

Annex 6

Replacement pages for Planning Statement

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted on behalf of the Applicant, to the Town Planning Board (“**the Board**”) in support of a section 16 planning application under the Town Planning Ordinance (“**the Ordinance**”) for proposed access road (“**the Proposed Access Road**”) at Government Land adjoining Inland Lots 6621 S.A and 6621 RP (“**the Application Site**”) ancillary to the adjacent permitted residential redevelopment at 58 Tai Hang Road, Causeway Bay.

With an area of about 648m², the Application Site falls majorly within “Green Belt” (“**GB**”) zone (about 93.98%) with a minor portion in “Residential (Group B)” (“**R(B)**”) zone (about 2.16%) and an area shown as ‘Road’ (about 3.86%) while the permitted residential redevelopment of 58 Tai Hang Road also falls within the “R(B)” zone on the approved Causeway Bay Outline Zoning Plan No. S/H6/17 (“**the OZP**”). The Proposed Access Road serves as an ancillary development connecting to the permitted residential development at 58 Tai Hang Road, Causeway Bay. The Proposed Access Road within the “GB” zone, which forms part and parcel of the residential development in the adjoining “R(B)” zone requires planning permission from the Town Planning Board (“the Board”).

The Proposed Access Road is an elevated connecting bridge over a steep slope to the west of 58 and 60 Tai Hang Road. The Proposed Access Road is fully supported by the planning justifications below:

- Difficulties in obtaining consents from 60 Tai Hang Road for 58 Tai Hang Road’s redevelopment proposal;
- Providing necessary vehicular access for 58 Tai Hang Road redevelopment;
- Providing separate and private access for the residential redevelopment at 58 Tai Hang Road;
- Reprovisioning of proper pedestrian access along Tai Hang Road serving the public;
- Enhancing road safety by separating vehicles and pedestrian access to the residential development at 58 Tai Hang Road;
- Compatible with the surrounding environment regarding land use and development intensity;
- Aligning with TPG PG No. 10 Application for Development with “GB” zone under section 16 of the Ordinance; and
- No adverse impacts from traffic, geotechnical, visual and environmental aspects.

On the basis of the above justifications, we sincerely wish that the Board can give favourable consideration to this Application.

內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請謹代表申請人，根據《城市規劃條例》第 16 條，於香港銅鑼灣大坑道 58 號毗連政府土地 (下稱「申請地點」)，向城市規劃委員會 (下稱「城規會」) 提交規劃許可申請，發展擬議用作准許住宅發展的附屬高架行車通道 (下稱「擬議發展」)。

申請地點位於《銅鑼灣分區計劃大綱核准圖編號 S/H6/17》(下稱「核准圖」) 上大部分劃作「綠化地帶」(約 93.98%) 及小部分位於「住宅 (乙類)」(約 2.16%) 及顯示為「道路」(約 3.86%) 的土地範圍內，面積約 648 平方米。擬議發展作為連接香港銅鑼灣大坑道 58 號以作准許住宅發展的附屬發展。因此，擬議發展被視為住宅發展的一部分。根據核准圖的《註釋》，「分層住宅」屬「綠化地帶」的第二欄用途，須向城規會申請規劃許可。

擬議發展為一座高架連接橋，位於大坑道 58 號和 60 號西面的陡坡上。擬議發展的理據充分，包括以下規劃考量因素：

- 58 號發展要取得大坑道 60 號擁有人的同意具備一定難度；
- 為大坑道 58 號住宅重建項目提供必要的車輛通道；
- 為大坑道 58 號住宅重建項目提供獨立的私人通道；
- 為公眾重建沿大坑道的行人通道；
- 通過人車分隔，改善大坑道 58 號住宅重建項目的行人和交通安全；
- 在土地用途和發展密度方面與周邊環境相容；
- 符合《城市規劃委員會規劃指引編號 10》有關在綠化地帶進行發展而按照城市規劃條例第 16 條提出的規劃申請；及
- 從交通、土力工程、視覺和環境方面不會帶來不良影響。

