

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio Restriction for Permitted Flat Use (Proposed Amendments to an Approved Scheme with Minor Relaxation of Plot Ratio Restriction under Application No. A/H6/91) at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong (Application No. A/H6/97)

Responses to Departmental Comments

1.	Planning Department – Hong Kong District Planning Office	Page	1
2.	Planning Department – Urban Design Unit	Page	9
3.	Architectural Services Department	Page	10
4.	Buildings Department	Page	10
5.	Civil Engineering and Development Department – Geotechnical Engineering Office	Page	11
6.	Drainage Services Department	Page	11
7.	Environmental Protection Department	Page	12
8.	Food and Environmental Hygiene Department	Page	17
9.	Hong Kong Police Force	Page	17
10.	Lands Department	Page	17
11.	Transport Department	Page	18

Responses to Public Comments	Page	20
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Annex A

Planning and Design Merits of the Proposed Scheme as Compared with the Approved Scheme (Application No. A/H6/91)

Responses to Departmental Comments

	Departmental Comments	Responses to Comments
1.	Comments of Planning Department – Hong Kong District Planning Office	
1.1	<u>General Comments</u> It is noted that the current submission generally follows the broad development parameters of the previously approved scheme under Application No. A/H6/91. Nevertheless, the previous approval was granted in respect of the previous scheme and on the basis of its own planning merits, having regard to the information submitted and the circumstances at that time. The current submission should therefore be treated as a fresh application for independent consideration on its own merits. In this regard, the applicant is required to clearly demonstrate and substantiate the planning justifications and merits of the current proposal, including a clear comparison with the previously approved scheme and an explanation of whether and how any planning gain, design improvement or other material planning benefit would arise from the current submission. Besides, please ensure that all revised plans, schedules, drawings and technical information submitted under the current application are consistent with the planning statement and appendices. We have the following observation/comments from district planning perspective:	Noted.

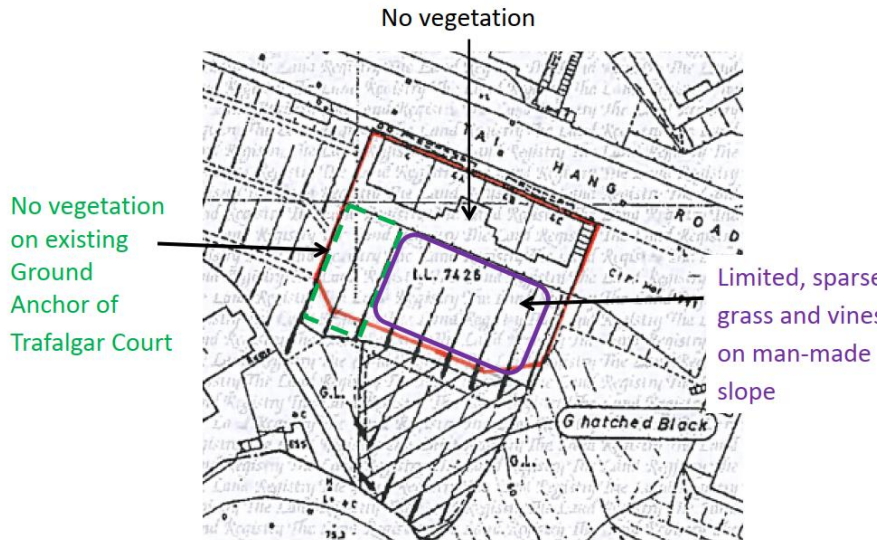
	Departmental Comments	Responses to Comments
1.2	<u>Planning Merit / Local Gain</u> Please clarify and substantiate the planning merits of the current development proposal, and explain what local gain / planning gain would be achieved as compared with the previously approved scheme under Application No. A/H6/91 (such as site planning, building design, landscaping, traffic and environmental aspects, etc) with relevant comparative information and supporting justifications.	The Proposed Scheme has maintained the planning and design merits of the Approved Scheme, and also introduces substantial additional planning gains and design improvements. These include: (i) reducing the overall building height from 145.6mPD to 142.2mPD; (ii) reducing the number of carparking floors from 4 to 3, and adjusting the corresponding floor-to-floor height from 4.5m to 3.5m, thereby lowering the podium height from 57mPD to 45.2mPD; (iii) adopting a stepped podium design, with the lower portion of the podium reaching up to 38.2mPD only, instead of 45.2mPD; (iv) breaking down the overall development bulk by introducing a covered landscape area on 6/F between the podium and the residential tower atop; (v) facilitating cross-ventilation through the 6/F covered landscape area and the 28/F sky garden; (vi) providing quality landscaping including periphery planters and vertical greening (VG) at the lower portion of the podium, offering a more comfortable environment for pedestrians compared to the vehicular access, L/UL bay and turn table in the Approved Scheme; (vii) maintaining provision of VG, and adjusting the location of VG to lower floors closer to the at-grade pedestrian level; (viii) offering a greater buffer between the podium and the “Green Belt” zone; (ix) maintaining the provision of private open space of 1m² per person in accordance with the HKPSG; and (x) further addressing the continuous housing demand. For details and illustrations of these planning and design merits, please refer to Annex A of this RtoC table.

	Departmental Comments	Responses to Comments
1.3	<u>Building Design</u> One of the planning merits of the previously approved scheme under Application No. A/H6/91 is the proposed private open space at the north-western part of the Site which would provide visual and physical permeability at pedestrian level and help to reduce the wall effect along lower Tai Hang Road. However, it is noticed that under the current scheme, the podium spans along the entire lot fronting lower Tai Hang Road without building gap despite a reduction in car parking space provision for the proposed development. Please explain the rationale behind the change in design and advise whether there will be any architectural/design features incorporated to mitigate the impact of visual and physical permeability at the pedestrian level.	Under the Approved Scheme, although the podium footprint did not extend to the northwestern corner of the site, this “open area” at the northwestern corner of the site was not for private open space use, but was occupied by a vehicular access and loading/unloading bay, with a turn table for vehicular use, offering minimal amenity and aesthetic value. By contrast, under the Proposed Scheme, the Applicant has introduced an enhanced podium design, by reducing the number of car parking floors from 4 to 3 and adjusting the corresponding floor-to-floor height from 4.5m to 3.5m. As a result, the podium height is reduced from 57mPD to 45.2mPD, representing a significant reduction of 11.8m (about 21%). After reducing the podium height significantly, the podium length has to be extended along the frontage of Tai Hang Road inevitably to accommodate the necessary parking and E&M facilities. Yet, effort has been made to minimize the height of the extended portion of the podium as far as practicable. Compared with the height of the main portion of the podium at 45.2mPD, the height of the extended portion of the podium is minimized to 38.2mPD only, facilitating air ventilation above. To further mitigate its bulk, quality landscaping is incorporated on the flat roof of the podium, with planters provided along the podium edges in the northern (facing Tai Hang Road), western and southern sides to enhance the landscape and amenity. Vertical greening is also provided along the podium façades in the northern (facing Tai Hang Road) and western sides, which helps shield the retaining slope structure at the back to provide effective visual relief. For details and illustrations, please refer to Annex A of this RtoC table.
1.4	Please advise whether the proposed development complies with the ‘Sustainable Building Design Guidelines’.	Please be advised that the proposed development will comply with the Sustainable Building Design Guidelines.

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1.5	<u>Gross Floor Area (GFA)</u> For the GFA of approximately 9,730.12 sqm as stated in Table 2.1, please specify whether any ancillary facilities (such as residents' recreation facilities, E&M installations, or carparking provisions) have been assumed to be exempted from the GFA calculation; please also clarify the basis of the GFA calculation and whether any covered landscape area, lift lobbies/common areas, plant rooms, loading/unloading facilities, roof structures and/or other ancillary facilities/features have been assumed to be exempted from and/or disregarded in the GFA calculation.	Please find below a summary of features to be exempted / disregarded from GFA calculations: <table><tr><th colspan="3">Features to be exempted from GFA Calculations</th></tr><tr><td>1</td><td>Balconies and utility platforms</td><td rowspan="5">Subject to the overall cap of 10% of PNAP APP-151</td></tr><tr><td>2</td><td>Non-structural prefabricated external wall</td></tr><tr><td>3</td><td>Guard room and lavatory for management staff and owners' corporation office</td></tr><tr><td>4</td><td>Residents' recreation facilities (Max. 5% of GFA)</td></tr><tr><td>5</td><td>Larger lift shaft (Max. 3.5% of GFA)</td></tr><tr><th colspan="3">Features to be disregarded from GFA Calculations</th></tr><tr><td>1</td><td>Essential Plant Room, such as Lift Machine Room, TBE Room, Refuse Storage Chamber, FSI, Meter Room, Potable and Flushing Water Tank, Pipe Duct etc.</td><td rowspan="2">100% disregarded subject to compliance with prerequisites in Para. 6&7 of PNAP APP-151</td></tr><tr><td>2</td><td>Carpark</td></tr></table>	Features to be exempted from GFA Calculations			1	Balconies and utility platforms	Subject to the overall cap of 10% of PNAP APP-151	2	Non-structural prefabricated external wall	3	Guard room and lavatory for management staff and owners' corporation office	4	Residents' recreation facilities (Max. 5% of GFA)	5	Larger lift shaft (Max. 3.5% of GFA)	Features to be disregarded from GFA Calculations			1	Essential Plant Room, such as Lift Machine Room, TBE Room, Refuse Storage Chamber, FSI, Meter Room, Potable and Flushing Water Tank, Pipe Duct etc.	100% disregarded subject to compliance with prerequisites in Para. 6&7 of PNAP APP-151	2	Carpark
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1.6	Please provide a detailed breakdown of the GFA concessions applied under the current submission; including a clear schedule showing domestic GFA, ancillary floor area, areas counted and not counted towards GFA, and the basis/details of any GFA exemption and/or concession claimed under the current scheme.	Ditto.																						

