Patchway Holdings (HK) Limited

銅鑼灣 Causeway Bay

Submission of Layout Plan and Application for Commercial Development on IL No. 8945 Causeway Bay, Hong Kong

A/H7/188 Further Information 2

Planning Statement

Urbis Limited 雅邦

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Patchway Holdings (HK) Limited

Submission of Layout Plan and Application for Commercial Development on IL No8945 Causeway Bay, Hong Kong under s16 of the Town Planning Ordinance (Cap.131)

Planning Statement

Document No. 005

URBIS Limited

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In association with
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Executive Summary

This planning application relates to Inland Lot No. 8945, Caroline Hill Road, Causeway Bay, Hong Kong. It is prepared and submitted under Section 16 of the Town Planning Ordinance (Cap.131) on behalf of Patchway Holdings (HK) Limited (the Applicant), to seek approval from the Town Planning Board (TPB/the Board) for amendment of an approved Layout Plan for a proposed commercial and social welfare facility project.

The Application Site is zoned "Commercial (2)" ("C(2)") on the approved Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/21. It covers the majority of the "C(2)" zone in the OZP and has an area of about 14,802m^2. All the proposed uses in the approved Layout Plan, including 'Office', 'Shop and Services', 'Eating Place', 'Social Welfare Facility', 'Public Clinic', 'Place of Recreation, Sports or Culture', 'Public Transport Terminus or Station' and 'Public Vehicle Park (excluding container vehicle)', are Column 1 uses which are always permitted in the "C(2)" zone. According to the Remarks of the Notes of the "C(2)" zone in the OZP, for any new development within the zone, a Layout Plan shall be submitted for the approval of the Board.

A Layout Plan for the Application Site submitted as a Section 16 application (No. A/H7/181) was approved by the TPB on 6 May 2022. The approved Layout Plan (the 'Approved S16 Scheme') includes three commercial towers, comprising social welfare facilities, which include a Child Care Centre (CCC), a Day Care Centre for the Elderly (DE) and a District Health Centre (DHC), as well as commercial uses and performing arts and cultural facilities (PACF). The 2/F podium and Landscape Bridge, together with a public open space (POS) in the form of a semi-internal corridor, and an area around the Old and Valuable Tree (OVT) (Registration No. LANDSD(LEASED) WCH/1)(Previous Registration No. HKP WCH/1) on G/F, will provide a POS of at least 6,000m^2 in total, as required in the Notes of the OZP. The approved Project will yield a total of 102,000m^2 countable GFA, the maximum allowable under the OZP.

Subsequent to the approved Section 16 application, a Section 16A application (No. A/H7/181-2) for amendments to the approved Layout Plan (the 'Approved S16A Scheme') was approved by the Director of Planning, under the delegated authority of the TPB, on 29 May 2025. It included the following three Class B amendments as defined by the TPB Guidelines for Class A and Class B amendments to Approved Development Proposals (TPB PG-No.36C):

- Changes in the size of the setback at 2/F of Tower 3 from northeastern site boundary;
- Changes in the location of Government, Institution or Community (GIC) facilities, including the PACF (Towers 1 & 2) and the CCC, DE and DHC (Tower 3); and
- Changes in the location and layout of private and public car parks, car park for GIC facilities with its designated drop-off, loading/ unloading areas, internal roads and light buses lay-bys on B4-5/F, B3/F, B2/F and B1/F.

In addition to the above, the Section 16A application included a number of Class A amendments to the Approved Development Proposal - which do not require permission from either the TPB or their delegated authority.

This Application (for 'the Current Scheme') proposes *one material change* to the Approved S16A Scheme as follows:

The Application Site contains a large Fig tree (*Ficus elastica*) abutting Leighton Road, partly supported by an existing masonry wall. Although affected by Brown Root Rot Disease (BRRD), the tree is recognized by Government as an OVT (Registration No. LANDSD(LEASED) WCH/1). A tree protection zone (TPZ), which is currently covered by an extensive hard, impermeable concrete slab, is identified in the Lease. In the previous approved Section 16 and Section 16A applications for this project, a 'Banyan Garden' surrounding the OVT, along with an entrance plaza and internal street, were proposed as part of the POS at the G/F level.

