

9 September 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 captioned application submitted to the Town Planning Board (the Board) on 11 May 2026 and the subsequent submissions of Further Information (FI) made in July to August 2026.

Further to the abovementioned FI submissions, the Applicant wishes to submit herewith the followings for the Board's consideration:

- As requested by the Hong Kong District Planning Office (DPO/HK), a responses-to-comments (RtoC) table (see **Attachment 1**) is enclosed to address the latest public comments received;
- In response to the latest comment from DPO/HK, a RtoC table (see **Attachment 2**) is enclosed to provide minor clarification on the proposed plant species;
- Replacement pages of the Planning Statement (see **Attachment 3**) are enclosed to provide minor textual rectification to tally with the information submitted under the previous FIs; and
- Correspondence with the Transport Department (TD) endorsing the traffic forecast for the previously submitted Environmental Assessment (EA) is enclosed in **Attachment 4** for record purpose.

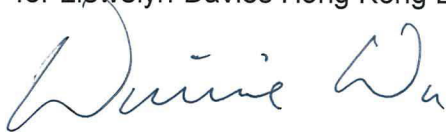
Please note that the current submission is made mainly to provide minor clarifications. As there are no changes to the development parameters and no revised calculations or reassessments involved, we sincerely request that the captioned application be considered by the Board as originally scheduled on 25 September 2026.

.../2

Town Planning Board
Page 2 of 2
9 September 2026

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

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd



Winnie Wu
Planning Director

WW/jc
Encl

S:\13645 Tai Hang Road 4-4C (2026)\04. FIFI 6\20260909r_FI 6 Cover Letter_Tai Hang Rd.doc

cc
DPO/HK

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

Attachment 1 –

Responses to Public Comments

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 Public Comments

	Public Comments	Responses to Comments
Traffic Aspect		
1.	The revised TIA failed to reflect the actual traffic condition along Tai Hang Road, particularly it does not reflect the queue spillback from the Gloucester Road and Causeway Road during the peak hours.	As demonstrated in the submitted TIA, trip generation for the proposed development is low and will not have a significant impact on the surrounding road network. Besides, based on on-site observations, while there are vehicles waiting at the junctions during red lights, traffic is cleared when the lights turn green. No queue spillback from Gloucester Road and Causeway Road are observed.
2.	Despite the revised TIA reveals that minimal impact on local traffic and public transportation is anticipated, it is suggested to take actual and detailed survey during hours (i.e 7a.m. to 9a.m. during weekdays) to investigate how heavy the traffic is along Tai Hang Road. For example, people failed to get on the bus at the bus stop near Fortuna Garden during peak hours.	Please note that the traffic survey has already covered the periods from 07:00 to 09:30 and from 17:30 to 19:30 to obtain the critical AM and PM peak hours for the traffic assessment in the submitted TIA. The assessment results indicate that the surrounding roads and key junctions will operate with ample capacity during both AM and PM peaks in the design year. Based on the traffic survey and on-site observations, there is still available bus capacity, and no passengers failed to board the bus.
3.	What is the rationale of considering '7:45 a.m. to 8:00 a.m.' and '18:10 p.m. to 18:25 p.m.' as peak hours? According to on-site observation, traffic congestion occurs at the roundabout near the intersection between Tai Hang Road and Lai Tak Tsuen during the after-school hours at either 'noon' or 'afternoon'.	As the proposed development is a residential building, its peak trip generation will occur during the AM and PM peaks. Traffic generation during other periods will be minimal, resulting in no significant impact on the road network during those times. Also, as demonstrated in the submitted TIA, residents of the proposed development will utilize their nearest bus stop near Fortuna Garden. The boarding/alighting at the bus stop near the roundabout will therefore not be affected. Based on on-site observations, the