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1.7	Please provide a clear comparison of the major development parameters between the current submission and the previously approved scheme under Application No. A/H6/91, including site area, GFA, plot ratio, number of storeys, number of carparking levels, number of flats, private open space provision, and major ancillary facilities.	A comparison of the major development parameters is shown in the updated Table 2.1 of the Planning Statement under Attachment 1 .																		
1.8	<u>Clarification on ancillary uses</u> Please clarify what kinds of residents’ recreational facilities will be provided with details, including their nature, location and floor area.	The residents’ recreational facilities comprise a residents’ clubhouse with GFA of about 462m ² (exempted from GFA calculation according to PNAP APP-104) located on 29/F of the proposed development. The residents’ clubhouse will feature various amenities, including multi-purpose rooms, gym, children’s play area, reading room etc., subject to refinement during detailed design stage.																		
1.9	<u>Flat mix</u> Given the proposed increase in the number of flats from 61 to 176, please provide a detailed flat mix schedule, including the number of units by flat type, size of each unit type, number of units on each floor, and floor-by-floor unit distribution.	The indicative flat mix schedule is as follows: <table><tr><th>Flat Size</th><th>No. of Units and Location</th></tr><tr><td>FS ≤ 40:</td><td>54 units (located on 7/F – 27/F)</td></tr><tr><td>40 < FS ≤ 70:</td><td>108 units (located on 7/F – 27/F)</td></tr><tr><td>100 < FS ≤ 130:</td><td>12 units (located on 30/F – 32/F)</td></tr><tr><td>160 < FS:</td><td>2 units (located on 33/F)</td></tr></table> The number of units on each floor is as follows: <table><tr><th>Floor No.</th><th>No. of Units per Floor</th></tr><tr><td>7/F – 27/F:</td><td>9 units per floor</td></tr><tr><td>30/F – 32/F:</td><td>4 units per floor</td></tr><tr><td>33/F:</td><td>2 units per floor</td></tr></table> Please note that the above information is indicative and for reference only and subject to refinement during detailed design stage.	Flat Size	No. of Units and Location	FS ≤ 40:	54 units (located on 7/F – 27/F)	40 < FS ≤ 70:	108 units (located on 7/F – 27/F)	100 < FS ≤ 130:	12 units (located on 30/F – 32/F)	160 < FS:	2 units (located on 33/F)	Floor No.	No. of Units per Floor	7/F – 27/F:	9 units per floor	30/F – 32/F:	4 units per floor	33/F:	2 units per floor
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	<u>Floor Plans and Architectural Drawings</u>	
1.10	Please revise relevant floor plans, sections/elevations indicating corresponding floor levels, mPD levels/building height for easy reference, and clearly indicate the use of each floor/area, the main roof level and overall building height.	The mPD levels have been indicated on the relevant floor plans and sections accordingly. Please refer to the updated Figures 2.1 to 2.15 of the Planning Statement under Attachment 1 .
1.11	It is noted that part of the development will be constructed on slope. With the reference to previously approved application (No. A/H6/91), please revise the relevant plans/drawings indicating the proposed pipe pile layout, proposed building footprint, foundation/structural works, slope area, lot boundary and application site boundary;	The proposed pipe pile layout has been indicated on the updated Figure 2.1 of the Planning Statement under Attachment 1 .
1.12	According to Figure 2.14, please clarify whether the dotted line indicates relevant slope treatment/slope cutting works; and please advise whether aforementioned works will be done outside the application site boundary; please also clarify whether any retaining works, stabilisation works or other geotechnical works are proposed.	The dotted line indicates the existing slope within the Application Site. The proposed slope works are summarised in the Geotechnical Statement under Attachment 5 .
1.13	Please provide an area calculation schedule and relevant plans/drawings indicating the location and showing how the proposed private open space provision of about 458m ² is derived (i.e. any covered landscape area, roof area and/or other communal space is counted)	The proposed private open space will be provided at the flat roof on 3/F and the covered landscape area on 6/F. Their areas have been indicated on the updated Figures 2.5 and 2.7 of the Planning Statement under Attachment 1 for reference.
1.14	Please provide relevant plans/drawings indicating the roof floor area (including the roof floor level and details of the covered rooftop structures); and clarify the use of the roof areas/covered rooftop structures, whether such roof areas are accessible to residents or for maintenance only.	An indicative R/F plan showing the proposed roof area, proposed rooftop structures area and private flat roofs have been supplemented in Figure 2.13 of the Planning Statement under Attachment 1 .

	Departmental Comments	Responses to Comments
1.15	According to our site inspection, vegetations are found on the slope which located within the application site boundary. Please clarify whether any tree felling/removal of vegetation will be carried out; and please provide details on the extent of vegetation/tree affected, if any, and whether any tree preservation, transplanting, pruning and/or compensatory planting proposal will be involved.	Please be clarified that no trees are located within the Application Site. The slopes within the Application Site are entirely man-made retaining structures with limited, sparse grass and vines only.  Base Plan extracted from Lease of IL 7426
1.16	It is noted that a covered landscape area is proposed on the 2/F. Please clarify if any structures/facilities will be provided in this area and provide details (i.e. proposed landscape proposal/plan).	A landscaped flat roof, a covered landscape area and a sky garden are provided on 3/F, 6/F and 28/F respectively. The Indicative Landscape Plans are provided in Figures 2.16 to 2.18 of the Planning Statement under Attachment 1 for reference.

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1.17	<u>Traffic and Transport Aspects</u> Tai Hang Road and its junctions are all along suffered from traffic and road safety concerns, given the proposed increase in the number of flats from 61 to 176, please clarify whether the current proposal would result in any change in local traffic generation and traffic impact, in particular potential impact on Tai Hang Road and nearby junctions / local road network, as well as burden to the use of public transport.	Although the number of flats has increased from 61 to 176, the average flat size in the current proposal is smaller than that of the approved scheme. Since smaller flat sizes have lower trip rates and trip generations, the overall traffic generation between the two schemes is similar. Therefore, the current proposal will not cause any adverse traffic impacts compared to the approved scheme. Table 4.6 Estimated Traffic Generations and Attractions of Proposed Development <table><tr><th rowspan="3">Proposed Development</th><th rowspan="3">Avg Flat Size (m²)</th><th rowspan="3">Adopted Flat Size Trip Rate (m²)</th><th rowspan="3">No. of Flat</th><th colspan="2">AM Peak Hour</th><th colspan="2">PM Peak Hour</th></tr><tr><th>Gen.</th><th>Att.</th><th>Gen.</th><th>Att.</th></tr><tr><th colspan="4">pcu/hr</th></tr><tr><td rowspan="6">Approved Scheme (A/H6/91) [A]</td><td>100 < FS ≤ 130</td><td>130</td><td>24</td><td>7</td><td>4</td><td>4</td><td>5</td></tr><tr><td>130 < FS ≤ 160</td><td>160</td><td>24</td><td>8</td><td>5</td><td>5</td><td>6</td></tr><tr><td rowspan="3">160 < FS</td><td>165</td><td>8</td><td>3</td><td>2</td><td>2</td><td>2</td></tr><tr><td>270</td><td>4</td><td>1</td><td>1</td><td>1</td><td>2</td></tr><tr><td>390</td><td>1</td><td>1</td><td>1</td><td>1</td><td>1</td></tr><tr><td colspan="2">Sub-Total</td><td>61</td><td>20</td><td>13</td><td>13</td><td>16</td></tr><tr><td rowspan="5">Proposed Scheme [B]</td><td>FS ≤ 40</td><td>60</td><td>54</td><td>6</td><td>4</td><td>2</td><td>3</td></tr><tr><td>40 < FS ≤ 70</td><td>70</td><td>108</td><td>12</td><td>8</td><td>5</td><td>6</td></tr><tr><td>100 < FS ≤ 130</td><td>130</td><td>12</td><td>3</td><td>2</td><td>2</td><td>2</td></tr><tr><td>160 < FS</td><td>180</td><td>2</td><td>1</td><td>1</td><td>1</td><td>1</td></tr><tr><td colspan="2">Sub-Total</td><td>176</td><td>22</td><td>15</td><td>10</td><td>12</td></tr><tr><td colspan="4">Net Difference [B] – [A]</td><td>2</td><td>2</td><td>-3</td><td>-4</td></tr><tr><td colspan="4">Net Difference (Adopted)</td><td>2</td><td>2</td><td>0</td><td>0</td></tr></table>	Proposed Development	Avg Flat Size (m ²)	Adopted Flat Size Trip Rate (m ²)	No. of Flat	AM Peak Hour		PM Peak Hour		Gen.	Att.	Gen.	Att.	pcu/hr				Approved Scheme (A/H6/91) [A]	100 < FS ≤ 130	130	24	7	4	4	5	130 < FS ≤ 160	160	24	8	5	5	6	160 < FS	165	8	3	2	2	2	270	4	1	1	1	2	390	1	1	1	1	1	Sub-Total		61	20	13	13	16	Proposed Scheme [B]	FS ≤ 40	60	54	6	4	2	3	40 < FS ≤ 70	70	108	12	8	5	6	100 < FS ≤ 130	130	12	3	2	2	2	160 < FS	180	2	1	1	1	1	Sub-Total		176	22	15	10	12	Net Difference [B] – [A]				2	2	-3	-4	Net Difference (Adopted)				2	2	0	0
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1.18	Please clarify whether the current proposal would bring about any improvement in local traffic and transport terms as compared with the previously approved scheme under Application No. A/H6/91, in particular any queuing/ waiting space, lay-by, pick-up/drop-off area, taxi stopping arrangement or visitor waiting area is proposed within the site, and whether such arrangement would affect the operation of the internal driveway and adjacent public road.	In both the approved and current schemes, pick-up/drop-off activities can be carried out within the site, and sufficient visitor car parking spaces will be provided. Such an arrangement would not affect the operation of the internal driveway or the adjacent public road in either scheme.																																																																																																													