According to a more detailed analysis of the OVT's condition undertaken by an Independent Tree Specialist, Professor Jim Chi Yung, BH, JP, the tree's crown vitality is declining and its root health is under stress. It has developed a sprawling horizontal canopy with extensive aerial roots due to its site constraints. Its growth is severely limited by:

- A shortage of open, good-quality soil;
- A high proportion of the TPZ being compacted and sealed over with impermeable paving; and
- Chronic soil compaction and reduced root aeration.

Without intervention, its long-term prognosis is poor, and it is unlikely to maintain good performance for more than a few decades.

Through collaboration with the independent tree specialist, landscape architects, architects, and structural engineers, an enhanced scheme for this area has been developed to achieve a win-win solution between tree preservation and public interest. In particular, the current approach will:

- Protect and Rehabilitate the OVT;
- Enhance Public Access and Enjoyment at the POS; and
- Enhance Cultural Placemaking.

The Current Scheme introduces three soil-rooting zones within the TPZ. Each zone will receive different treatments to maximise its capability to improve the OVT's growth in the long run. This approach responds to the OVT's declining growth, severely degraded site conditions, and an unfavourable long-term prognosis. Its greatest constraints, including an acute shortage of open soil, poor soil quality, and a TPZ largely covered by highly compacted and impermeable paving, have severely limited the tree's vitality. To address these entrenched challenges, the Current Scheme proposes to enhance the soil area, volume, and quality, giving the tree a new lease of life.

During the detailed design stage, it became evident that the previous Approved S16 Scheme would significantly limit the area of POS accessible by the public as it would require physical barriers including perimeter balustrades, which fully restrict public access to the Banyan Garden's lawn area, to prevent potential BRRD spread. The Current Scheme achieves a superior balance by a co-use arrangement within part of the TPZ: a surface will form part of the TPZ to serve as a civic plaza, whilst the space underneath will be filled with high-quality, uncompacted soil to encourage optimal root development. This innovative, science-based arboricultural intervention not only rehabilitates the OVT, but also demonstrates how valuable urban land resources can achieve public amenity and heritage tree conservation purposes. It represents a model for urban forestry and sustainable development in Hong Kong's dense core, striking a careful balance between preservation and public benefit.

The Current Scheme will offer an opportunity for users to experience the magnificent tree in close proximity and provide a flexible and multi-functional open space beneath it. This space has the potential for positive community and placemaking benefits as a space for temporary non-commercial cultural events and activities. This ensures the tree remains not only a natural heritage landmark but also a living element of the public's collective memory.

In addition to the amendment to the Banyan Garden, this application proposes the *following minor amendments* to the Approved S16A Scheme:

(1) As detailed architectural design has continued to develop, the location of POS, as well as the distribution of areas between covered and non-covered POS needs to be slightly amended. The total area of POS provided remains unchanged;
(2) The design development of the POS during detailed design stage has resulted in the need for an amendment to the soft and hard landscape design of the POS at 2/F from that shown in the Approved S16A Scheme; and

(3) As agreed with relevant Government departments during detailed design stage, the provisions of loading/unloading area and lay-by are slightly amended to tally with the approved General Building Plans (GBPs) whilst the total number of provisions remains unchanged.

The technical assessments carried out for the two approved schemes are, to a large extent, applicable to the Current Scheme, with minor updates where necessary to account for the Current Scheme.

In summary, as with the Approved S16 Scheme and the Approved S16A Scheme, the Current Scheme proposed by the Applicant:

- fulfills the requirements of layout plan submission under Remarks of the Notes of the "C(2)" zone on the approved Wong Nai Chung OZP No. S/H7/21;
- complies with material requirements and development parameters of the approved Wong Nai Chung OZP No. S/H7/21;
- preserves designated features of historical and natural value located on the site;
- results in an enhanced provision and distribution of POS;
- aligns with Government policy objectives in fostering arts, culture and tourism development;
- enhances air ventilation through building design and layout;
- enhances pedestrian connectivity to the surrounding area and walkability in the wider area;
- integrates the required GIC facilities with the commercial Project for the benefit of the public;
- alleviates traffic congestion in the area through incorporation of the gazetted 'Proposed Road Improvement Works at Caroline Hill Road, Link Road, Hoi Ping Road and Leighton Road'; and
- poses no insurmountable adverse impacts in terms of technical aspects.

