

Appendix 6

Extract of Revised Planning Statement

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4.3 Access Arrangement and Transportation Provisions

There will be no car parking and loading/unloading bays within the Proposed Development. Separated entrances for the retail and residential uses are provided to prevent nuisance to the residents. Moreover, access to both road-based and rail-based public transport services is convenient. Numerous franchised buses, green minibus and tram routes operate along Leighton Street and Canal Road East, providing convenient local access. Canal Road bus only road is located 100m away from the Site. Furthermore, the Causeway Bay MTR Station, situated approximately 200m to the northeast of the Site.

5.4 Design Merits of the Proposed Development in Enhancing the Existing Urban Environment

As the perspective drawings shown in Section 4.2, the proposed design introduces a series of measures that will significantly enhance the pedestrian environment and visual quality of the surrounding streetscape. Along Yiu Wa Street, the building is set back by 2.8m from the site boundary, allowing the existing footpath to be widened from approximately 1.5m to about 4.3m. This substantial increase in pavement width will alleviate current congestion, provide more comfortable space for circulation, and improve overall pedestrian safety, particularly during peak hours. The wider footpath also creates opportunities for better wayfinding, clearer separation between pedestrians and vehicular traffic, and a more generous, human-scaled streetside experience.

In addition, the vertical greenery on the building façade from the 1/F to 2/F, facing both Yiu Wa Street and Canal Road East, will greatly enrich the visual interest of the development. These green elements will soften the appearance of the building massing, providing a more welcoming and less imposing frontage to the street. They will also contribute to local greenery, improving visual amenity for pedestrians and neighbouring residents, and helping to break up the hard urban landscape. **Please refer to the Appendix 2 – Landscape Plans.**

The proposed building setback and vertical greening promotes a more comfortable, attractive, and vibrant pedestrian realm, reinforcing the integration of the proposed development with its surroundings and supporting a more liveable streetscape character.

5.5 Proposed Development with Ground Floor Shop and Services to Maintaining the Mixed-Use Character of Yiu Wa Street

Yiu Wa Street is characterised by a variety of retail outlets and eating places located on the lower floors of existing buildings. These ground-level commercial uses provide daily goods and services that support both the working population in the commercial area north of Yiu Wa Street and the local residential community situated south of Canal Road East.

Under the Proposed Development, shop and services/eating place uses will be provided at the ground floor with entrances from both Yiu Wa Street and Canal Road East. This arrangement will help maintain the prevailing mixed-use character of Yiu Wa Street, where commercial activities are concentrated on the lower floors while residential accommodation is accommodated on the upper levels.

5.6 Proposed Appropriate Development Scale

The Proposed Development has taken due consideration of the development intensity of the surrounding development that would be appropriate for the land use context. The proposed building height of 102.9mPD complies with the building height restriction stipulated under the OZP. With a site coverage lower than that permitted for non-domestic developments, the proposed building bulk, together with the design merits of the scheme, would result in a development that appears less bulky than the surrounding buildings.

5.7 No Insurmountable Impact on the Surroundings

5.7.1 No Adverse Visual Impacts

The proposed building height of 102.9mPD complies with the building height restriction stipulated under the Approved OZP. It shows that the Proposed Development is compatible with the surrounding building height profile and setting. The Proposed Development with the design measures will induce minimal visual impact, but instead will help promote visual interest, permeability and the pedestrian environment.

5.7.2 No Adverse Traffic Impacts

The Site is well served by public transport services such as bus, tram and MTR. Given the existing provision of public transport and the limited site area, no car parking spaces are proposed within the development. A Traffic Impact Assessment **has been conducted** to review the capacities of existing road junctions and assess the peak-hour traffic generated by the proposed development. **Please refer to the Appendix 3 – Traffic Impact Assessment. It is concluded that** as the Proposed Development involves a relatively small residential population and retail activities, no adverse traffic impact on the surrounding road network is anticipated.

5.7.3 No Adverse Environmental Impacts

An Environmental Assessment (EA) has been conducted to evaluate the potential environmental noise and air quality impact. Please refer to the Appendix 4 – Environmental Assessment.

5.7.3.1 Noise Impact

The Site is located in close proximity to the Canal Road Flyover, which is the main noise source affecting nearby noise-sensitive receivers. A Noise Impact Assessment **has been conducted** to evaluate both road traffic and fixed plant noise. With the implementation of appropriate noise mitigation measures, such as acoustic window (baffle type), enhanced acoustic balcony (baffle type) and fixed glazing etc, the predicted road traffic noise levels at all residential flats would comply with the noise criterion. No significant road traffic or fixed noise impacts are anticipated.