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1.19	Please provide information on pedestrian access to/from the site, including the width of the existing pedestrian footpath, pedestrian entrance arrangement, connection to adjacent footpath/road network, and whether there would be any pedestrian-vehicular conflict point within or near the site.	The pedestrian access will be located at Tai Hang Road, where the existing footpath is about 2.1m wide. Since the pedestrian entrance is completely separated from the vehicular entrance, there will be no conflict between pedestrians and vehicles.
1.20	Please make responses to the public comments received under the current planning application in the next submission of further information.	Noted. Response to public comments are provided in the final part of this RtoC table.
2.	Comments of Planning Department – Urban Design Unit	
	Please find the following comments on the proposal from urban design perspective:	
2.1	Para. 3.1.1 – there is no information/illustration to demonstrate that the Proposed Scheme will not create additional visual and air ventilation impacts as compared to the Approved Scheme as stated in this paragraph; and	Noted. Section 3.1 of the Planning Statement under Attachment 1 has been supplemented and revised accordingly.
2.2	Paras. 3.1.1 and 4.1 – according to these paragraphs, the proposed changes under the current application is primarily attributed to the increase in the number of flats and there is no change to the overall development bulk as compared with the Approved Scheme. However, it is noted from the drawings that the design/layout of the proposed podium and residential tower is not exactly the same as the Approved Scheme under Planning Application No. A/H6/91.	Please note that the tower footprints of the Approved Scheme and the Proposed Scheme are largely similar in size and configuration, with only minor changes in the configuration/orientation of individual flats as a result of adjustments in flat mix. The Proposed Scheme has largely maintained the overall development bulk as compared with the Approved Scheme. For the enhanced podium design, please refer to our responses under Items 1.2 and 1.3 of this RtoC table. For clarity purpose, the wordings of Paras. 3.1.1 and 4.1.1 of the Planning Statement under Attachment 1 have been updated accordingly.

	Departmental Comments	Responses to Comments
3.	Comments of Architectural Services Department	
3.1	Based on the information provided, it is noted that the plot ratio of the proposed development is intended to be relaxed from 5 to 5.687, which is an increase of about 13.74%. Please provide images/photomontages showing the full extent of the proposal within its immediate surrounding context from different vantage points to demonstrate whether the proposal would be visually compatible with the existing surrounding development.	The Application Site is zoned “Residential (Group B)” on the OZP subject to a maximum BH restriction of 30 storeys (including carport). The proposed development <u>fully complies</u> with the BH restriction on the OZP. Furthermore, the Application Site is surrounded by high-rise developments. For example, Grand Deco Tower, which falls within the same OZP zoning as the Application Site, features both a higher roof level (about 162.8mPD) and a greater absolute BH (about 127.87m) than the proposed development. As such, the proposed development is considered to be visually compatible with the existing surrounding developments.
4.	Comments of Buildings Department	
4.1	Please find the following comments on the proposal under the BO: (i) Gross Floor Area (GFA) concessions (i.e. excluding/disregarding green/amenity features and non-mandatory/non-essential plant rooms and services from GFA and/or Site Coverage calculation) under PNAP APP-151 will only be considered when the pre-requisites in paragraph 6 of PNAP APP-151, including Sustainable Building Design Guidelines as stated in PNAP APP-152, have been complied with; (ii) GFA concession for private carparking spaces and loading/unloading areas may be considered when the relevant requirements as laid down in PNAP APP-2 have been complied with; and (iii) For the proposed site coverage, application for flexible site coverage under PNAP APP-132 should be made and fully justified, if applicable.	Noted.

	Departmental Comments	Responses to Comments
5.	Comments of Civil Engineering and Development Department – Geotechnical Engineering Office	
5.1	It is noted that the applicant has submitted a geotechnical statement under the previous application (No. A/H6/91) in 2021, and such statement is now referred in Section 3.6 of the Planning Statement. However, the reference geotechnical statement is not included as part of the current application. The applicant should provide an updated geotechnical statement, or a Geotechnical Planning Review Report in support of the current application.	Noted. An updated geotechnical statement is provided under Attachment 5 .
6.	Comments of Drainage Services Department	
	Please find the following comments on the submission:	
	<u>Planning Statement</u>	
6.1	Para. 3.4.2: “Stonecutter Island Treatment Works” should read as “Stonecutters Island Sewage Treatment Works”, please revise; and	Noted, Para. 3.4.2 of the Planning Statement under Attachment 1 has been updated accordingly.
6.2	There was no assessment on capacity of Stonecutters Island Sewage Treatment Works in the SIA, please provide justification on the statement.	According to the “Drainage Services Department in Brief 2024-25”, the treatment capacity of the SCISTW is 2,450,000m ³ /day. The sewage loading from the Proposed Development takes up 0.005% in capacity of the SCISTW, which remains with generous capacity to cater for the increase in sewage generated by the Proposed Development.
	<u>Sewerage Impact Assessment</u>	
6.3	Para. 4.1.2: “Stonecutter Island Sewage Treatment Works” should read as “Stonecutters Island Sewage Treatment Works”, please revise; and	Noted, Para. 4.1.2 of the SIA under Attachment 4 has been updated accordingly.
6.4	Section 7: please demonstrate the existing sewer along Tai Hang Road outside the subject site will not be surcharged after the proposed increase in sewage flow.	The calculation results summarized in Table 7-1 and Appendix 7-1 of the SIA under Attachment 4 demonstrate that the existing sewerage system has sufficient capacity to cater for the sewage generated from the Proposed Development in the future.

	Departmental Comments	Responses to Comments
7.	Comments of Environmental Protection Department	
	<u>Sewerage Impact Assessment</u>	
7.1	Please include sewage flow estimation from upstream catchments and conduct hydraulic assessment from manhole FMH7013366 to FMH7013335 to assess sewerage impact comprehensively, as increase in ADWF and peak flow estimation are observed; and	Please note that hydraulic assessment from manhole FMH7013366 to FMH7013335 has been conducted and the detailed calculation is presented in Appendix 7-1 of the SIA under Attachment 4 .
7.2	When comparing the current SIA submission against the previous one in Feb 2023, the previously proposed swimming pool and jacuzzi are no longer included in current submission. As such, the Applicant is required to confirm these non-provision.	Please be confirmed that there is no provision for swimming pool or jacuzzi under the current submission.
	<u>Environmental Assessment</u>	
7.3	Please highlight all changes in the next submission;	Noted. The changes have been highlighted in the revised EA under Attachment 3 .
7.4	It is noted that a revised Environmental Assessment (EA2) was considered acceptable in respect of condition (b) of the approved planning application (No. A/H6/91). The consultant is required to elaborate on how this submission (EA2) consumption remains valid and applicable to this planning application. Some observations are suggested (please refer to item #4).	Noted. Discussion on air quality impact with reference to EA2 has been supplemented in the new Chapter 3 of the revised EA under Attachment 3 .
	<u>Air Quality</u>	
7.5	Section 1.4.5-1.4.8 - Results in EA2 should be used to discuss the operational air quality impact since it is more updated, please remove discussion on EA1.	Noted. Discussion on EA1 has been removed from Sections 1.4.5 to 1.4.8 of the EA under Attachment 3 .