However, importantly, this Application for the Current Scheme **provides significant enhancements** to the Approved S16A Scheme. Specifically it:

- protects and rehabilitates the OVT through different treatments within the three soil-rooting zones;
- allows the public to enjoy the POS at the TPZ; and
- includes an enhanced cultural placemaking proposal furthering community cultural and arts enjoyment of the Banyan Garden (when compared to both approved schemes).

In light of the abovementioned merits of the proposed changes proposed to the Approved S16A Scheme, favourable consideration of this application is respectfully requested from the Town Planning Board for the Current Scheme, as set out in this Layout Plan.

內容摘要

（內容如有差異，請以英文版本為準）

本規劃申請位於銅鑼灣加路連山道內地段 8945 號，博威控股 (香港)有限公司(下稱「申請人」）現按第 131 章城市規劃條例第 16 條，向城市規劃委員會(下稱「城規會」）提交對已核准發展藍圖的修訂以供核准，以發展商業、社會福利設施項目。

申請地點位於黃泥涌分區計劃大綱核准圖編號 S/H7/21(下稱「大綱圖」）的「商業（2）」地帶，並覆蓋「商業（2）」地帶大部分範圍，面積為 14,802 平方米。 已核准發展藍圖中的所有擬議用途，包括「辦公室」、「商店及服務行業」、「食肆」、「社會福利設施」、「政府診所」、「康樂文娛場所」、「公共車輛總站或車站」及「公眾停車場（貨櫃車除外）」，皆為「商業（2）」地帶內經常准許的第一欄用途。根據大綱圖內有關「商業（2）」地帶下註釋的備註，在地帶範圍內，任何新發展或現有建築物的重建，都必須提交一份發展藍圖，以供城規會核准。

根據第 16 條提出規劃許可申請（編號：A/H7/181）的發展藍圖已於 2022 年 5 月 6 日獲城規會批准。已核准發展藍圖 (即「已批准的 S16 方案」）包括三座商業大樓，設有社會福利設施，包括一間幼兒中心、一間長者日間護理中心及一間地區康健中心，以及商業用途和演藝及文化設施。已核准發展藍圖的二樓平台上的休憩用地將設有蓋景觀橋，橫跨地盤內的擬議道路，並延伸至通往利園六期的擬議行人天橋。已核准發展藍圖包括於二樓平台及有蓋景觀橋、地面的綠走廊及近古樹名木的範圍提供約 6,000 平方米作公眾休憩用地，以符合大綱圖內註釋的備註中的要求。本申請下的已核准發展藍圖達至大綱圖上訂明的最高准許總樓面面積，為 102,000 平方米。

繼第 16 條申請獲批准後，第 16A 條申請（編號：A/H7/181-2）亦於 2025 年 5 月 29 日獲規劃署署長根據城市規劃委員會授權批准。該申請旨在修訂已核准發展藍圖（即「已批准的 S16A 方案」），並包括根據城市規劃委員會對已獲核准的發展計劃作出 A 類及 B 類修訂的指引（TPB PG-No.36C）所界定的以下三項 B 類修訂：

- 第 3 座二樓由東北面地界向後移範圍的大小變更；
- 政府、機構或社區設施位置的變更，包括第 1 及第 2 座的演藝及文化設施，以及第 3 座的幼兒中心、長者日間護理中心和地區康健中心；以及
- 私人及公共停車場的位置和佈局變更，包括政府、機構或社區設施專用停車及其指定的落客處、上落客貨貨車處、內街，以及位於 B4-5 層、B3 層、B2 層及 B1 層的小巴避車處的調整。

除上述內容，根據《城市規劃條例》第 16A 條提交的申請亦包括若干屬於對核准發展計劃作出的 A 類修訂，此類修訂無需城市規劃委員會或其授權人員的批准。

本申請（即「現行方案」）就根據《城市規劃條例》第 16A 條已批准的 S16A 方案提出一項實質性變更，詳情如下：

申請地點包括一棵大型榕樹（印度榕），毗鄰禮頓道，部分由現有石牆支撐。儘管受到褐根病的影響，該樹木被列入為古樹名木（編號：LANDSD(LEASED) WCH/1）。契約內列明的樹木保護範圍，目前被大面積、堅硬、不可滲透的混凝土板覆蓋。在先前根據第 16 條及第 16A 條提出並已核准的規劃許可申請中，擬議項目在地下設置一個環繞該古樹名木的「榕樹花園」，以及一個入口廣場和內部街道，作為公衆休憩用地的一部分。