基於上述規劃考量因素，懇請城規會委員給予考慮並批准是次規劃申請。

1 INTRODUCTION

1.1 Purpose of the Application

- 1.1.1. PlanPlus Consultancy Limited is commissioned by the Applicant to submit this section 16 Planning Application under the Town Planning Ordinance (“**the Ordinance**”). This planning application serves to seek permission from the Town Planning Board (“**the Board**”) for a proposed access road (“**the Proposed Access Road**”) at Government Land adjoining Inland Lots 6621 S.A and 6621 RP and Ext (“**the Application Site**”) ancillary to the adjacent permitted residential redevelopment at 58 Tai Hang Road, Causeway Bay.
- 1.1.2. The Application Site falls within an area majorly zoned as “Green Belt” (“**GB**”) (about 93.98%) with a minor portion in “Residential (Group B)” (“**R(B)**”) zone (about 2.16%) and an area shown as ‘Road’ (about 3.86%) while the permitted residential redevelopment of 58 Tai Hang Road also falls within the “R(B)” zone on the approved Causeway Bay Outline Zoning Plan No. S/H6/17 (“**the OZP**”). The Proposed Access Road serves as an ancillary development, providing a direct road connection from Tai Hang Road to the residential development at 58 Tai Hang Road. The Proposed Access Road within the “GB” zone, which forms part and parcel of the residential development in the adjoining “R(B)” zone requires planning permission from the Board.
- 1.1.3. The Applicant intends to redevelop 58 Tai Hang Road into a multi-storey residential building, which will comply with the development restrictions of not exceeding the plot ratio of 5 and 30 storeys including carports. The preliminary redevelopment scheme will provide about 15 nos. of flats with 6 to 11 nos. of private car parking spaces to fulfil the car park provision requirement under the Hong Kong Planning Standards and Guidelines (“**HKPSG**”). A new loading/unloading space is also designated within the building for light goods vehicles at 58 Tai Hang Road. Since the redevelopment at the “R(B)” site does not form part of this application, the aforementioned development parameters are therefore for reference only and should not be associated with the current application for the Proposed Access Road.
- 1.1.4. While the current right-of-way (“**ROW**”) of 58 Tai Hang Road is shared with 60 Tai Hang Road, the Applicant also takes this opportunity to propose a new footpath to serve the future redevelopment of 58 Tai Hang Road in order to improve the pedestrian access and safety to the residential site. The proposed footpath will also be open to public use to serve as a reprovision of the existing abandoned stairs at the Application Site. The Applicant intends to extend the footpath to connect with the downhill section of Tai Hang Road near 16 Tai Hang Road, providing a more efficient route for the public to access the upper and lower sections of Tai Hang Road.
- 1.1.5. In view of the above, this planning application is submitted to the Board for consideration.

1.2 Structure of the Planning Statement

- 1.2.1. In support of this planning application, this Planning Statement is divided into six chapters as follows:
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|------------------|---|
| Chapter 1 | Introduction |
| Chapter 2 | The Application Site and Its Surroundings |
| Chapter 3 | Planning Context |
| Chapter 4 | The Development Proposal |
| Chapter 5 | Planning Justifications |
| Chapter 6 | Conclusion |
- 1.2.2. Other supplementary information and detailed technical assessments are attached in **Annexes 1 to 8**.

Figure 2.1 The Site and Its Surroundings (Indicative)