	Departmental Comments	Responses to Comments
7.6	Please elaborate and re-organize the discussion of operational air quality impact by utilizing the results in EA2 to demonstrate that there would be no adverse air quality impact for the proposed scheme: (a) Any change in emission sources. (b) Whether the discrete and contour results of SO₂ are well below the pre-amended and prevailing AQOs. Since the AQOs have been updated in 2025, more discussion on the followings should be included to support that the findings in EA2 could still demonstrate that there would be no adverse air quality impact (NO₂, RSP, FSP) for the proposed scheme. (c) Traffic data and PATH background of year 2025 were adopted in EA2, while population intake of the proposed scheme would be in year 2030. Please discuss whether the traffic data in year 2025 represents a worst traffic year, and whether there is improvement in PATH background, such that there would be improvement of air quality for the proposed development when compared with EA2. Although Section 1.4.7 suggests that the traffic forecast in year 2045 is lower than year 2040 in EA2, there is no comparison in Appendix 2.1.	Noted. Discussion on air quality impact with reference to EA2 has been supplemented in the new Chapter 3 of the revised EA under Attachment 3: (a) There are no extra emission sources identified. The surrounding major emission sources are vehicular emissions from the nearby open roads. (b) Discussion on discrete and contour results of SO₂ has been supplemented. More discussion has also been supplemented to demonstrate that there would be no adverse air quality impact (NO₂, RSP, FSP) for the Proposed Scheme. (c) In EA2, the total emissions derived based on traffic forecasts and emission factors were compared across different assessment years (completion year, +7, and +15). It is observed that the total emissions would decrease over time, making the completion year the representative worst-case scenario. Therefore, with the delay of implementation programme of the proposed development (i.e. Year 2030), it is anticipated that the total emission would decrease as compared with Year 2025. Moreover, with reference to PATH background of Year 2025 and Year 2030, it is observed that the concentration of criteria pollutant (i.e. RSP, FSP, SO₂ and O₃) would decrease as well. Furthermore, when comparing the traffic flow at peak hour of the traffic forecast in Year 2040 in EA2 and in Year 2045 in the current EA report, it is observed that there is already decrease in flow for road links in vicinity of the site (i.e. Tai Hang Road). Therefore, with lower background concentration, delay of the programme (i.e. general decrease of total emission over time), and reduced traffic flow, it is considered that there would be improvement of air quality when compared with EA2.

	Departmental Comments	Responses to Comments
	(d) Discuss the worst-affected ASRs and worst-hit levels in EA2 for NO₂, RSP and FSP, and the trend of pollutant concentrations at elevated levels, so as to support that road emission is the major emission source, and that no adverse air quality impact would be anticipated for the increased building height of the proposed scheme. (e) Compare the scheme in EA2 and the proposed scheme, including separation distance of between Tai Hang Road and the nearest air sensitive use of the proposed development, and the first level of air-sensitive use. Please check whether the covered landscaped area is an air-sensitive use. Please provide a figure overlaying the disposition for scheme in EA2 and the proposed scheme. (f) For contour results in EA2, please discuss if there is any exceedance of pre-amended and prevailing AQOs at the levels with air-sensitive use. (g) Please examine the discrete results in EA2 for the 10th highest 24-hour NO₂ and 19th highest 24-hour FSP, to evaluate if the results would also comply with the prevailing AQOs. (h) In view of the updates in model tools and AQOs, consultant could consider to adopt a delta approach with the same model tools but different sets of traffic data and assessment years to compare the concentrations of the air pollutants at all identified ASRs of the approved and the proposed scheme. If the concentrations of all pollutants at all ASRs are smaller in the proposed scheme than the approved scheme, it could be concluded that there would be no adverse air quality impact due to the proposed changes and cumulative AQIA will not be necessary.	(d) Noted. The trend of pollutant concentrations at elevated levels of the updated predicted results of the ASRs have been discussed. (e) An overlay of the current scheme and the scheme in EA2 is provided in Figure 3.1. As confirmed by the Project Architect, there will be no air sensitive use at the covered landscaped area. (f) Despite that there will be an exceedance in annual average FSP with the update of the AQOs after the approval of EA2, since the PATH background has been changed from 2025 to 2030, by utilizing PATH background 2030, the contour results for the area with air sensitive use would comply with the prevailing AQOs. (g) Discrete results in EA2 for 10th highest 24-hour NO₂ and 19th highest 24-hour FSP have been examined. Their predicted results at all selected ASRs would comply with the prevailing AQOs. (h) The predicted results have been updated by using PATH background in Year 2030. The updated results could demonstrate that there would be no adverse air quality impact at the ASRs due to the proposed changes.

	Departmental Comments	Responses to Comments
7.7	Please append the ASR locations, assessment area overlayed with PATH grids, discrete results and contour plots of EA2.	Since the contour plots have been updated with the background air pollution concentrations of PATH model (version 3.0), please refer to the updated contour plots in Appendix 3-2 of the revised EA under Attachment 3 .
7.8	Please confirm and supplement whether the proposed development would have no industrial emission.	Please be confirmed that the proposed development would have no industrial emission.
7.9	Please discuss constructional air quality impact, including the followings: (a) Identify the representative ASRs, including (IDs, name, types, heights, shortest distance to the project) during construction phase. (b) Provide the construction programme and review whether there are any concurrent projects with 500m assessment area during construction phase. If affirmative, the cumulative impact during construction phase should also be evaluated. (c) Present the representative ASRs and concurrent projects in a figure, with overlay of PATH grid and 500m assessment area. (d) Evaluate the constructional air quality impact, including dust and gaseous emissions, and provide information including but not limited to: the size of the demolition, site foundation or/and excavation area, amount of excavated materials to be handled, number of dump trucks and mechanical equipment to be used per time over the work site. (e) Discuss mitigation measures during construction phase.	Noted. Discussion on construction phase air quality impact has been supplemented in the new Section 3.6 of the revised EA under Attachment 3 .

	Departmental Comments	Responses to Comments
7.10	Please review whether the proposed carpark will satisfy the requirements, including design, maintenance and operation of the ventilation systems, stipulated in the ProPECC PN 2/96 - Control of Air Pollution in Car Park. Please indicate the location of the exhaust outlet of the ventilation system to demonstrate the exhaust air outlet will be located as far as possible from nearby air sensitive uses to avoid causing an air pollutant nuisance.	The design and operation of the proposed car park will comply with the requirements stipulated in EPD's Practice Note for Professional Persons – Control of Air Pollution in Car Parks (ProPECC PN 2/96). With the adoption of appropriate ventilation systems and design measures, the air quality associated with the proposed car park is expected to meet the air quality guidelines. The locations of the potential mechanical ventilation exhaust are shown in Figure 3.3 of the revised EA under Attachment 3 .
7.11	Appendix 2.1: Please provide TD endorsement on traffic forecast on 2045.	Noted. TD's endorsement will be provided once available.
7.12	Section 1.4.6: Typo "Therefoe"	Noted. Section 1.4.6 of the EA under Attachment 3 has been revised accordingly.
7.13	Figure 2.1a & 2.2a: The floor of figure title of 2.2a is inconsistent with 2.1a.	Noted. The title of Figure 2.2a of the EA under Attachment 3 has been revised accordingly.
7.14	Noise Model: (a) The traffic flow of "Flow ID: 2" is wrongly applied in to segments of "Fink No. 4" in noise model. (b) The traffic flow of "Flow ID: 2" is wrongly applied in to segments of "Fink No. 4" in noise model.	Noted and revised accordingly. Noted and revised accordingly.
7.15	Figure 2.2b, Appendix 2-2 & 2-5: The mitigation measure for H-05 shown in Appendix 2-2 is inconsistent with Figure 2.2b and Appendix 2-5.	Noted. Appendix 2-2 of the EA under Attachment 3 has been revised accordingly.

	Departmental Comments	Responses to Comments
8.	Comments of Food and Environmental Hygiene Department	
8.1	Please find the following comments on the proposal: (i) If provision of cleansing service for new roads, streets, cycle tracks, footpaths, paved areas etc, is required, her office should be separately consulted. Prior consent from her office must be obtained; (ii) No environmental nuisance should be generated to the surroundings; and (iii) Arrangement shall be made to dispose any waste so generated at own expenses. Please advise the waste management plan of the proposed flat use.	Noted. Noted. Noted.
9.	Comments of Hong Kong Police Force	
9.1	The applicant is advised that the proposal should not cause adverse traffic impact to the local community and each Temporary Traffic Arrangement (TTA) involving works on footpath and/or carriageway should be submitted to his office and Transport Department for comment before implementation.	Noted.
10.	Comments of Lands Department	
10.1	The application site falls within IL 7426 which is governed by a Government lease dated 1.2.1971 for a term of 75 years from 22.9.1958 as varied and modified by two letters dated 9.10.1991 and 20.6.2011 (collectively "the Lease") for private residential purposes. Notwithstanding, a land exchange application concerning the application site is under processing by his office. The Binding Basic Term Offer was accepted by the applicant and the Conditions of Exchange ("C/E") for the new lot (to be known as IL 9097) is pending execution.	Noted.