根據獨立樹木專家詹志勇教授，榮譽勳章，太平紳士對該古樹名木狀況的詳細分析，樹冠的活力正在下降，根部健康也面臨壓力。由於場地限制，它形成了橫向擴展的樹冠，並長出了大量氣根。其生長受到以下因素的嚴重限制：

- 缺乏開放且優質的土壤；
- 樹木保護區的大部分區域被壓實並覆蓋了不透水的鋪裝材料；以及
- 土壤長期壓實，導致根部通氣能力下降。

如果不進行干預，其長期前景堪憂，預計難以維持良好狀態超過幾十年。

透過與獨立樹木專家、園境師、建築師及結構工程師的合作，現就該範圍制定出一項優化方案，在保育樹木與保障公眾利益之間取得雙贏局面。具體而言，現行方案將：

- 保護並修復古樹名木；
- 提升公眾於公眾休憩用地的可達性與使用體驗；以及
- 加強文化地方營造。

為應對古樹名木生長衰退及場地條件惡化的問題，現行方案於樹木保護區內劃分三個土壤生根區域，並針對各區域施以不同的修復處理，以提升其對樹木長遠生長的支持能力。此策略正面回應古樹因土壤面積不足、土質劣化及樹木保護區範圍內鋪面高度壓實且不透水等因素所導致的生長困境。透過擴大土壤面積、增加土壤容量及改善土壤品質，方案旨在重塑生長環境，延續古樹生命力。

在詳細設計階段，先前已批准的 S16 方案為防止褐根病的潛在擴散，擬於榕樹園草坪區設置包括周邊欄杆的物理屏障，大幅限制公眾進入公眾休憩用地。此做法雖具保護作用，卻犧牲了空間的可達性與公眾享用權益。相比之下，現行方案採用更進取且整合性的設計，於樹木保護區內引入共用安排：地面部分設計為市民廣場，供公眾使用；而地下則填充高品質、未壓實的土壤，以促進樹木根系的最佳生長。此科學為本的樹藝干預措施不僅有助於修復古樹名木，亦保留了公眾的使用權益。此設計展示了如何在香港高密度核心地區，透過策略性規劃，讓城市土地資源同時實現文化遺產保育與社區福祉。它為城市林業與可持續發展樹立了典範，亦與政府推動的綠化、景觀提升及氣候韌性目標相契合。

現行方案讓市民近距離接觸這瑰麗的古樹，並在其下方設置一個靈活多功能的開放空間。該空間具備舉辦非商業性、臨時性文化活動的潛力，為社區帶來正面的地方營造效益。此設計不僅讓古樹繼續作為自然文化遺產地標存在，更可成為公眾集體記憶中的活元素。

除了對「榕樹花園」的修訂外，此申請亦就已批准的 S16A 方案提出以下若干輕微修訂：

(1) 隨着詳細建築設計持續發展，公眾休憩空間的位置，以及有蓋與無蓋公共休憩空間的面積分佈，需作出輕微修訂。惟所提供的公眾休憩用地總面積維持不變；

(2) 在詳細設計階段，公眾休憩用地的設計發展導致需對二樓公眾休憩用地的種植花卉樹木／園景建築設計上作出修訂，以配合實際情況，與已批准的 S16A 方案所示略有不同；以及

(3) 在詳細設計階段與相關政府部門所商定，對上落客貨車處及避車處的提供稍作修改，以符合已批准的建築圖則，惟所提供的總數目維持不變。

對兩個已獲批准方案所進行的技術評估在很大程度上適用於現行方案，並在必要時作出少量更新以反映現行方案。

總結而言，與已批准的 S16 方案及已批准的 S16A 方案相同，申請人所提出的現行方案：

- 符合大綱圖內《註釋》下的備註中有關提交發展藍圖的要求；
- 遵守大綱圖內的發展參數及所有重要要求；
- 完全保留申請地點內具自然及歷史價值的特徵；
- 提供更多具質素及更妥善分佈的公眾休憩用地；
- 符合政府在促進藝術、文化和旅遊發展方面的政策目標；
- 透過建築設計及佈局，改善地區的空氣流通；
- 提高地區內的行人連接性及易行度；
- 有效地融合所需要的政府、機構或社區設施；
- 透過已刊憲的加路連山道、連道、開平道及禮頓道擬建道路改善工程，舒緩地區交通擠塞問題；以及