5.7.3.2 Air Impact

An Air Quality Impact Assessment **has been conducted** to evaluate the air quality. During the construction phase, the Proposed Development will involve only small-scale demolition, foundation, and superstructure works, which are expected to generate minimal air quality impacts and good site practices. These impacts can be effectively controlled through standard construction-site mitigation measures. Therefore, no adverse air quality impacts from the Proposed Development are anticipated.

The waste management and land contaminated implications associated with the proposed development are review and assessed.

5.7.3.3 Waste Management

Various types of waste will be produced during both the construction and operational phases of the proposed development. Proper waste management measures will therefore be implemented to minimise environmental impacts by promoting waste reduction, reuse, recycling, and the appropriate disposal of unavoidable wastes.

5.7.3.3.1 Waste Management Implications of the Construction Phase

The main construction works include construction of substructure and superstructure. Given the small scale of the Project, the quantity of waste generated is expected to be limited, although the exact amount will depend on the detailed construction methods adopted. In general, wastes produced during the construction phase are anticipated to include construction materials, general refuse, and chemical waste.

A Waste Management Plan (WMP) will be prepared by the contractor to set out the anticipated types and quantities of waste arising from the Project, together with the proposed strategies for handling, treatment, and disposal. The Project will adopt the established waste management hierarchy, prioritising waste avoidance and reduction, followed by reuse and recycling, with disposal considered only as a last resort. The WMP aims to enhance resource efficiency, raise awareness among site personnel regarding proper waste and material management, and ensure compliance with relevant duty of care requirements.

Waste Avoidance

Effective planning and procurement practices are essential for minimising waste generation during the construction phase. Through careful coordination and management of materials, unnecessary waste can be avoided. The following approaches are suggested:

- avoid excess order of construction materials;
- schedule the delivery of materials in accordance with the construction programme;
- reject and return damaged materials upon delivery;
- retain protective packaging and ensure that storage areas are secure and protected from adverse weather conditions;
- minimise the handling and movement of materials on site to reduce the risk of damage; and
- reduce unnecessary packaging and coordinate with suppliers to return or reuse packaging materials where feasible.

Construction Materials

As site demolition works and piling have already been completed prior to the planning application, no excavated materials or demolition concrete are expected to be generated on site during the construction phase.

Given the variety of waste streams that may be generated, proper sorting and segregation of construction materials should be implemented to minimise cross-contamination and facilitate greater recovery and recycling of reusable materials.

Any surplus inert construction materials, together with non-inert construction materials such as metal, timber, paper and glass, should be separated and sent for recycling where practicable. Recycling bins should be provided on site, and workers should be trained and encouraged to properly segregate recyclable and non-recyclable waste at the point of disposal.

Chemical Waste

Chemical substances such as lubricating oils, paints, and thinners may be used during the course of the Project. If any chemical waste is generated, the Contractor will be required to register as a chemical waste producer in accordance with the Waste Disposal (Chemical Waste) (General) Regulation. Appropriate containers, labelling, and designated storage areas shall be provided and managed in compliance with the requirements set out in the regulation.

General Refuse

General refuse generated on site will mainly consist of wastepaper, packaging materials, and food remnants produced by the construction workforce. As no canteen facilities will be provided during the construction phase, the amount of general refuse is expected to be limited, given the relatively small scale of the works. Nevertheless, prior to off-site disposal, the waste should be properly segregated into recyclable and non-recyclable materials and stored separately in covered bins or designated storage areas. These storage facilities should be regularly maintained and cleaned to prevent the attraction of vermin and pests. All general refuse will be collected on site, separately from construction materials, and transported to landfill by a licensed waste collector appointed by the contractor.

In addition, training should be provided to all site personnel on the importance of site cleanliness and proper waste management practices, including waste reduction, reuse, and recycling. Such training will help enhance workers' awareness of effective waste management and ensure the proper implementation of waste handling measures on site.

5.7.3.3.2 Waste Management Implications of the Operational Phase

During the operational phase of the Project, general refuse will mainly arise from the daily activities of residents, including food waste, product packaging, used plastic and glass bottles, as well as bedding and blankets. Given the relatively small number of residents, the overall quantity of general waste generated is expected to be limited.


Adequate waste collection and storage facilities will be provided to enable the proper segregation and storage of recyclable materials for recycling purposes. All solid waste will be stored in covered containers or designated storage areas to prevent the attraction of vermin and pests.

