

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

	Departmental Comments	Responses to Comments
1.	Comments of Transport Department (Transport Operation)	
1.1	It is noted that the increase in the number of flats placing undue strain on public transport. Please find the following comment on the TIA from public transport operation viewpoint: - Referring to table 3.3 of the TIA, the applicant should provide recent occupancy rate (i.e. arranging on-site survey) of the mentioned PT services to demonstrate the sufficiency of PT would not be affected by the proposed development.	A public transport survey was carried out on 25 March 2026 during the AM peak and PM peak periods on the nearest PT stops at Tai Hang Road. As requested, the findings from the PT survey are summarized in Attachment 1 for reference. It is concluded that the proposed development would generate limited no. of PT demand and the existing PT services in both AM and PM peak would have ample capacities for the future demand by year 2033. There are sufficient PT capacities to cater for future PT demand.
2.	Comments of Planning Department – Hong Kong District Planning Office (Verbal comments received on 23 July 2026)	
2.1	It is suggested to provide more illustration(s) to visualise the podium bulk and vertical greening of the Proposed Scheme as compared with the Approved Scheme.	An illustrative diagram showing a comparison of the podium bulk and vertical greening of the Approved Scheme and the Proposed Scheme is provided in Attachment 2 for reference. As shown in the diagram, under the Proposed Scheme, the Applicant has reduced the podium height from 57mPD to 45.2mPD. 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.

	Departmental Comments	Responses to Comments
		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.

Attachment 1

Public Transport Survey Data for the Previously Submitted Traffic Impact Assessment



Attachment 1

- 1.1 A public transport survey was carried out at the nearest existing PT stops on Tai Hang Road on 25 March 2026 during the AM and PM peak periods. The location is shown in **Figure A1**. The findings are summarized in the **Tables A1** below.

Table A1 Observed Occupancy at PT Stops during Peak Hours

Period	Stop	Mode	Observed PT Trips	Year 2026 Observed Scenario
				Average Occupancy
AM Peak	Westbound			
	2	Bus	21	34%
	4	GMB	32	12%
	Eastbound			
	1	Bus	21	19%
	3	GMB	37	8%
PM Peak	Westbound			
	2	Bus	22	18%
	4	GMB	25	9%
	Eastbound			
	1	Bus	15	52%
	3	GMB	26	13%

- 1.2 It is estimated that the proposed development will generate 70 ppl and 75 ppl using the public transport during the AM and PM peak respectively.
- 1.3 Based on the passenger demand of the proposed development, the expected future occupancies of public transport in Design scenario are summarized in **Table A2** below.

Table A2 Expected Occupancy during Peak Hour in 2033 Design Scenario (With Proposed Scheme)

Period	Stop	Mode	Year 2033 Design Scenario (With Proposed Scheme)
			Average Occupancy
AM Peak	Westbound		
	2	Bus	38%
	4	GMB	13%
	Eastbound		
	1	Bus	20%
	3	GMB	8%
PM Peak	Westbound		
	2	Bus	18%
	4	GMB	9%
	Eastbound		
	1	Bus	57%
	3	GMB	14%



- 1.4 It is concluded that the proposed development would generate limited no. of public transport demand and the existing public transport services in both AM and PM peak would have ample the capacities for the future demand by year 2033.