- 於技術層面不會產生不可克服的負面影響。

然而, 此申請對現有方案針對已批准的 S16A 方案提供了**顯著的改進**。具體而言，它：

- 通過在三個土壤生根區域內採用不同的處理方式，保護並修復古樹名木；
- 讓公眾能夠在樹木保護範圍內享用公眾休憩用地；以及
- 提供一個優化文化與地方營造和人流通行的建議，進一步促進社區於「榕樹花園」的文化和藝術享受(與已批准方案相比）。

基於上述已批准的 S16A 方案擬議變更的裨益，懇請城規會對本規劃申請現行方案藍圖作出正面積極的考慮。

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LIST OF ABBREVIATIONS

AMO	Antiquities and Monuments Office
AVA	Air Ventilation Assessment
BD	Buildings Department
BH	Building Height

CCC	Child Care Centre
C(2)	Commercial (2)
DBH	Diameter at Breast Height
DE	Day Care Centre for the Elderly
DHC	District Health Centre
ELS	Excavation and Lateral Support
ES	Explanatory Statement
FSM	Fabricated Soil Mix
GFA	Gross Floor Area
"G/IC"	"Government, Institution or Community" (zone)
GIC	Government, Institution or Community
HGV	Heavy Goods Vehicle
HyD	Highways Department
LGV	Light Goods Vehicle
LMP	Landscape Master Plan
MGV	Medium Goods Vehicle
MLP	Master Layout Plan
NOFA	Net Operating Floor Area
OVT	Old and Valuable Trees
OZP	Outline Zoning Plan
POS	Public Open Space
PR	Plot Ratio
TPB	Town Planning Board
TPDM	Transport Planning and Design Manual
TPZ	Tree Protection Zone

1 Introduction

1.1 BACKGROUND AND PURPOSE OF THE APPLICATION

1.1.1. URBIS Limited is commissioned by Patchway Holdings (HK) Limited ("the Applicant") to seek approval under Section 16 of the Town Planning Ordinance (Cap.131) for amendments to a Layout Plan approved by the Town Planning Board ("TPB"/ the "Board") (Application No. A/H7/181) with subsequent amendments accepted by the Director of Planning, under the delegated authority of the TPB, under Section 16A (Application No. A/H7/181-2).

1.1.2. The application relates to a commercial development with social welfare facilities at Inland Lot (IL) 8945 Caroline Hill Road, Causeway Bay, Hong Kong (**Figure 1.1** refers).

1.1.3. The Application Site falls within the Approved Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/21. **Figure 1.2** depicts the current OZP zonings of the project site and its environs. The Site (or 'Application Site') falls within an area zoned as "Commercial (2)" ("C(2)"). According to the Notes of the OZP, 'Office', 'Shop and Services', 'Eating Place', 'Social Welfare Facility', 'Public Clinic', 'Place of Recreation, Sports or Culture', 'Public Transport Terminus or Station' and 'Public Vehicle Park (excluding container vehicle)' are Column 1 uses which are always permitted in the "C(2)" zone.

1.1.4. Notwithstanding that the above uses are permitted as of right, according to the OZP's Remarks of the Notes of the "C(2)" zone, for any new development within the zone, a Layout Plan shall be submitted for the approval of the Board.

1.1.5. A previous Layout Plan for this project, submitted under Section 16 of the Town Planning Ordinance (Cap.131), was approved on 6 May 2022 (Application No. A/H7/181). This is referred to in this Planning Statement as the 'Approved S16 Scheme'.

1.1.6. An application under Section 16A of the Town Planning Ordinance (Cap.131) for amendments to the Approved S16 Scheme was approved on 29 May 2025 (Application No. A/H7/181-2). This is referred to in this Planning Statement as the 'Approved S16A Scheme'. It included the following three Class B amendments according to the TPB Guidelines for Class A and Class B amendments to Approved Development Proposals (TPB PG-No.36C):

- Changes in the size of the setback at 2/F of Tower 3 from northeastern site boundary;
- Changes in the location of Government, Institution or Community (GIC) facilities, including the performing arts and cultural facilities (PACF) (Towers 1 & 2) and the Child Care Centre (CCC), a Day Care Centre for the Elderly (DE) and a District Health Centre (DHC) (Tower 3); and
- Changes in the location and layout of private and public car parks, car park for GIC facilities with its designated drop-off, loading/ unloading areas, internal roads and light buses lay-bys on B4-5/F, B3/F, B2/F and B1/F.

