

28 August 2026

The Secretary
Town Planning Board
c/o Planning Department
15/F North Point Government Offices
333 Java Road
Hong Kong

By Hand and By Email

Dear Sir

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)

Reference is made to the Further Information (FI) submitted to the Town Planning Board on 7 August 2026 enclosing a Traffic Impact Assessment (TIA).

Further to the above-mentioned FI, the Applicant has been closely liaising with the Transport Department (TD), and has received TD's minor comments on removing the left-turn restriction from the proposed development for vehicles larger than 7m. Accordingly, relevant paragraphs and annotations on the diagrams in the TIA have been updated. The replacement pages of the TIA are enclosed in **Attachment 1**. Other parts in the previously submitted planning statement/R-to-C do not need to be updated.

Please note that the current submission is made mainly to provide minor textual and graphical updates in the TIA to reflect the removal of the aforementioned left-turn restriction. As there are no changes to the development parameters and no revised calculations or reassessments involved, we sincerely request that the captioned application be considered by the Board as soon as practicable.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact [REDACTED]

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd



Winnie Wu
Planning Director

WW/jc
Encl

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cc
DPO/HK

Attn: Mr Tony Yip / Ms Farica Ng / Mr Michael So (by email)

[REDACTED]

**Attachment 1 –
Replacement Pages of the Traffic Impact Assessment**

LIST OF FIGURES

Figure 1.1	Site Location Plan
Figure 2.1	G/F Layout Plan
Figure 2.2	1/F Layout Plan
Figure 2.3	2/F Layout Plan
Figure 2.4	3/F Layout Plan
Figure 2.5	5/F Layout Plan
Figure 2.1 (SP1)	G/F Layout Plan (Swept Path Analysis of 11m HGV)
Figure 2.5 (SP1)	5/F Layout Plan (Swept Path Analysis of Private Vehicle)
Figure 2.5 (SP2)	5/F Layout Plan (Swept Path Analysis of Private Vehicle)
Figure 2.5 (SP3)	5/F Layout Plan (Swept Path Analysis of Private Vehicle)
Figure 2.5 (SP4)	5/F Layout Plan (Swept Path Analysis of Private Vehicle)
Figure 2.6 (SP1)	G/F Layout Plan (Swept Path Analysis of 8m Lorry)
Figure 3.1	Identified Critical Junctions
Figure 3.2	Existing Junction Layout of Causeway Road / Irving Street / Leighton Road / Tung Lo Wan Road (J1)
Figure 3.3	Existing Junction Layout of Tung Lo Wan Road / Ka Ning Path / Eastern Hospital Road (J2)
Figure 3.4	Existing Junction Layout of Causeway Road / Moreton Terrace (J3)
Figure 3.5	Existing Junction Layout of Tung Lo Wan Road / Moreton Terrace (J4)
Figure 3.6	Existing Junction Layout of Tai Hang Road / Pedestrian Crossing near Ka Ning Path (J5)
Figure 3.7	Existing Junction Layout of Tai Hang Road / Lai Tak Tsuen Road / Fuk Kwan Avenue / Li Kwan Avenue (J6)
Figure 3.8	Existing Junction Layout of Gloucester Road / Kingston Street (J7)
Figure 3.9	Existing Junction Layout of Gloucester Road / Great George Street (J8)
Figure 3.10	Existing Junction Layout of Tai Hang Road / Broadwood Road (J9)
Figure 3.11	2026 Observed Traffic Flows
Figure 4.1	Planned / Potential Future Development in the Vicinity

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The Application Site is situated at Nos. 4 - 4C Tai Hang Road, Hong Kong. The location of the proposed development is shown in **Figure 1.1**.