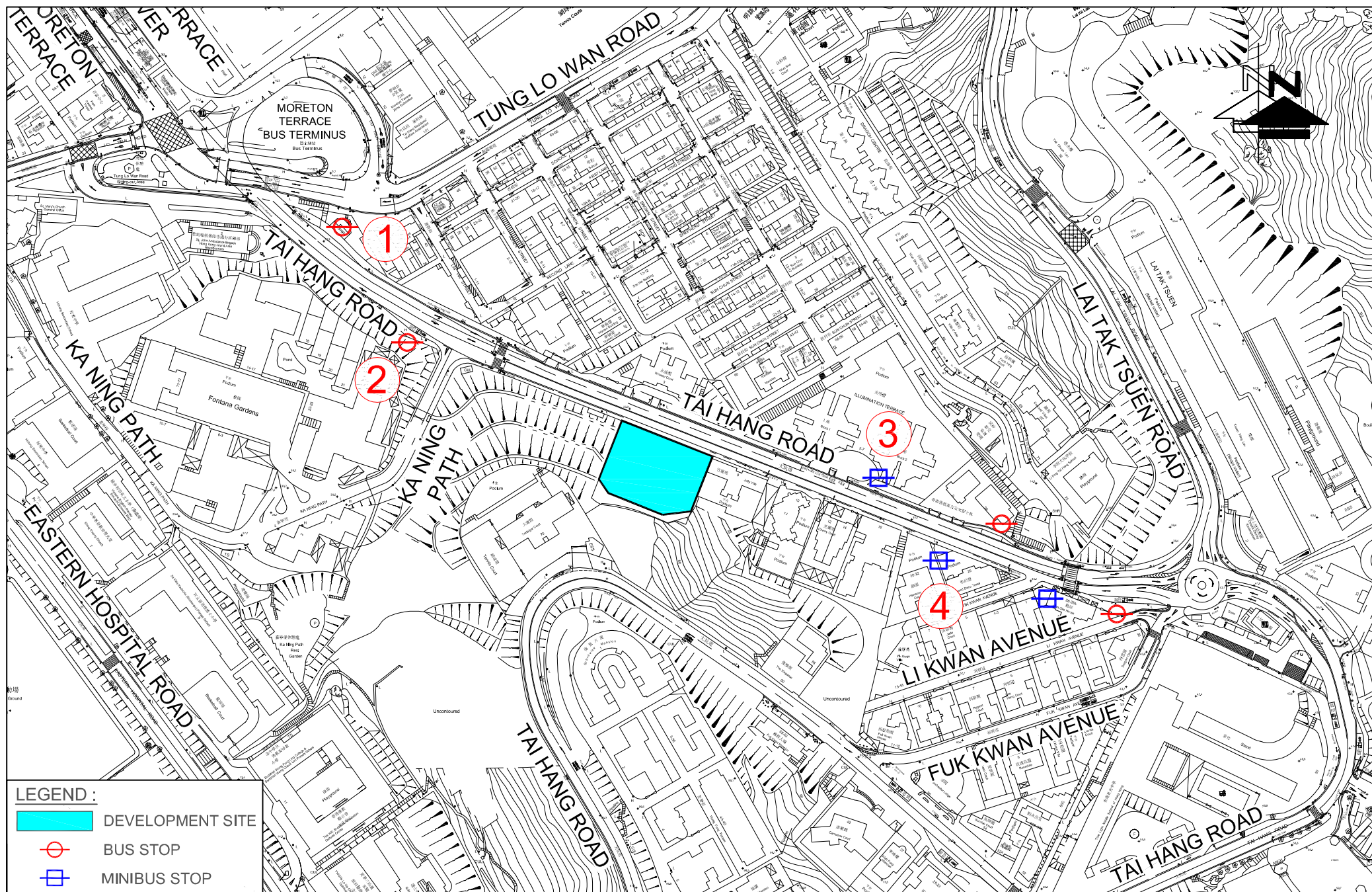
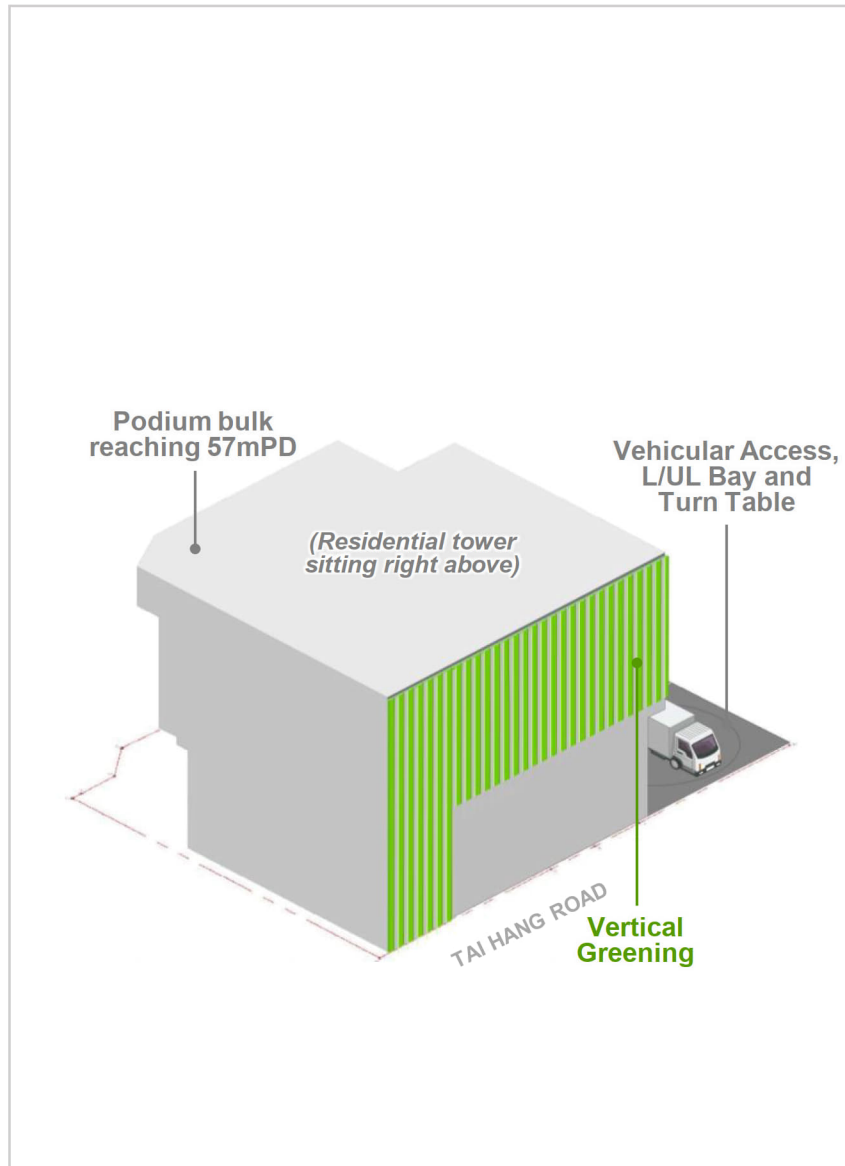