1.1.7. In addition to the above, the Approved S16A Scheme included a number of Class A amendments to the Approved S16 Scheme - which do not require permission from either the TPB or their delegated authority.

1.1.8. This 'Current Scheme' application proposes the following amendment to the Approved S16A Scheme:

- Enhancements to the design of a publicly accessible Banyan Garden forming part of the G/F Public Open Space (POS) to protect and rehabilitate a Government designated 'Old and Valuable Tree' (OVT) and to optimise the extent of the accessible public open space (POS) at the same time.

1.1.9. In addition to the amendment to the Banyan Garden, this application proposes the following minor

changes to the Approved S16A Scheme:

- As detailed architectural design has continued to develop, the location of POS, as well as the distribution of areas between covered and non-covered POS needs to be slightly amended. The total area of POS provided remains unchanged;
- The design development of the POS during detailed design stage has resulted in the need for an amendment to the soft and hard landscape design of the POS at 2/F from that shown in the Approved S16A Scheme; and
- As agreed with relevant Government departments during detailed design stage, the provisions of loading/unloading area and lay-by are slightly amended to tally with the approved General Building Plans (GBPs) whilst the total number of provisions remains unchanged.

1.1.10. The technical assessments carried out for the two approved schemes are, to a large extent, applicable to the Current Scheme, with minor updates where necessary to account for the Current Scheme.

1.1.11. The purpose of this Planning Statement is to present the current Layout Plan design proposals (referred to in this Planning Statement as the 'Current Scheme'); relevant technical assessments; and to provide supporting planning justifications, for the consideration of the Board.

1.2 LAND STATUS

1.1.12. In March 2021, the Lands Department announced that the Application Site at Inland Lot No. 8945, designated for non-industrial (excluding residential, godown and petrol filling station) purposes, in the 2020-21 Land Sale Programme would be disposed of by public tender. The Conditions of Sale included specification of the minimum and maximum gross floor area (GFA) which also includes the GFA of the 'Government Accommodation' (a Child Care Centre, a Day Care Centre for the Elderly and a District health Centre) but excludes the GFA of the required public vehicle park, all to be constructed by the purchaser under the Conditions of Sale.

1.2.1 In May 2021, the land sale tender was awarded to the Applicant. As the sole landowner of the Application Site, the Applicant is prepared to realise the proposed commercial Project, together with its associated social welfare facilities and additional PACF presented in this Approved Layout Plan.

1.3 PLANNING HISTORY

1.3.1 On the previous Approved Wong Nai Chung OZP No. S/H7/19, the northern portion of the Application Site was zoned "Other Specified Uses" annotated "Sports and Recreation Club" ("OU(SRC)") and was occupied by the recreation clubs of the Post Office and PCCW; and the southern portion was zoned "G/IC" and occupied by the ex-headquarters building and vehicle depot of the Electrical and Mechanical Services Department (EMSD), as well as office buildings of Highways Department (HyD) and Civil Aid Services.

1.3.2 The Government commissioned consultancy studies in 2013 to review the development options and assess the development potential of the Application Site. The 2017-18 Budget indicated that to maintain Hong Kong's status as an international financial centre, it was necessary to ensure a continuous supply of office space, especially Grade A office space. Therefore, while the consultancy Study identified the southern portion of the Application Site for the provision of a district court, the rest of the site was proposed to be rezoned from "OU(SRC)"and "G/IC" to "C(2)". Moreover, in the Chief Executive's Policy Address 2017, it was proposed that a DHC would be set up in each district with a view to enhancing public awareness of disease prevention. The Food and Health Bureau has therefore proposed to have the Wan Chai DHC incorporated into the commercial development at the Application Site.

1.3.3 During the rezoning process, the TPB decided to impose a requirement in the OZP for the submission

of a layout plan to the Board under the Section 16 planning application system of the Town Planning Ordinance (Cap.131), given that the commercial site is located at a prime location with a future district court development nearby.

1.3.4 A notional scheme showing the possible layout of the building blocks and open spaces, without PACF, was presented by Planning Department (PlanD) for the reference of the TPB on the rezoning of the Application Site. It was prepared to facilitate the preparation of technical assessments to support the amendments of the OZP (**Annex A-1**).

1.3.5 At the same time, the TPB raised concerns towards the undesirable residual open space at the south-eastern corner of the Application Site (**Annex A-2**).