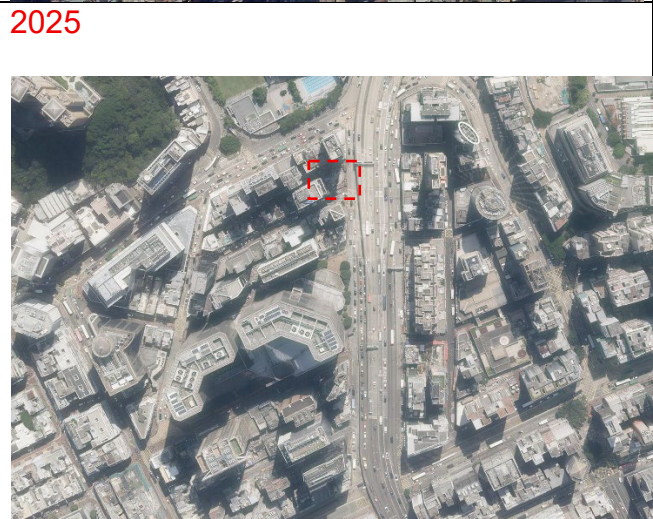
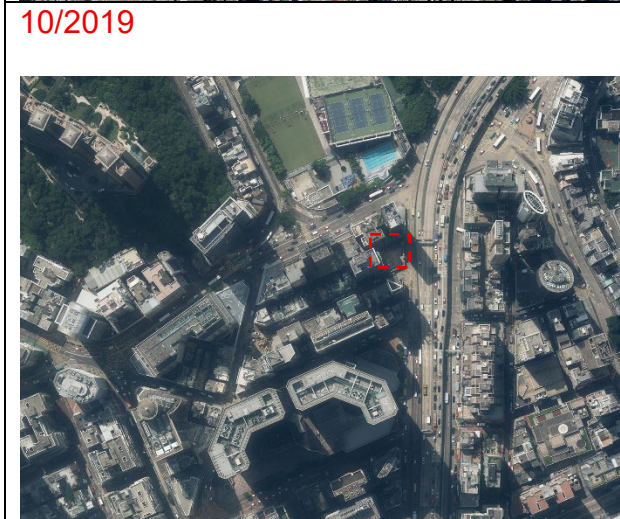
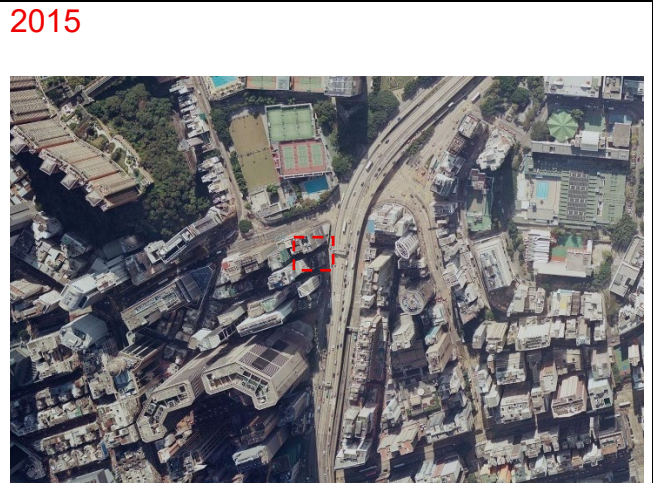
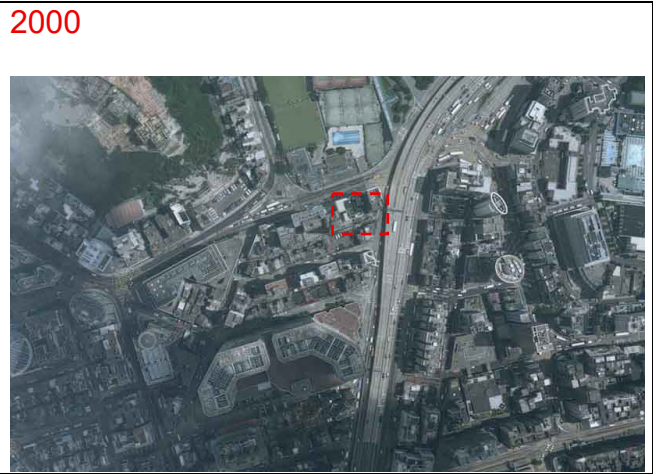
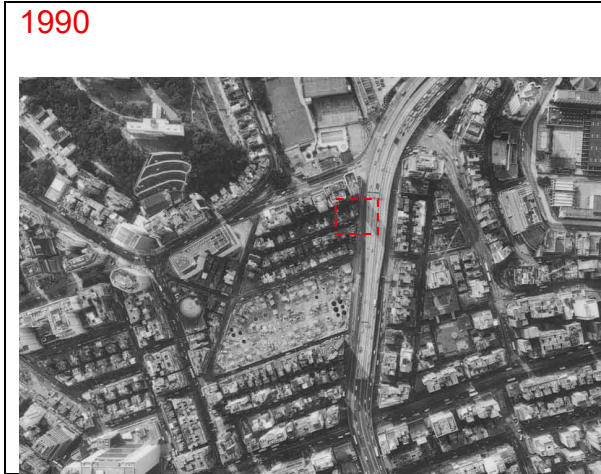
5.7.3.4 Land Contamination