2.2 Proposed Development

2.2.1 The proposed development parameters are summarized in below **Table 2.1**.

Table 2.1 Proposed Development Parameters

	Approved Scheme (A/H6/91)	Proposed Scheme	Difference
Site Area (R(B))	1,711 m ²	1,711 m ²	-
Plot Ratio	5.687	5.687	-
Total Gross Floor Area (GFA)	9,730.12 m ²	9,730.12 m ²	-
Proposed Usage	Residential	Residential	-
Nos. of Unit	61	176	+115
No. of Block	1	1	-
Average Flat Size	159.5 m ²	55.3m ²	-104.2 m ²

2.3 Development Access

2.3.1 The proposed vehicular access to the proposed development is located at Tai Hang Road. To facilitate the vehicle egress, it is proposed to revise the double white line outside the proposed development as shown in **Figure 2.1**.

2.4 Internal Transport Facilities Provisions of Proposed Development

2.4.1 The provision of internal transport facilities will make reference to the requirements of the Binding Basic Terms Offer (BBTO) from DLO. The following **Table 2.2** summarizes the required internal transport facilities provision for the proposed development.

Table 2.2 Internal Transport Facilities Provision required under the Binding Basic Terms Offer (BBTO) from DLO

Proposed Development			Parking Requirement		Loading/Unloading Requirement	
			Private Car Parking Space		Motorcycle Parking Space	Loading / Unloading Bay for Goods Vehicles
Private Housing	GFA	No. of Flat	Requirement	No. of CPS	1 space for every 100 residential units	1 space for every 800 residential units. Minimum of 1 bay for each block
	FS ≤ 40	54	1 space for every 13.3 residential units	5		
	40 < FS ≤ 70	108	1 space for every 5.6 residential units	20		
	70 < FS ≤ 100	0	1 space for every 2.8 residential units	0		
	100 < FS ≤ 130	12	1 space for every 1.6 residential units	8		
	130 < FS ≤ 160	0	1 space for every 1.2 residential units	0		
	160 < FS	2	1 space for every 1.0 residential units	2		
	Sub-Total	176	35			
	Visitor (1 Block)		5 space for above 75 residential units			
		5				
Total (Required)			40 ⁽¹⁾		2	1 (HGV)
Total (Provided)			42 ⁽²⁾⁽³⁾		2	1 (HGV)

Notes: (1) Including 1 accessible car parking space (2) Including 2 accessible car parking space

(3) Flexibility of residential parking space ±5% & additional ±5% under the BBTO

2.4.2 The indicative layout plan of proposed internal transport facilities is shown in **Figures 2.1 to 2.5**. Swept path analysis are shown in **Figures 2.1 (SP1)**, and **2.5 (SP1) to 2.5 (SP4)**.

2.4.3 In practice, trucks of about 8 meters long for residents' home moves are commonly used. Therefore, a swept path analysis (as shown in **Figure 2.6 (SP1)**) has been conducted and it is suggested that modification of the existing double white lines road markings shall be made to facilitate the vehicular egress. Exact details of modifications will be agreed with relevant departments during detailed design stage.