1.3.6 In the TPB meeting, it was mentioned that an integrated design of the Application Site and the future District Court site can be achieved as demonstrated in the indicative scheme with a deck provided over the internal road, linking the two sites together (**Annex A-1**).

1.3.7 During PlanD's consultation with District Council on the rezoning proposal and consideration of representations regarding the OZP amendment, the District Council and TPB noted that there was a strong demand of cultural, arts and performing facilities in Causeway Bay. Therefore, the Explanatory Statement of the OZP states at Clause 8.1.3 that "the project proponent of the site is encouraged to provide more GIC facilities taking into account the current deficit in Wan Chai District and for the benefit of the community. PACF are also compatible uses in the "C(2)".

1.3.8 The rezoning of the Application Site was approved by the TPB on 11 September 2020 and the OZP incorporating the rezoning of the Application Site was approved by the Chief Executive in Council on 24 November 2020.

1.3.9 In March 2022, a submission of a Layout Plan for the proposed permitted commercial development (Office, Eating Place, Shop and Services) with Social Welfare Facility, Public Clinic, Place of Recreation, Sports or Culture, Public Transport Station and Public Vehicle Park (excluding Container Vehicle), and minor relaxation of gross floor area restriction (from 100,000m^2 to 102,000m^2 (2%) to accommodate 2,000m^2 of additional PACF on 5/F of Towers 1 and 2) was made by the Applicant to the TPB under Section 16 of the Town Planning Ordinance (Application No. A/H7/181). It was approved on 6 May 2022 subject to conditions in the Board's letter of 20 May 2022 (ref. TPB/A/H7/181) (**Annex A-3**).

1.3.10 Subsequent to the approved Section 16 application, a Section 16A application (No. A/H7/181-2) for amendments to the approved Layout Plan was approved by the Director of Planning, under the delegated authority of the TPB, on 29 May 2025 (ref. TPB/A/H7/181-2) (**Annex A-4**).

1.3.11 The status of compliance with each condition under the approved Section 16 application (No. A/H7/181) and the approved Section 16A application (No. A/H7/181-2) is summarised in **Table 1.1** below.

Table 1.1 Status of Compliance with Each Condition Under the Approved Section 16 Application (No. A/H7/181) and the Approved Section 16A Application (No. A/H7/181-2)

Condition		Status
(a)	The design and provision of vehicular access, car parking and loading/unloading facilities for the proposed development to the satisfaction of the Commissioner for Transport or of the TPB;	The design and provision of vehicular access, car parking and loading/unloading facilities for the proposed development was submitted in the General Building Plans (GBPs) on which Transport Department has been consulted. The latest revision of the GBPs has been approved by Buildings Department on 5 March 2025 (**Annex A-5**).
(b)	The submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the TPB; and	The submission of a revised Landscape Master Plan (LMP) for partial compliance with this approval condition has been accepted by the Director of Planning on 12 August 2022 (**Annex A-6**). The full compliance with this approval condition rests upon the implementation of the approved LMP (which has not yet been achieved) to the satisfaction of the Director of Planning or of the TPB.
(c)	The submission of a Conservation Management Plan and implementation of the mitigation measures identified therein before commencement of works to the satisfaction of the Commissioner of Heritage or of the TPB.	The submission of Conservation Management Plan (CMP) for partial compliance with this approval condition has been accepted by the Antiques and Monuments Office (AMO) on 18 July 2022 (**Annex A-7**). The full compliance with this approval condition rests upon the implementation of the mitigation measures identified in the CMP before commencement of works (which is still ongoing and has not yet been achieved) to the satisfaction of the Commissioner of Heritage or of the TPB.
(d)*	The submission and implementation of a traffic management plan to demonstrate the proposed internal traffic and transport arrangements for vehicles and pedestrians to the satisfaction of C for T or of the TPB.	The traffic management plan will be submitted and implemented to the satisfaction of C for T or of the TPB in due course.

Note:
Condition (d) was introduced under the approval of the Section 16A application (No. A/H7/181-2).

2 Site Context and Features

2.1 SITE LOCATION, EXISTING CONDITION AND SURROUNDING DEVELOPMENT

2.1.1 The Application Site is located at the junction of Caroline Hill Road and Leighton Road, south of the commercial area of Causeway Bay on Hong Kong Island (**Figure 2.1** refers). The Application Site is bounded by Leighton Road to the northwest, by Caroline Hill Road to the northeast and southwest, and by land designated for the future District Court development and by the South China Athletic Association to its southeast.

