCSD and the applicant. Nevertheless, having reviewed the submitted demolition and reprovisioning proposal for WOL SOA, DLCS has no objection to the application subject to the imposition of an approval condition as set out in paragraph 12.2(b) below. The applicant is also advised to take note of the advisory comments and to closely liaise with LCSD in taking forward the reprovisioning works (**Appendix II**).

Traffic Aspect

- 11.8 The submitted revised TIA indicates that traffic impact generated by the proposed development and traffic impact during the construction stage of the development would be minimal. C for T has no comment on the revised TIA and advised that the applicant should separately submit temporary traffic management scheme to the Police and TD for consideration if public roads and footpaths are affected.
- 11.9 The applicant opines that the requirement on provisions of car parking and L/UL spaces could be waived in accordance with the ES of the OZP. However, it should be noted that the ES intends to assist an understanding of the OZP and each application should be considered on its own merits taking into account relevant considerations, including site context as well as departmental views. As mentioned in paragraph 9.1.2(e) above, C for T considers that there is a genuine demand for daily L/UL activities arising from foreseeable operation of the proposed development. From traffic engineering perspective, given the presence of 24-hours NSR zone and PLB stand covering most of the frontage of the proposed development (**Plan A-2**), the remaining kerbside space (less than 9m) at Wellington Street (**Drawings A-11a and A-11b**) is considered insufficient for stopping of LGVs, handling associated goods as well as picking up / setting down passengers. As such, internal L/UL facilities should be provided within the Site to cater for the operational demand unless circumstances dictate that on-street facilities must be provided on local roads with special reasons. He advises that if internal L/UL is not provided within the proposed development, L/UL activities would be extended beyond the Site frontage leading to potential occupation/ obstruction to carriageway/ footpath and conflict to traffic flow and pedestrian circulation along Wellington Street.
- 11.10 Besides, the applicant has advised that it is technically feasible to accommodate a L/UL space with turntable within the Site under Option B (**Appendix II**) and agreed to provide an internal L/UL space if it is required by the Board (**Appendix In**) through the imposition of approval condition. In view of C for T's comments above, an approval condition requiring the design and provision of vehicular access and internal L/UL facilities, as set out in paragraph 12.2(a) below, is recommended to be imposed should the application be approved. Furthermore,

the applicant is advised to take note of the advisory comments and to closely liaise with TD in taking forward the modification of the existing PLB stand and in consultation with PLB trade (**Appendix II**).

Other Technical Considerations

- 11.11 On the environmental aspect, the applicant has demonstrated through the revised EA (**Appendix If**) that there is no insurmountable road traffic noise and air quality impacts under the current design of the proposed development and no noise mitigation measures are considered necessary. DEP has no objection to the application from the environmental perspective.
- 11.12 Other relevant departments consulted, including BD, WSD, DSD, FSD, H(GEO) of CEDD have no adverse comments on the application.

Public Comments

- 11.13 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. With regard to the public comments expressing concerns on structural safety and the existing common staircase shared by the adjoining building at 150 Wellington Street, the applicant indicates that the said staircase would remain intact upon redevelopment of the Site, and that the applicant/future owner will bear the maintenance responsibility of the portion of the staircase within the Site (i.e. 152 Wellington Street). The applicant also advised that qualified, experienced and competent persons will be engaged to ensure construction works will be carried out safely. CBS/HKW, BD pointed out that there is a control over demolition works under the BO to ensure public safety.

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 Option B under the application. Option A is not supported for the following reason:

there is insufficient information to demonstrate that the loading/unloading activities of the proposed development would not create adverse traffic impact.

- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 6.12.2028, 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 and internal loading/unloading facilities for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board; and

- (b) the design and provision of the proposed pedestrian connection/passage (including its opening to Wa On Lane Sitting-out Area), as proposed by the applicant, to the satisfaction of the Director of Planning and the Director of Leisure and Cultural Services 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, regardless of Option A or B, 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.

Attachments

Appendix I	Application Form received on 16.1.2024
Appendix Ia	Planning Statement received on 16.1.2024
Appendix Ib	SI received on 19.1.2024
Appendix Ic	FI received on 27.2.2024
Appendix Id	FI received on 13.3.2024
Appendix Ie	FI received on 14.5.2024
Appendix If	FI received on 28.6.2024
Appendix Ig	FI received on 10.7.2024
Appendix Ih	FI received on 10.9.2024
Appendix Ii	FI received on 13.9.2024
Appendix Ij	FI received on 9.10.2024
Appendix Ik	FI received on 15.10.2024
Appendix Il	FI received on 28.10.2024
Appendix Im	FI received on 8.11.2024
Appendix II	Detailed Departmental Comments
Appendices IIIa to IIIc	Public Comments
Appendix IV	Advisory Clauses

Drawings A-1a to A-1f	Floor Layouts (Option A)
Drawing A-2	Section Plan (Option A)
Drawings A-3a to A-3g	Landscape Plans and Private Open Space Calculation (Option A)
Drawing A-4	Planning and Design Merits Layout Plan (Option A)
Drawings A-5a and A-5b	Demolition & Reprovision Plans for Wa On Lane Sitting-out Area (Option A)
Drawings A-6a to A-6f	Floor Layouts (Option B)
Drawing A-7	Section Plan (Option B)
Drawings A-8a to A-8g	Landscape Plans and Private Open Space Calculation (Option B)
Drawing A-9	Planning and Design Merits Layout Plan (Option B)
Drawings A-10a and A-10b	Demolition & Reprovision Plans for Wa On Lane Sitting-out Area (Option B)
Drawings A-11a and A-11b	Diagrams Showing Site Frontage along Wellington Street
Drawing A-12	Diagram Showing Swept Path Analysis
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Site Plan Showing Existing Developments in the Surrounding
Plan A-4	Plan Showing Rezoning of “C/R” Sites on OZP No. S/H3/24
Plan A-5	Plan Showing Design Merits
Plan A-6	Plan Showing Perspective Drawings of Proposed Development
Plans A-7 to A-10	Site Photos

**PLANNING DEPARTMENT
DECEMBER 2024**