	Public Comments	Responses to Comments
		roundabout is operating smoothly during peak hours. Although the traffic light near the roundabout outside Kan Oke House will hold traffic movement during red lights, traffic is quickly cleared when the lights turn green.
4.	There is an interface issue between pedestrians and road users posing safety risk.	As demonstrated in the submitted TIA, the pedestrian flow adjacent to the site is low, even when accounting for the pedestrians generated by the proposed development in the design year. Moreover, a signalized pedestrian crossing is provided near the site, allowing pedestrians to safely cross the road. Railings are also provided along Tai Hang Road, safeguarding both pedestrians and road users.
Geotechnical Aspect		
5.	The proposed development with relaxation of plot ratio will overload the slope and lead to possible landslides, posing significant danger to the neighbourhood.	Stability checking for the adjacent slopes has already been conducted, demonstrating that the slopes will meet the slope safety standard upon completion of the development. The relevant design checking has been accepted by the Building Authority.
6.	The Applicant shall assess the effect of climate change and frequent rainstorms on slope stability.	The slope stability checking has already taken into account the effects of extreme rainfall from climate change, with the consideration of an elevated groundwater level. The slope drainage design has also duly considered the effects of climate change according to the relevant guidance notes.
7.	The Applicant shall submit a thorough geotechnical assessment to ensure the geotechnical feasibility of the development.	A geotechnical assessment report has been separately submitted under GBP submission, which demonstrated the geotechnical feasibility of the development. The site formation and foundation design has also been accepted by the Building Authority.

	Public Comments	Responses to Comments
Landscape Aspect		
8.	Layout plan of the proposed vertical greenery and its associated management and maintenance arrangement are not included in the 2nd FI submission. The feasibility of the proposed greenery is doubted by the surrounding neighbourhood.	Details of greenery provision (including vertical greenery (VG)) will be provided at GBP submission stage. The management and maintenance (M&M) of greenery will be undertaken by the Applicant (and by the estate management in future). Regarding concerns on the feasibility of the proposed greenery, please be reassured that the Applicant has relevant practical experience in the M&M of greenery including VG.

Attachment 2 –

Response to Departmental Comment

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 Comment

	Departmental Comment	Responses to Comment
Comments of Planning Department – Hong Kong District Planning Office		
1.	In your RtoC in FI(3), it is noted that reference would be made to the “Pictorial Guide to Plant Resources for Skyrise Greenery in Hong Kong” to select suitable plant species for the proposed vertical greening and landscaped areas. Please specify the species intended to be planted.	According to the Pictorial Guide to Plant Resources for Skyrise Greenery in Hong Kong, some suitable climber species for vertical greening include <i>Antigonon leptopus</i> , <i>Pyrostegia venusta</i> and <i>Quisqualis indica</i> , whereas some suitable shrub species for the landscape areas are <i>Aglaia odorata</i> , <i>Ixora coccinea</i> , and <i>Schefflera arboricola</i> ‘ <i>Variegata</i> ’. The Applicant will further review and select appropriate species at the detailed design stage.

Attachment 3 –

Replacement Pages of the Planning Statement

Remarks:

- (1) Excluding transfer plate.
- (2) Based on a person-per-flat ratio of 2.7 for Wan Chai District as per the 2016 Population By-census.
- (3) Based on a person-per-flat ratio of 2.6 for Wan Chai District as per the 2021 Population Census.
- (4) Not less than 1m² per person according to HKPSG.
- (5) The clubhouse GFA is not more than 5% of the domestic GFA and is exempted from GFA calculation.

2.2 Proposed Amendments to the Approved Scheme

- 2.2.1 The indicative plans and sections of the Approved Scheme are enclosed in **Appendix A** for reference. The proposed amendments to the Approved Scheme under the current application are summarised as follows:

Increase in Number of Units

- 2.2.2 In response to the to the latest market trend and to address the continuous housing demand in Hong Kong, the Applicant has taken the opportunity to review the development proposal at the Application Site. Under the Proposed Scheme, the internal layout and flat mix have been adjusted, resulting in an increase the number of units from 61 to 176.

Adjustments to Carparking Provision

- 2.2.3 Along with the changes in the number of units and flat mix, adjustments have been made to the carparking provision accordingly. In accordance with the requirements under the Binding Basic Terms Offer, the Proposed Scheme will provide 42 private car parking spaces, 2 motorcycle parking spaces and 1 loading / unloading bay for goods vehicles, based on the current tentative flat mix. The carpark layout has also been updated accordingly.