2.3 Land Administration

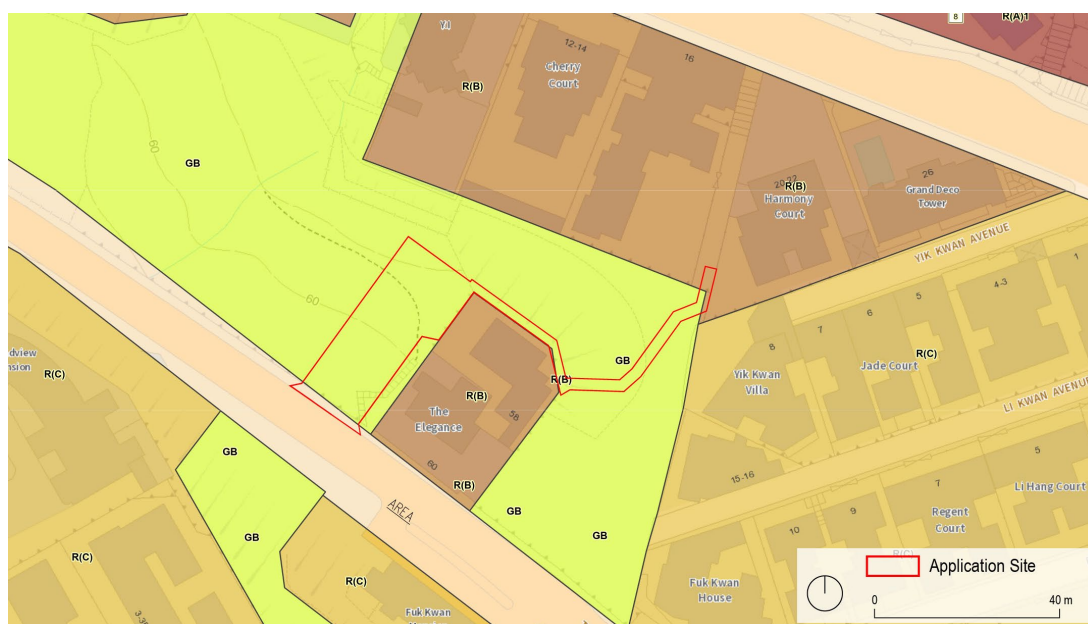
- 2.3.1 The Application Site falls on Government land. The Proposed Access Road shall serve the future owners and visitors of the permitted residential development at IL 6621 S.A, which is currently governed by the Lease of IL 6621 dated 18.8.1954 and the subsequent conditions of extension, modified letters and waivers.
- 2.3.2 In terms of the ROW matter at IL 6621 S.A, according to DMC on December 20, 1986, the current ROW of 58 Tai Hang Road shall obtain consent from the owners and developer of 60 Tai Hang Road. However, the Applicant was unable to obtain consent from the developer of No. 60 Tai Hang Road, namely RINCON LIMITED (另安有限公司), due to its deregistration on 25.6.2010. This status has rendered the developer uncontactable and without a legal entity to provide the necessary permissions.
- 2.3.3 Additionally, according to the approved GBP granted on 28 March 2024, the Buildings Department requires the demolition of the staircase at the ROW for the formation of vehicular access to 58 Tai Hang Road. However, the staircase falls within the lot boundary of 60 Tai Hang Road and the owners' consent of 60 Tai Hang Road shall be obtained for the demolition work. The Applicant has formally written to the incorporated owners ("IO") of 60 Tai Hang Road to seek such consent. Yet, the said permission for the dismantling of the staircase and the construction of the vehicular access were denied by the IO (the letter is attached at **Annex 3**). As a result, the access road to 58 Tai Hang Road as shown in the approved GBP cannot be implemented.
- 2.3.4 In view of that, the Applicant has demonstrated that all reasonable steps to obtain the subject consents (i.e. the access right and demolition work) have been taken but neither of the consents was granted. To facilitate the proposed residential redevelopment at 58 Tai Hang Road, the Applicant has no alternative but to propose a new road to connect the redevelopment site to Tai Hang Road.

3 PLANNING CONTEXT

3.1 Statutory Planning Context

- 3.1.1. With an area of about 648m², the Application Site falls majorly within an area zoned as “GB” (about 93.98%) with a minor portion in “R(B)” zone (about 2.16%) and an area shown as ‘Road’ (about 3.86%) on the OZP, as shown in **Figure 3.1**. The Proposed Access Road within the “GB” zone, which forms part and parcel of the residential development in the adjoining “R(B)” zone, requires planning permission from the Board.

Figure 3.1 Extract of the OZP (Indicative)



3.2 Previous Planning Application

- 3.2.1 There is no previous planning application covering the Application Site.