	Departmental Comments	Responses to Comments
10.2	It is noted that the application site is the subject to a s.16 planning application (Application No. A/H6/91) approved by TPB on 14.1.2022 for minor relaxation of plot ratio from 5 to 5.687 ("the Approved Scheme"). According to section 2.2 of the planning statement, the proposed amendment to the Approved Scheme under the current application includes (i) increase in the number of units from 61 to 176; (ii) adjustments to parking, loading and unloading provision; and (iii) increased provision of private open space. However, the C/E pending execution contains parking, loading and unloading requirements. The applicant shall ensure the proposed parking, loading and unloading provision complies with the parking, loading and unloading requirements stipulated under the C/E.	Noted.
11.	Comments of Transport Department	
11.1	The proposed car parking layout under Figures 2.3, 2.4 and 2.5 refers: - Please indicate the dimensions of the parking spaces and the internal access roads. - Please provide swept path analysis for private car (PC) parking spaces P5-08 to P5-15 at 5/F and the heavy goods vehicle (HGV) loading/unloading (L/UL) bay at G/F. - Please indicate the locations of the 2 motorcycle (MC) parking spaces, as they appear to be missing from the car parking layout.	The dimensions have been indicated in Figures 2.1 to 2.5 of the TIA under Attachment 2. The swept path analyses are shown in Figure 2.1(SP1) and Figures 2.5(SP1) to 2.5(SP4) of the TIA under Attachment 2. The 2 motorcycle parking spaces (M-01 & M-02) are located on 1/F next to the car ramp as show in Figure 2.2 of the TIA under Attachment 2.
11.2	Section 3 – The capacity performance assessments of the following critical junctions were included in the earlier TIA report submitted under the previous planning application in 2021. Please advise why they are not included in the current TIA report. - Gloucester Road/ Kingston Street - Gloucester Road/ Great George Street - Tai Hang Road/ Broadwood Road	Noted. The assessments of these junctions have been included in the updated TIA under Attachment 2 .

	Departmental Comments	Responses to Comments
11.3	Sections 4 and 6 – Please include the planned/committed developments in the vicinity of the proposed development and assess the cumulative traffic impact at the design year.	The planned/committed developments have been added in Section 4.2 of the TIA under Attachment 2 . As the planned/committed developments are far away from Tai Hang Road and will not increase its pedestrian flow, they are not included in the Pedestrian Impact Assessment in Section 6.
11.4	Table 4.3 “Adopted Trip Rate of Proposed Development” – Note 1 of the table 4.3 states that upper limit value was adopted for trip rates, but it appears that the mean value was adopted instead for the category “180m ² average flat size”. Please revise accordingly.	Noted. Table 4.5 (previously Table 4.3) of the TIA under Attachment 2 has been revised accordingly.
11.5	Section 6 – According to TPDM Volume 6, Clause 10.6.1.13, the LOS assessment should be calculated based on the 15-minute peak pedestrian flow instead of hourly peak pedestrian flow. Please review the calculation.	Noted. Section 6 of the TIA under Attachment 2 has been revised accordingly to calculate based on the 15-minute peak pedestrian flow.
11.6	Figures 4.1 and 4.2 – The peak flows presented in Figures 4.1 and 4.2 are the same. As the traffic generation and attraction of the proposed development and previous approved development are different, please review whether the peak flows presented in the Figures are accurate.	As shown in Table 4.6 of the TIA under Attachment 2 , the net different of traffic generation and attraction between the Approved Scheme and the Current Scheme are very small and only up to 2 pcu/hr (one-way). As the presentation on traffic flows in Figures 4.2 and 4.3 (previously Figures 4.1 and 4.2) are rounded to 5 pcu/hr, the resultant traffic flows are the same.
11.7	Appendix I of the TIA report – Regarding the junction calculation sheets, please review the lost time under the traffic signal calculation sheets as per the marked-up comments in Annex A given by his office.	Noted. The lost time under the traffic signal calculation sheets in Appendix I of the TIA under Attachment 2 has been updated accordingly.

Responses to Public Comments

	Public Comments	Responses to Comments
1.	The development intensity, PR and BH are excessive. All development parameters shall be specified and controlled under the planning approval. GFA non-accountable uses should also be included within the overall GFA cap.	The Site is subject to an approved planning application No. A/H6/91 with minor relaxation of PR from 5 to 5.687 approved by the Board on 14 January 2022. The proposed development under the current submission has maintained the approved PR of 5.687, and complies with the OZP BH restriction of 30 storeys. The features to be exempted/disregarded from GFA calculations will be determined as per relevant PNAPs and are subject to approval by the Buildings Department at the GBP stage.
2.	The development will aggravate traffic congestion and compromise fire rescue and emergency services.	A Traffic Impact Assessment (TIA) has been conducted. The results of the TIA show that the traffic generated by the proposed development can be accommodated by the existing road network, and all critical junctions and critical pedestrian sections will still operate within their capacities.
3.	The development will aggravate noise and air pollution.	An Environmental Assessment (EA) has been conducted. The results of the EA show that the proposed development is acceptable in environmental terms.
4.	The development will block the existing views and natural daylighting for surrounding developments. It will affect air ventilation and degrade the streetscape.	The proposed development complies with the OZP BH restriction of 30 storeys. In addition to maintaining the planning and design merits of the Approved Scheme, the Proposed Scheme also introduces additional planning gains and design improvements. Please refer to Annex A of this RtoC table for details.
5.	The development will overload the drainage network.	According to the Drainage Impact Assessment (DIA) submitted under the previous application in support of the Approved Scheme, no adverse drainage impact was anticipated from the development at the Application Site. Given that the Proposed Scheme is largely similar to the Approved Scheme with only changes to the number of units, the findings of the previous DIA would remain valid.

	Public Comments	Responses to Comments
6.	The development will affect slope and structural stability.	Slope stabilization works and slope stability checking will be conducted to ensure slope safety.
7.	The previous Section 16 approval has expired and cannot be treated as a valid Approved Scheme. Repeated planning submissions are an abuse of the planning system.	Subsequent to the approval of the previous planning application, the Applicant has been actively proceeding with the detailed design and implementation of the residential development. The current application is submitted to propose minor amendments to the Approved Scheme in response to the latest market trend and to address the continuous housing demand in Hong Kong.
8.	The proposal lacks community benefits or local gains.	The Proposed Scheme has maintained the planning and design merits of the Approved Scheme, and also introduces additional planning gains and design improvements. Please refer to Annex A of this RtoC table for details.
9.	With a reduced flat size, the development will lower the living quality of the residents.	In accordance with the HKPSG, not less than 1m ² of private open space per person will be provided to enhance the living quality of residents.
10.	The prolonged vacancy of the site has already generated rodent infestations, environmental degradation, and hygiene problems.	Noted. The Applicant will proceed with implementation of the proposed development after the approval of the current application and approval of GBP submission.

Annex A

Planning and Design Merits of the Proposed Scheme as Compared with the Approved Scheme (Application No. A/H6/91)