Provision of Private Open Space

- 2.2.4 With the increase in number of units in the Proposed Scheme, the population is anticipated to increase from about 165 to about 458. Hence, private open space provision is adjusted correspondingly from not less than 165m² to not less than 458m² as per the open space requirement in the Hong Kong Planning Standards and Guidelines (HKPSG) i.e. not less than 1m² of communal open space provision per resident.

of the Approved Scheme are considered still valid and applicable to the Proposed Scheme, and the Proposed Development would not be subject to adverse air quality impacts.

3.4 Sewerage Consideration

3.4.1 A Sewerage Impact Assessment (SIA) has been conducted to assess the potential sewerage impacts of the Proposed Scheme. Details of the SIA are provided in **Appendix D**.

3.4.2 According to the SIA, the contribution of sewage generation from the proposed development to the existing sewerage system is insignificant, which takes up only 0.005% of the capacity of the Stonecutters Island Sewage Treatment Works (SCISTW). The SCISTW remains with generous capacity to cater for the increase in sewage generation. In this connection, no adverse sewerage impact is anticipated.

3.5 Drainage Consideration

3.5.1 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.

3.6 Geotechnical Consideration

3.6.1 According to the updated Geotechnical Statement (GS) under **Appendix E**, the development would result in negligible effect to the slope features and existing ground anchors, and is considered acceptable from geotechnical engineering point of view.

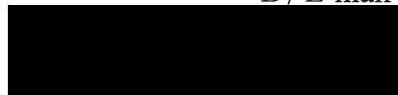
Attachment 4 –

**Correspondence with the Transport Department
Endorsing the Traffic Forecast for the Previously
Submitted Environmental Assessment**

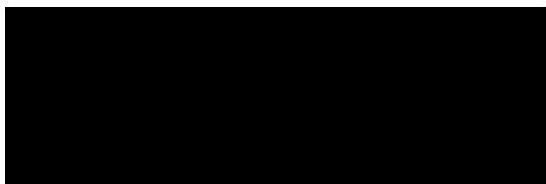


Our Ref: 26021HK/hor/wkk/03

By E-mail



2 September 2026



Attn: Mr. Calvin Chiu/ Mr. Billy Fan

Dear Calvin/Billy,

**Section 16 Planning Application for Proposed Amendments to an Approved Scheme
(under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction
Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong
Technical Note on Methodology for Estimating Traffic Forecasts for
Traffic Noise Impact Assessment (TNIA)
(Application Number: A/H6/97)**

We refer to the endorsement email from Transport Department dated 2 September 2026 regarding to the captioned subject as per attached.

We write to confirm that that Transport Department's endorsed methodology report has been strictly adopted in preparing the traffic forecast for the Environmental Assessment Report prepared by Ramboll Hong Kong Ltd.

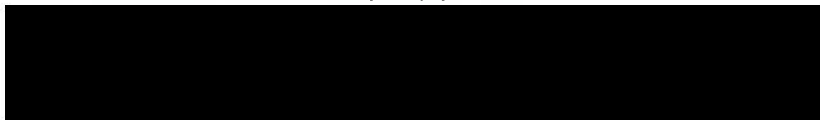
Should you have any queries or require further information, please do not hesitate to contact the undersigned or 

Yours faithfully,
For and on behalf of the
CTA Consultants Limited



Horace Mak
Director

Encl.



Coco Ma

From: [REDACTED]
Sent: 02 September 2026 17:22
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: 回覆: 回覆: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)
Attachments: 26021HK - R to C_2026.8.28.pdf; 26021HK - Technical Notes for TNIA_2026.8.28.pdf

Dear Sammy,

This department has no comment on the methodology of the traffic forecast for TNIA from traffic engineering point of view.

Regards,
Daniel WONG
E/SD, TE/HK

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Date: 28-08-26 11:40 AM
Subject: 回覆: 回覆: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

Dear Daniel,

Please find attached the response to comments and the revised technical note for your review and consideration. Thank you.