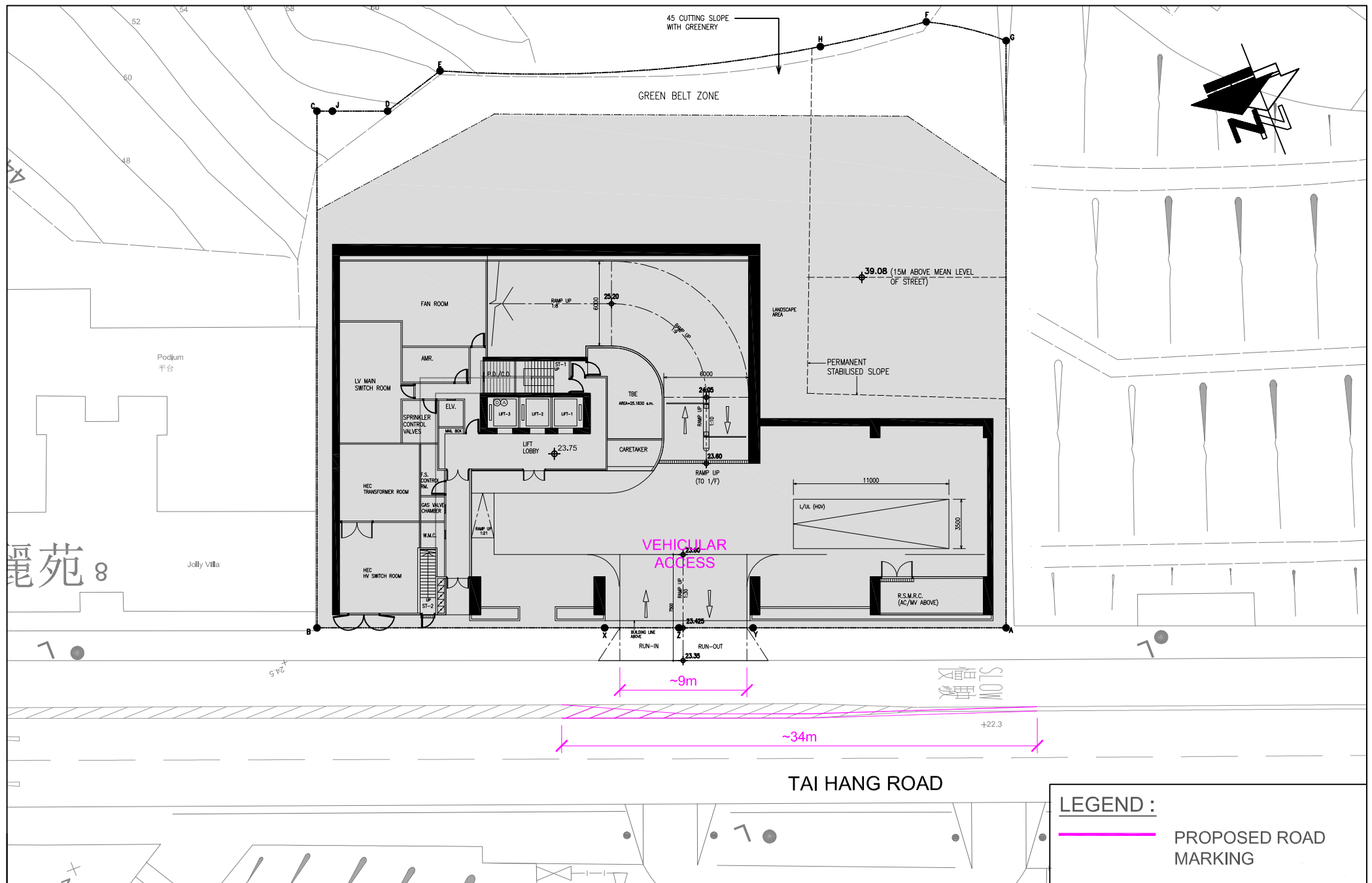