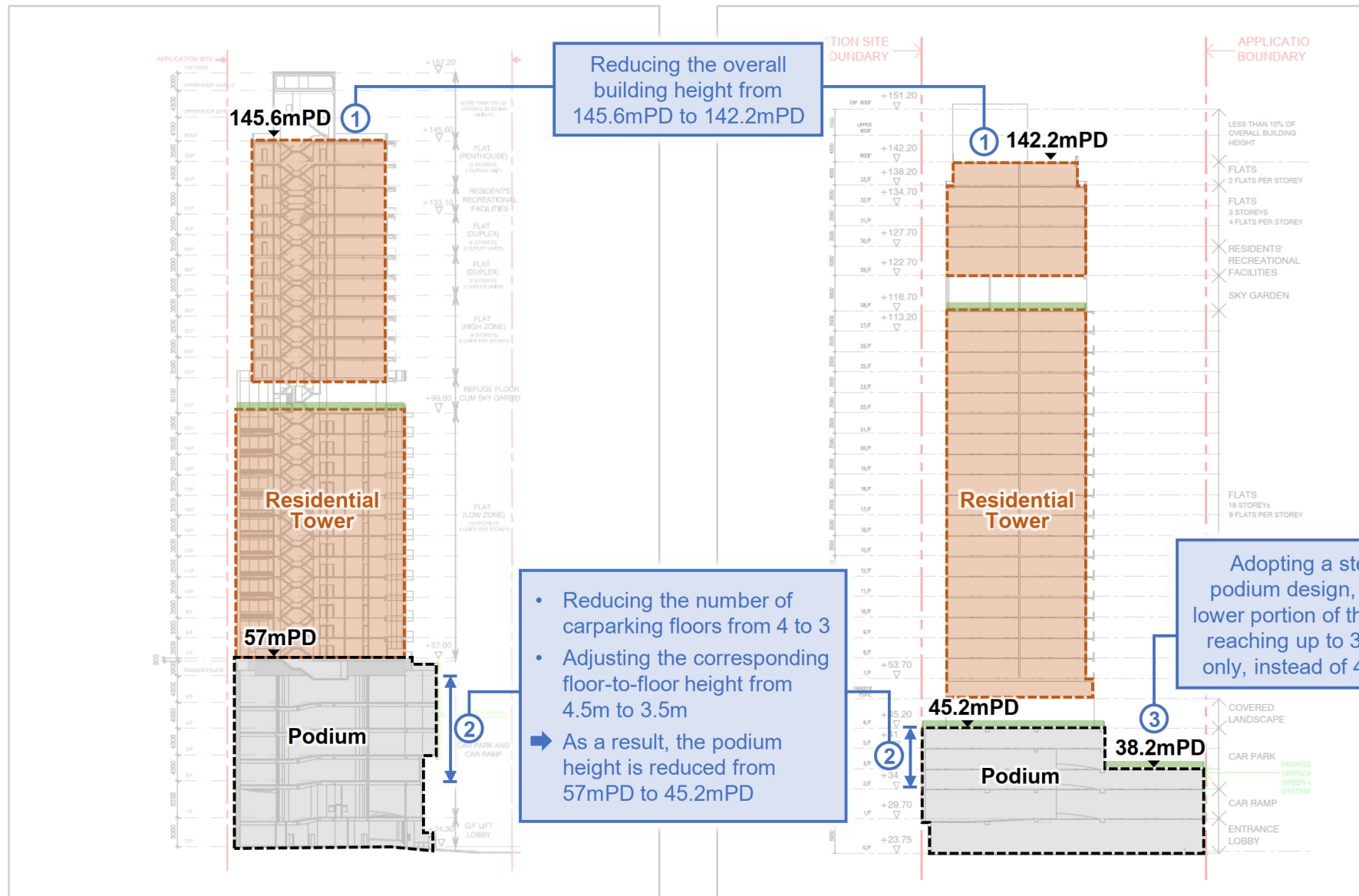
Item		Approved Scheme (Application No. A/H6/91)	Proposed Scheme
1	Overall Building Height (Figure A1)	The Approved Scheme complied with the OZP BH restriction of 30 storeys, with the main roof reaching 145.6mPD.	- In addition to complying with the OZP BH restriction of 30 storeys, the Applicant has proactively reduced the BH of the proposed development from 145.6mPD to 142.2mPD; - With a reduced BH as compared with the Approved Scheme, the proposed development will unlikely result in any additional visual or air ventilation impacts, and will ensure its visual compatibility with the surroundings.
2	Podium Height (Figure A1)	The podium has a height of 57mPD, comprising 4 carparking floors with floor-to-floor (FtF) height of 4.5m.	The Applicant has proactively optimized the podium design by reducing the number of carparking floors from 4 to 3, and adjusting the corresponding FtF height from 4.5m to 3.5m, thereby lowering the podium height to 45.2mPD. This represents a significant reduction of 11.8m (about 21%), which helps minimize the podium bulk, enhance the pedestrian streetscape and effectively mitigate its visual impact.
3	Stepped Podium Design (Figure A1)	N/A	The Proposed Scheme adopts a stepped podium design, with the lower portion of the podium reaching up to 38.2mPD only, instead of 45.2mPD, to break down the podium massing.
4	Breaking Down Development Bulk (Figure A2)	The residential tower extends directly upwards from the podium, creating a continuous and massive development bulk.	A covered landscape area is introduced on 6/F to create a separation between the podium and the residential tower atop, breaking down the development bulk.
5	Allowing Cross-Ventilation (Figure A2)	A sky garden is provided on 21/F to allow cross-ventilation through the development.	In addition to the sky garden on 28/F, a new covered landscape area is also provided on 6/F, which will further allow cross-ventilation through the development.

Item		Approved Scheme (Application No. A/H6/91)	Proposed Scheme
6	Podium Extent (Figure A3)	Under the Approved Scheme, although the podium footprint did not extend to the northwestern corner of the site, the “open area” at the northwestern corner of the site was not for private open space use, but was occupied by a vehicular access and loading/unloading bay, with a turn table for vehicular use, offering minimal amenity and aesthetic value.	- By contrast, under the Proposed Scheme, the Applicant has reduced the podium height from 57mPD to 45.2mPD (as discussed in Item 2 above). After reducing the podium height significantly, the podium length has to be extended along the frontage of Tai Hang Road inevitably to accommodate the necessary parking and E&M facilities. Yet, effort has been made to minimize the height of the extended portion of the podium as far as practicable. Compared with the height of the main portion of the podium at 45.2mPD, the height of the extended portion of the podium is minimized to 38.2mPD only, facilitating air ventilation above. - To further mitigate its bulk, quality landscaping is incorporated on the flat roof of the podium, with planters provided along the podium edges in the northern (facing Tai Hang Road), western and southern sides to enhance the landscape and amenity. Vertical greening is also provided along the podium façades in the northern (facing Tai Hang Road) and western sides, which helps shield the retaining slope structure at the back to provide effective visual relief. This offers a more comfortable environment for pedestrians compared to the vehicular access, L/UL bay and turn table in the Approved Scheme.
7	Vertical Greening (Figure A4)	Vertical greening is provided along the podium façades in the northern (facing Tai Hang Road) and western sides to serve as visual relief and enhance the street environment.	- Same as the Approved Scheme, vertical greening is provided along the podium façades in the northern (facing Tai Hang Road) and western sides to serve as visual relief and enhance the street environment; - In addition to maintaining the provision of vertical greening, the Proposed Scheme also adjusted the location of vertical greening to lower floors closer to the at-grade pedestrian level. This ensures that pedestrians passing by can experience a more pleasant and immediate green environment.

Item		Approved Scheme (Application No. A/H6/91)	Proposed Scheme
8	Buffer between Podium and the “Green Belt” Zone (Figure A5)	The podium is located very close to / directly abuts the “Green Belt” zone to the south.	A greater buffer between the podium and the “Green Belt” zone is provided.
9	Private Open Space Provision	In accordance with the HKPSG, private open space of 1m² per person is provided to enhance the living environment for the residents.	In accordance with the HKPSG, private open space of 1m² per person is provided to enhance the living environment for the residents.
10	Flat Production	61 residential units are provided.	With the proposed increase in number of units from 61 to 176, the proposed development will further contribute to housing supply, address the continuous housing demand in the short to medium term and benefiting the society. This echoes with the Government’s policy to enhance the speed, quantity, quality, and efficiency of housing production as a key to making Hong Kong a better place for living and working.

Approved Scheme (Application No. A/H6/91)