3.3 Similar Planning Applications

- 3.3.1 There is one similar planning application found on the same OZP, which is located to the northeast of the Application Site. Application No. A/H6/87 applied for proposed access road for the adjacent residential development and public pedestrian link. However, the application was rejected by the Metro Planning Committee (“**the Committee**”) of the Board on 18.1.2019 on the grounds that the proposed development was not in line with the planning intention of “GB” zone. Also, the applicant failed to demonstrate that the proposed road development would be the only viable option and would not result in adverse visual and landscape impacts. The Board also questioned the implementability of the proposed pedestrian linkage under the proposed road development and its potential visual and landscape impacts. Although the applicant submitted a review application for the proposed road development, the Board rejected the application on 14.8.2020 based on a similar ground that the proposed development was not aligned with the planning intention of “GB” zone.
- 3.3.2 There are also several similar applications (No. A/H14/48, A/H14/55, A/H14/61, A/H14/66 and A/H14/69) in the Peak Area. Those applications applied for proposed access road for the adjacent residential development. A summary of the similar applications is in **Table 3.1**.
- 3.3.3 Application No. A/H14/48 was for a proposed road with “GB” zone serving a proposed residential development within “R(B)2” at 44 Stubbs Road. Application No. A/H14/55 was for proposed driveway/staircase access and other ancillary structures with “GB” zone serving a proposed residential

4 THE DEVELOPMENT PROPOSAL

4.1 Development Scheme and Design Considerations

- 4.1.1 The Application Site is located in a low-to-medium-dense neighbourhood sitting on a hillside surrounded by greenery coverage, which is an ideal location for residential development enjoying a private and tranquil living environment.
- 4.1.2 The future redevelopment of 58 Tai Hang Road at the “R(B)” site will comply with the statutory requirements. The preliminary redevelopment scheme intends to provide about 15 nos. of flats. To achieve parking requirements under the HKPSG, about 6 to 11 nos. of private car parking spaces, including two accessible parking spaces (one for the residents and one for the visitors), will be provided for the redevelopment of 58 Tai Hang Road. A loading and unloading space (3.5m x 7m) for light goods vehicles will also be provided within the residential building. The Proposed Access Road is therefore necessary to provide a proper vehicular connection for the residents to the residential redevelopment at 58 Tai Hang Road.
- 4.1.3 The proposed pedestrian footpath at the Application Site is intended to serve both the residents of 58 Tai Hang Road and the public. It is a reprovision of a safe and proper pedestrian access to replace the existing dilapidated staircase on the slope at the Application Site (i.e. upper section of Tai Hang Road). Upon the future redevelopment of 58 Tai Hang Road, the Applicant is also committed to providing a footpath connecting the residential development to the downhill Tai Hang Road near 16 Tai Hang Road (i.e. the lower section of Tai Hang Road). The proposed pedestrian footpath will be open for public access on a 24-hour basis. There will also be no gate or access control imposed at the Proposed Access Road. The Applicant will also be responsible for the future management and maintenance of the Proposed Access Road.
- 4.1.4 In terms of the design, since the Application Site sits on a steep slope abutting Tai Hang Road, the Proposed Access Road will be an elevated bridge cantilevering from Tai Hang Road. The level of the Proposed Access Road begins from 70mPD at Tai Hang Road, gradually sloping down to 68.3mPD to the G/F of the residential building at 58 Tai Hang Road. The Proposed Access Road with a total width of 13.2m will include a 1.5m wide pedestrian walkway and a 1.5 wide area for planters. A turntable with a 12m diameter is provided in open-air on the Proposed Access Road. The detailed architectural drawings of the Proposed Access Road are in **Annex 4**.
- 4.1.5 In respect of the landscape consideration, a Landscape Proposal is prepared with a view to minimising the potential impact on the surrounding landscape brought by the Proposed Access Road. A total of 29 nos. of trees on the steep slope will unavoidably be felled upon the construction of the Proposed Access Road. To compensate for the tree loss, 5 nos. of heavy standard trees are proposed in the planter strip of the Proposed Access Road and 35 nos. of whip trees are proposed on the existing slope area. The compensation ratio to the tree lost in term of quantity is 1:1.38. The detailed landscape and tree assessment is provided at **Annex 5**.