The Application Site was previously occupied by a 6-storeys commercial and residential building complex. The complex was approved by the Buildings Department (BD) in 1959 for non-domestic shop use on the ground floor and domestic use on the upper floors. It was demolished in 2019 to make way for redevelopment. The redevelopment was intended for a commercial building, which was approved by the BD on 20 October 2023 (BD ref.: BD 2/3010/17). Foundation works were completed in late 2023; however, construction has been suspended since early 2024.

A review of historical aerial photographs obtained from the Survey and Mapping Office of the Lands Department (LandsD) was conducted in April 2026. The purpose was to identify any potential land contamination associated with past land uses from 1969 to the present. Aerial photographs prior to 1959 are unavailable. The reviewed aerial photographs are listed below.

Table 5.1 Review of Historical Aerial Photographs			
Year	Height (feet)	Reference No.	Observations
1969	3900	69_1512	Commercial and Residential Building Complex
1980	4000	29812	Land use was the same as in 1969.
1990	4000	A23762	Land use was the same as in 1969.
2000	4000	CN27406	Land use was the same as in 1969.
2010	6000	CS28684	Land use was the same as in 1969.
2015	6000	CS54984	Land use was the same as in 1969.
10/2019	6000	E071235C	Flat and Vacant Land
2025	6900	E255897C	Flat and Vacant Land

Table 5.2 Review of Selected Aerial Photographs	
<p>1969</p> 	<p>1980</p> 



Based on the aerial photographs reviewed, the commercial and residential building complex was found to have existed no earlier than 1969. No new development has been identified within the Application Site since October 2019. The ground floor shops generally appeared to be used for retail purposes, with no polluting activities observed. Therefore, no land contamination issues are anticipated for the Proposed Development.

5.7.4 No Adverse Drainage and Sewerage Impacts

A Drainage and Sewerage Impact Assessment (DSIA) has been conducted to evaluate the potential drainage and sewerage impact. Please refer to the **Appendix 5 – Drainage and Sewerage Impact Assessment**.

Drainage Impact

Surface runoff from rainfall will be directed to existing public storm drains. As the Application Site is currently hard-paved, the proposed development will not alter the drainage paths or runoff patterns. Since the existing drainage system will be retained without modification, no additional stormwater discharge is expected. **Based on the Drainage Impact Assessment (DIA) results, the proposed development would not result in worsened drainage impact.** Therefore, adverse impact on the existing drainage system is not anticipated.

Sewerage Impact

The nearest sewerage network is located along the lane at the back alley of the Application Site (i.e. to the south of the Application Site). **The sewage generated will be discharged to sewer along the lane at the back alley of the Application Site and then connected to the existing manhole FMH7061661. Based on the Sewerage Impact Assessment (SIA) results, the existing sewerage system will have adequate capacity to cater for the sewage generation after redevelopment and nearby catchment areas. No upgrading works will be required.** The increase in foul water discharge after development is expected to be minimal. Therefore, no adverse sewerage impact is anticipated.

CONCLUSION

This planning application seeks Town Planning Board's permission for flats with shop and services/eating place at 42-44 Yiu Wa Street and 28-29 Canal Road East.

The Application Site is conveniently located at the corner of Canal Road East and Yiu Wa Street. Given the decreasing demand for commercial activities and in pursuit of the continuously rising housing needs, the Applicant intends to enhance the utilization of the Application Site by developing it into a residential tower with shop and services/eating place. Moreover, the proposed design merits including the building setback and vertical greenery will benefit the locality.

In summary, the Proposed Development is considered fully justified from the following perspectives:

- The Site is suitable for residential development and in compatibility with the surrounding land uses
- Optimising the use of scarce land resources
- In line with government's policy initiatives for increasing housing supply
- Proposed development with ground floor shop and services to maintain the existing mixed-use character of Yiu Wa Street
- Proposed appropriate development scale
- Design merits of the proposed development in enhancing the existing urban environment
- No insurmountable impacts on the surroundings

In view of the above, members of the Town Planning Board are respectfully requested to favourably consider this application.