Proposed Scheme

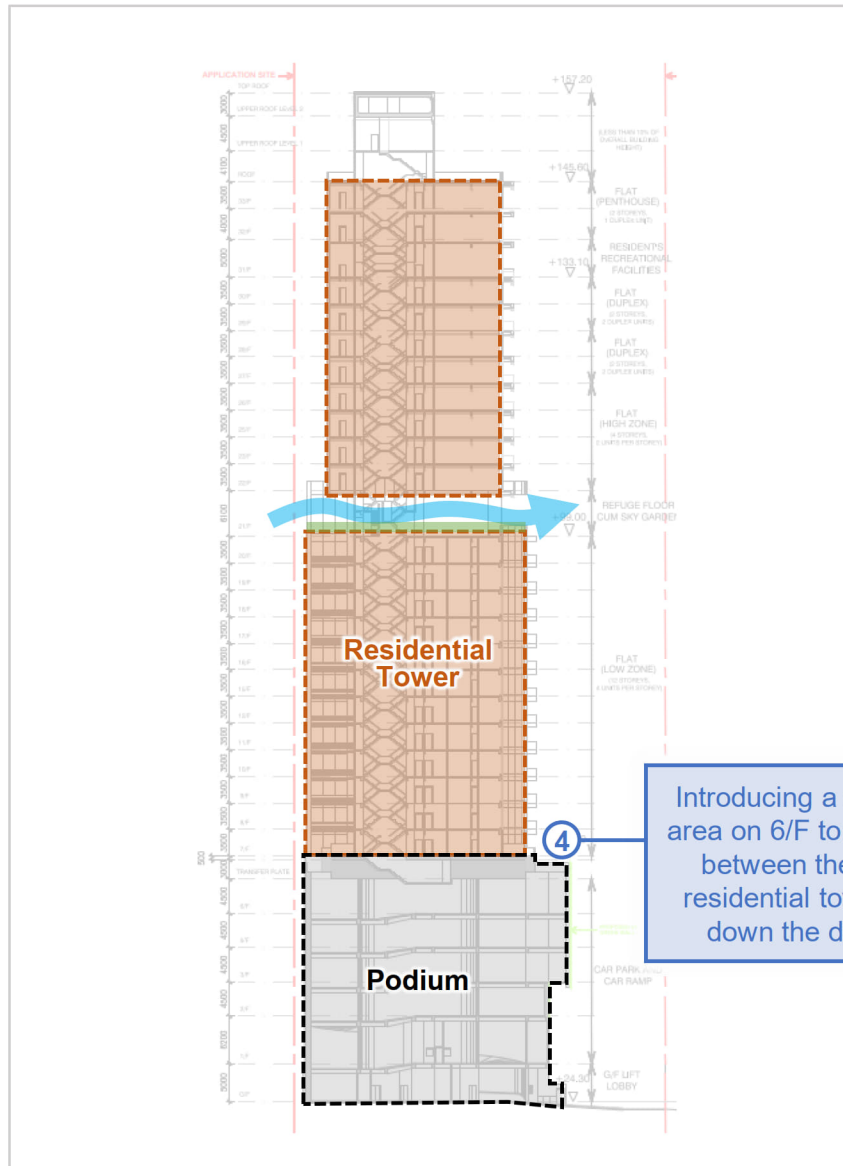


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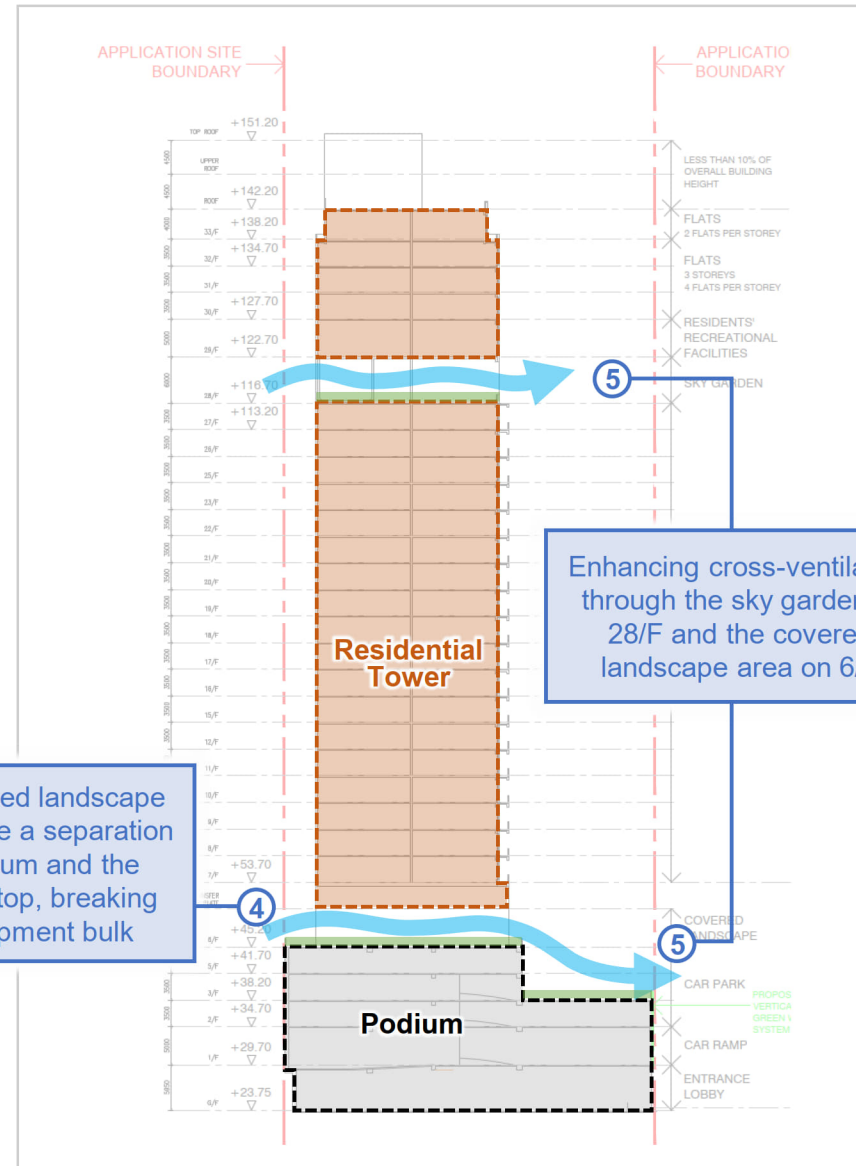
Planning and Design Merits of the Proposed Scheme as Compared with the Approved Scheme (Application No. A/H6/91)

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Rev	0	Date	Jul 2026
Scale		Figure	A1

Approved Scheme (Application No. A/H6/91)



Proposed Scheme



Enhancing cross-ventilation through the sky garden at 28/F and the covered landscape area on 6/F

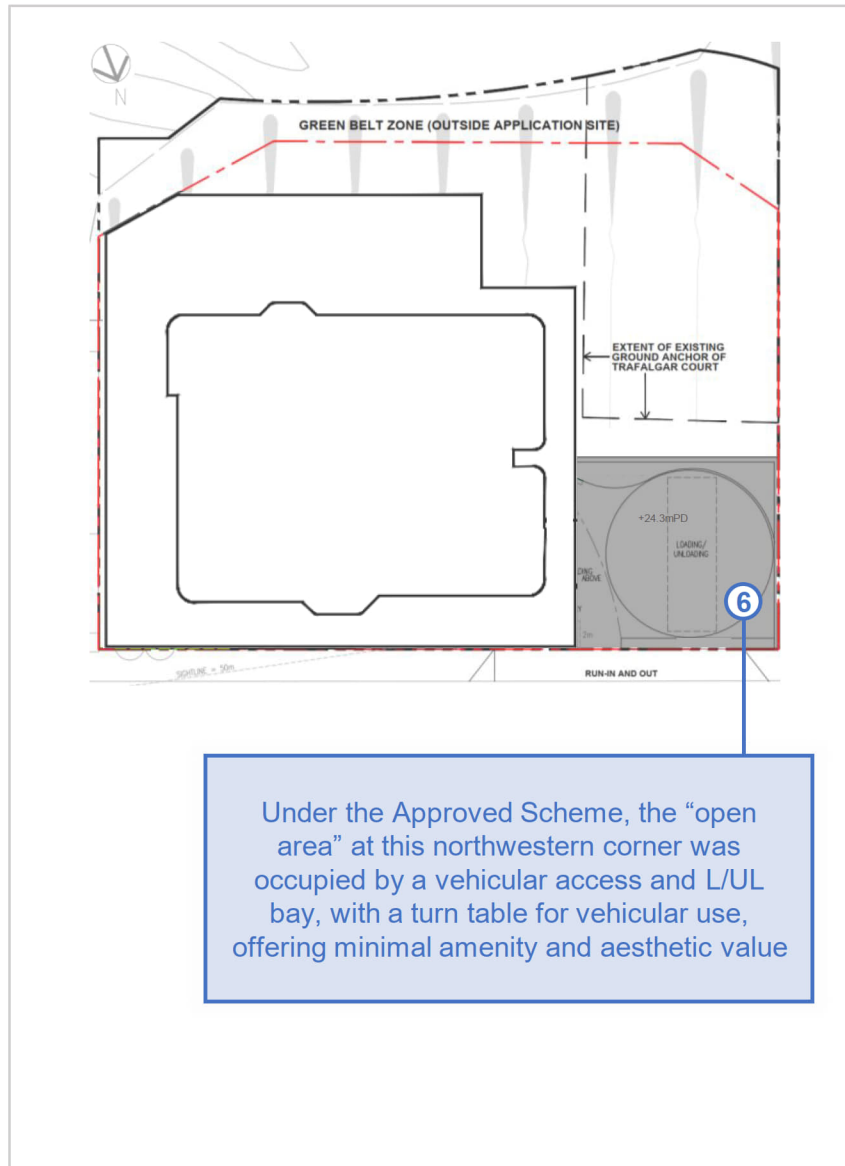
Introducing a covered landscape area on 6/F to create a separation between the podium and the residential tower atop, breaking down the development bulk

Title

Planning and Design Merits of the Proposed Scheme as Compared with the Approved Scheme (Application No. A/H6/91)

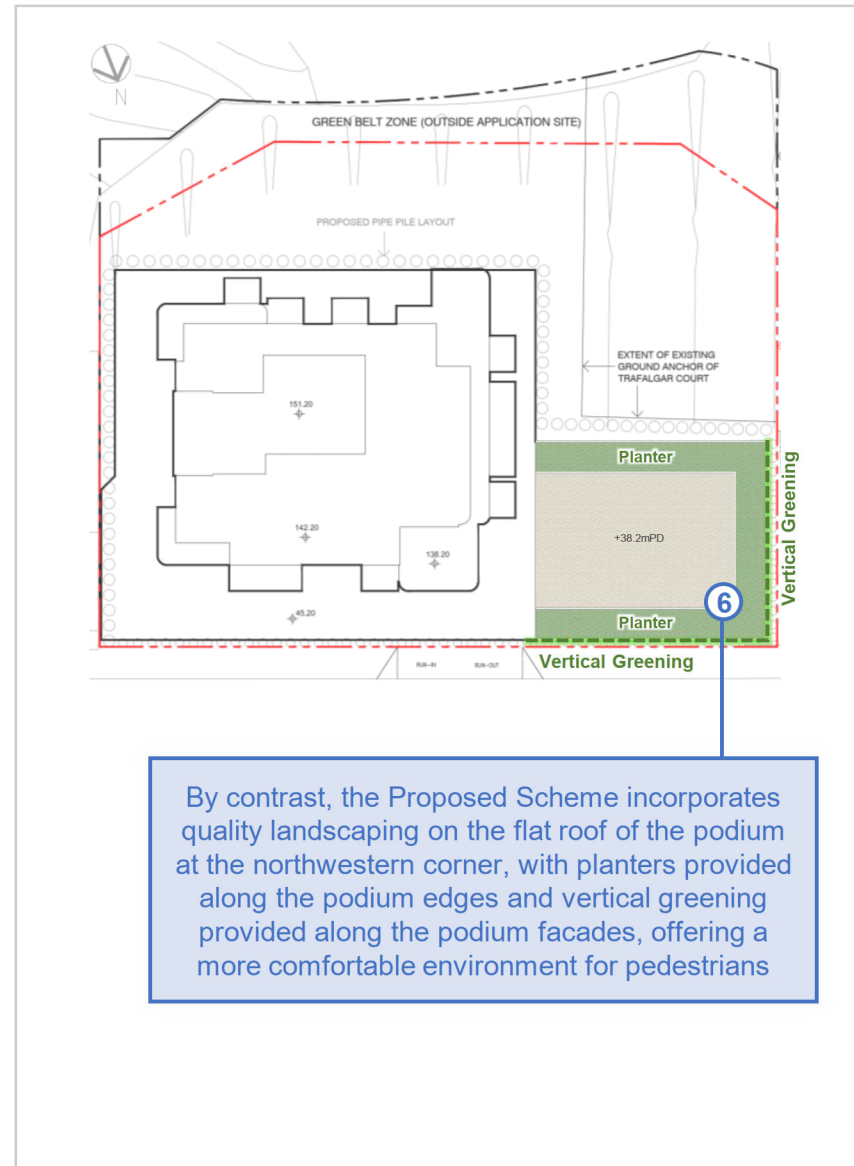
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Approved Scheme (Application No. A/H6/91)