FIGURE NO.:	A1	PROJECT TITLE:	Residential Redevelopment at Nos 4-4C Tai Hang Road, Hong Kong	 CTA Consultants Limited 志達顧問有限公司
PROJECT NO.:	26021HK	DRAWING TITLE:	INDEX PLAN OF PUBLIC TRANSPORT ASSESSMENT	
SCALE:	1 : 2500 @A4	DATE:	23 JUL 2026	

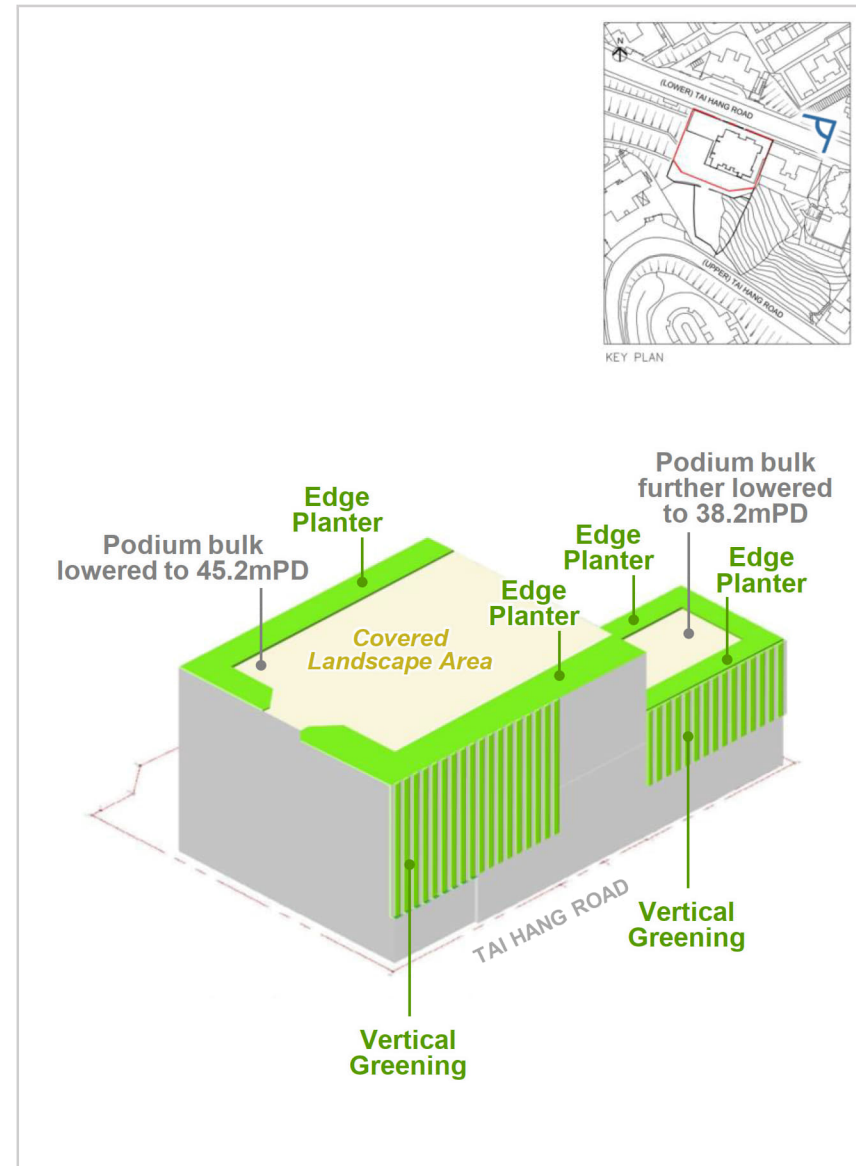
Attachment 2

Illustrative Diagram Comparing the Podium Bulk and Vertical Greening of the Approved Scheme and the Proposed Scheme

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



Proposed Scheme



This illustrative diagram is for indicative purpose only. The landscape design for the edge planter and vertical greening will be subject to detailed development at a later stage.

Title

Comparison of Podium Bulk and Vertical Greening
of the Approved Scheme and the Proposed Scheme

Checked	DH	Drawn	PW
Rev	0	Date	Jul 2026
Scale		Figure	