Best Regards,

W K Kwong

[REDACTED]



寄件者: [REDACTED]
寄件日期: Monday, 24 August 2026 5:42 pm
收件者: [REDACTED]
副本: [REDACTED]
主旨: Re: 回覆: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

Dear Mr Kwong,

1. Please include the traffic survey conducted to observe the existing traffic.
2. Please advise how the HV% was built up in your analysis of traffic forecast in 2045 in Appendix A.
3. As the TIA has not been finalized, the applicant shall continue to address our comments on the TIA and update the traffic forecast for this TNIA as necessary.

Regards,
Daniel WONG
E/SD, TE/HK

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Date: 07-08-26 11:27 AM
Subject: 回覆: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

Dear Daniel,

I have just tried calling you but was unable to reach you.

We would be grateful if you could provide your comments on the TIA, if any, regarding the captioned subject.

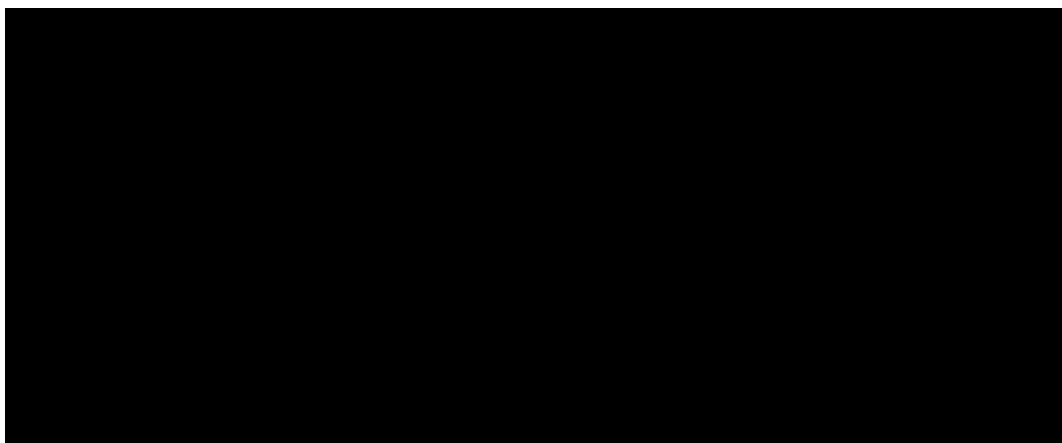
The submitted TIA and R to C (F11 and F12) are attached for your easy reference.

Many Thanks.

Best Regards,

W K Kwong

Chief Traffic Engineer



寄件者: [Redacted]

寄件日期: Thursday, 11 June 2026 5:09 pm

收件者: [Redacted]

副本: [Redacted]

主旨: 回覆: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

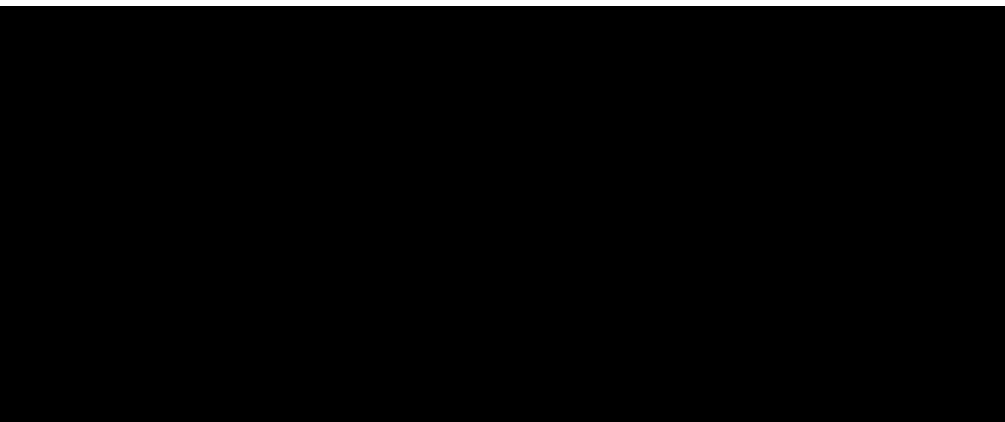
Dear Daniel,

As discussed, please find attached the full version of BBTO for your information. Thank you.