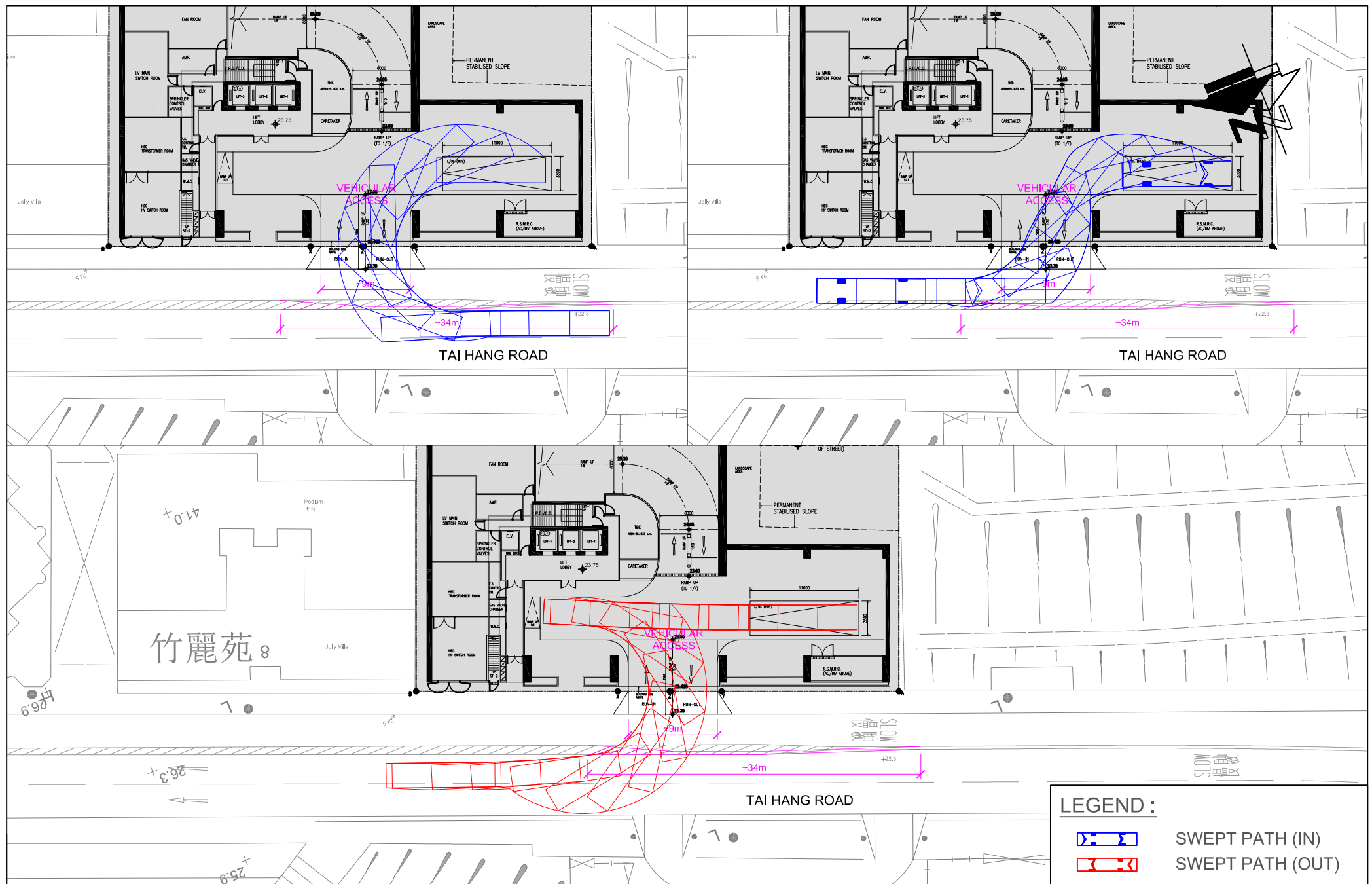