Under the Approved Scheme, the “open area” at this northwestern corner was occupied by a vehicular access and L/UL bay, with a turn table for vehicular use, offering minimal amenity and aesthetic value

Proposed Scheme



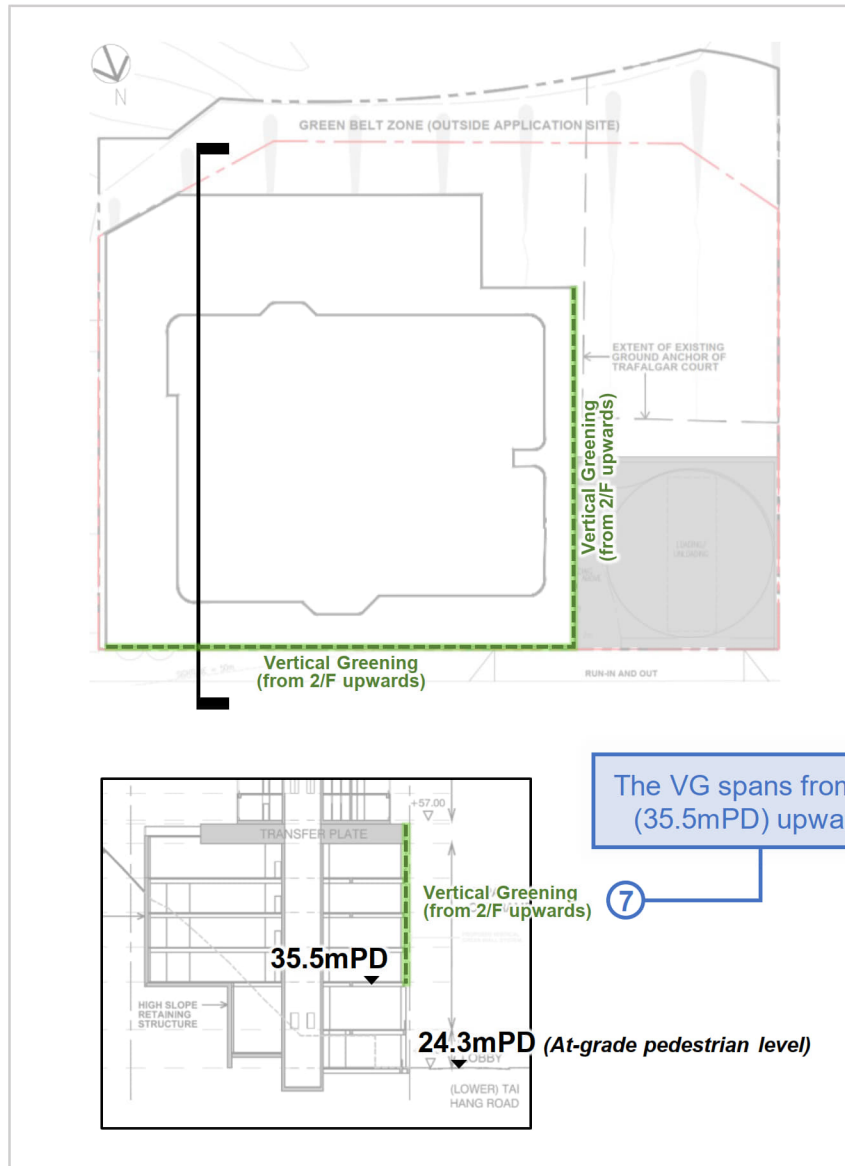
By contrast, the Proposed Scheme incorporates quality landscaping on the flat roof of the podium at the northwestern corner, with planters provided along the podium edges and vertical greening provided along the podium facades, offering a more comfortable environment for pedestrians

Title

Planning and Design Merits of the Proposed Scheme as Compared with the Approved Scheme (Application No. A/H6/91)

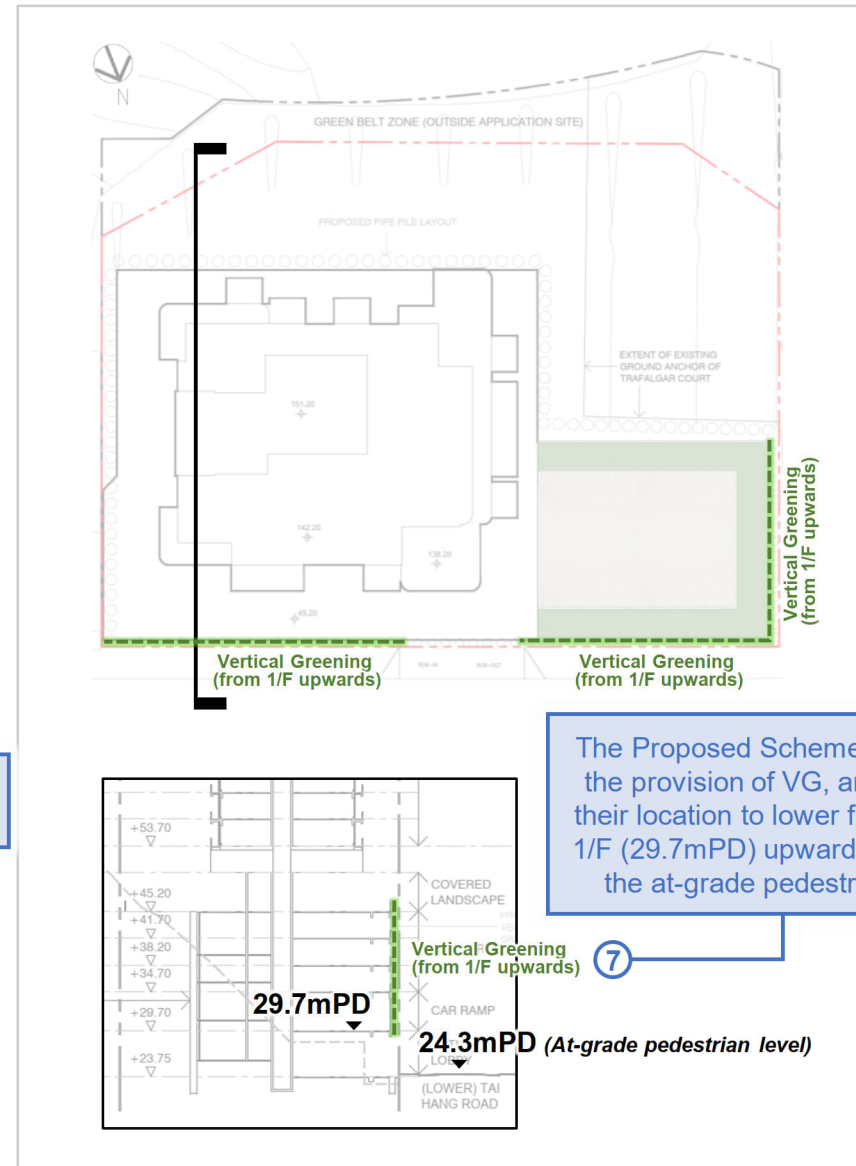
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Scale		Figure	A3

Approved Scheme (Application No. A/H6/91)



The VG spans from 2/F (35.5mPD) upwards

Proposed Scheme



The Proposed Scheme maintains the provision of VG, and adjusts their location to lower floors (from 1/F (29.7mPD) upwards) closer to the at-grade pedestrian level

Title

Planning and Design Merits of the Proposed Scheme as Compared with the Approved Scheme (Application No. A/H6/91)

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Rev	0	Date	Jul 2026
Scale	Figure A4		

Approved Scheme (Application No. A/H6/91)

Proposed Scheme