Best Regards,

W K Kwong

Chief Traffic Engineer



寄件者: [Redacted]

mailto:[Redacted]

寄件日期: Thursday, 11 June 2026 3:58 pm

收件者: [Redacted]

副本: [Redacted]

主旨: 回覆: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

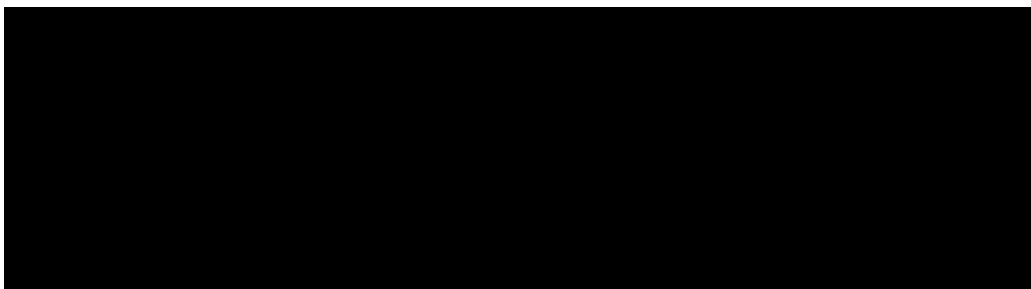
Dear Daniel,

Please find attached the parking requirement extracted from BBTO for your vetting. Thank you.

Best Regards,

W K Kwong

Chief Traffic Engineer



[REDACTED]

寄件者: [REDACTED]
寄件日期: Thursday, 11 June 2026 3:44 pm
收件者: [REDACTED]
副本: [REDACTED]
主旨: Re: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

Dear Mr Kwong,

Thanks for your quick response.

I note that your internal facilities provision is based on the BBTO. Could you please provide the relevant lease documents for our further vetting?

Regards,
Daniel WONG
E/SD, TE/HK

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Date: 11-06-26 11:52 AM
Subject: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

Dear Daniel,

Further to our tele-conversation just now, please find attached the TIA and PlanD's approval letter for the previous S16 Application (A/H6/91) for your reference. Thank you.

Best Regards,

W K Kwong

Chief Traffic Engineer

寄件者: [REDACTED]
mailto:w[REDACTED]
寄件日期: Wednesday, 10 June 2026 4:53 pm
收件者: [REDACTED]
副本: [REDACTED]
主旨: 回覆: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

Dear Daniel,

Further to our tele-conversation just now, please find attached the submitted TIA and the technical note for traffic forecast for TNIA for your easy reference. Thank you.

Best Regards,

W K Kwong

Chief Traffic Engineer

[REDACTED]

寄件者: [REDACTED]
mailto: [REDACTED]
寄件日期: Friday, 22 May 2026 2:38 pm
收件者: [REDACTED]
副本: [REDACTED]
主旨: S16 Application for 4, 4A, 4B and 4C Tai Hang Road - Traffic Forecasts for TNIA (Application Number: A/H6/97)

Dear Mr. Wong,

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

Technical Note on Methodology for Estimating Traffic Forecasts for

Traffic Noise Impact Assessment (TNIA)

(Application Number: A/H6/97)

We, CTA Consultants Ltd., are commissioned as the Traffic Consultant for the captioned project.

The Traffic Noise Impact Assessment for the captioned development has already been submitted by environmental consultant to Environmental Protection Department (EPD). Written endorsement from your Department on the use of the predicted traffic flow adopted for TNIA purpose is required. Therefore, we are pleased to submit herewith a technical note which summarizes the methodology and results of the traffic forecasts for TNIA for your kind consideration and approval.

The proposed development is targeted to be completed by 2030 tentatively and therefore years 2045 traffic forecasts (i.e. OP of the proposed development at year 2030 + 15 years) are required for the TNIA.

Thank you very much for your kind assistance and we are looking forward to hearing your favourable reply at your earliest convenience. Should you have any queries or require further information, please feel free to contact the undersigned or our [REDACTED].