FIGURE NO.: 2.1	PROJECT TITLE: Residential Redevelopment at Nos 4-4C Tai Hang Road, Hong Kong	LEGEND :  PROPOSED ROAD MARKING  CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 26021HK	DRAWING TITLE: G/F LAYOUT PLAN	
SCALE: 1 : 350 @A4	DATE: 26 AUG 2026	



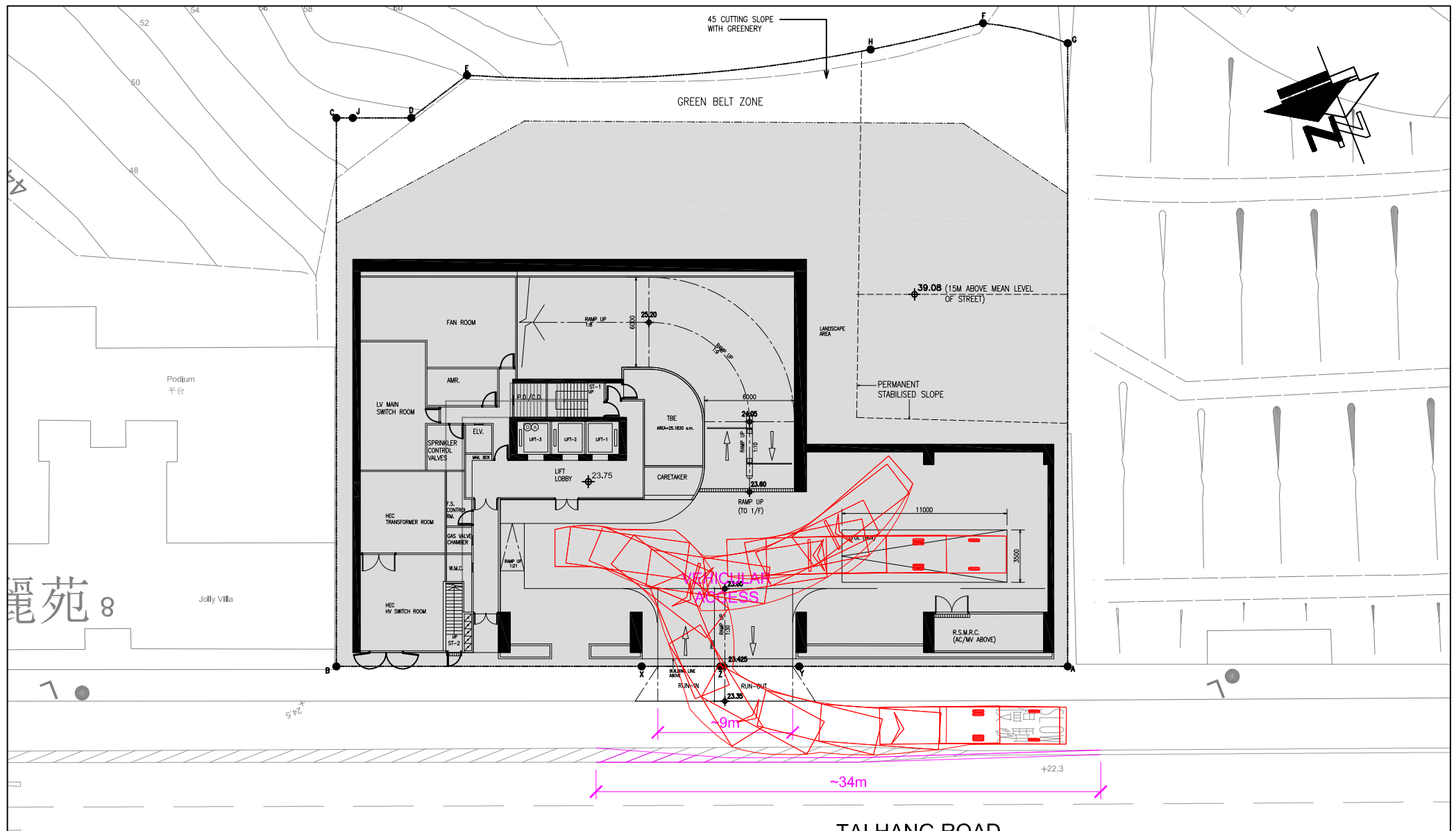


FIGURE NO.: 2.6 (SP1) PROJECT NO.: 26021HK SCALE: 1 : 350 @A4 DATE: 27 AUG 2026	PROJECT TITLE: Residential Redevelopment at Nos 4-4C Tai Hang Road, Hong Kong DRAWING TITLE: G/F LAYOUT PLAN (SWEEP PATH ANALYSIS OF 8m LORRY)	LEGEND : - SWEPT PATH (IN) - SWEPT PATH (OUT) CTA Consultants Limited 志達顧問有限公司
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