2.1.2 Prior to commencement of construction works, the Application Site was mostly vacant. Structures and facilities associated with its former use as the recreation clubs of the Post Office and PCCW; the ex-headquarters building and vehicle depot of the Electrical and Mechanical Services Department (EMSD) and offices of the Highways Department (HyD) and Civil Aid Services were disused or demolished, except for the two remaining structures at the south-eastern part of the Site (one structure with one-storey height from level +10.0mPD to +15.0mPD approximately; and the other structure with two-storey height from level +5.0mPD to +15.0mPD approximately). The south-eastern part of the Application Site has an elevation of approximately +15.3mPD, while the remaining areas are at approximately +10.3mPD to +9.3mPD. Caroline Hill Road to the northeast of the Application Site has existing levels ranging from approximately +4.9mPD to +6.4mPD. Caroline Hill Road to the southwest of the Application Site has existing levels ranging from approximately +8.1mPD to +11.9mPD. Ground level elevations on Leighton Road to the north-west of the Application Site range from approximately +7.6mPD to +4.9mPD.

2.1.3 In terms of surrounding land use context, the areas to the north and northwest of the Application Site across Leighton Road consist mainly of office/commercial developments. Building height restrictions in this area range from 130-135mPD (**Figure 1.2** refers). The Causeway Bay Mass Transit Railway (MTR) Station is located within 500m of the Site (**Figure 2.2** refers). GIC uses of the Po Leung Kuk, residential developments and schools are located to the west and south across Caroline Hill Road (**Figure 2.2** refers). The South China Athletics Association, the Hong Kong Stadium and other sports clubs/recreational grounds are located to the southeast and east. St. Paul's Hospital and approximately 13-storey high residential uses in Haven Street zoned "Other Specified Uses" annotated "Mixed Use" are located to the southeast and east, with some sites undergoing redevelopment/renovation. Car repair workshops and eating places are currently found on the ground floors of developments along the eastern section of Caroline Hill Road near the Haven Street cluster.

2.1.4 Located at the junction of Leighton Road and Caroline Hill Road, the Application Site is within an area subject to occasional heavy traffic and traffic congestion. Leighton Road is a district distributor serving the southern part of Causeway Bay. Several bus stops are located along the road. Caroline Hill Road is a single two-way carriageway that abuts the northern and southern edges of the Application Site. Photos showing the surrounding context are depicted in **Figures 2.3a to 2.3c**.

2.2 HERITAGE FEATURES

2.2.1 The Application Site contains two sections of existing masonry retaining walls (Slope Feature Nos. 11SW-B/FR 193 and 11SW-B/FR 32) and two associated earthenware pipes which are on the northeast side of the Application Site and are Grade 3 historic structures (N339) designated on 12 December 2019 (**Figure 2.4** refers). The walls are important historic features of the streetscape (**Figures 2.5** refers).

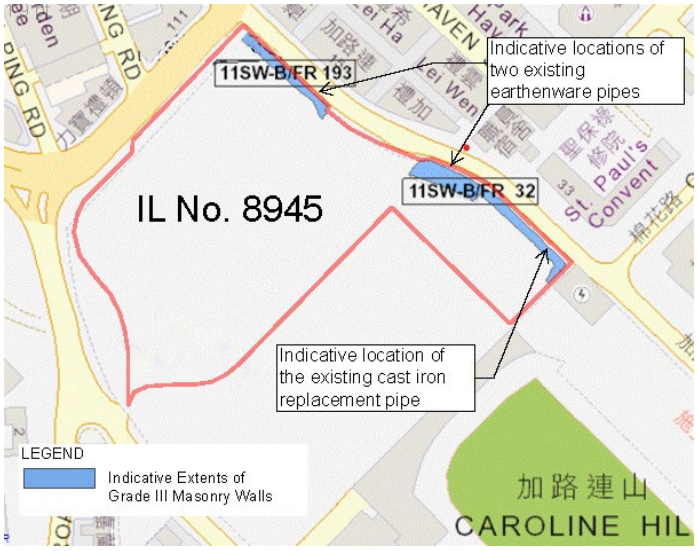

Figure 2.4 Location of Grade 3 Masonry Walls and Earthenware Pipes

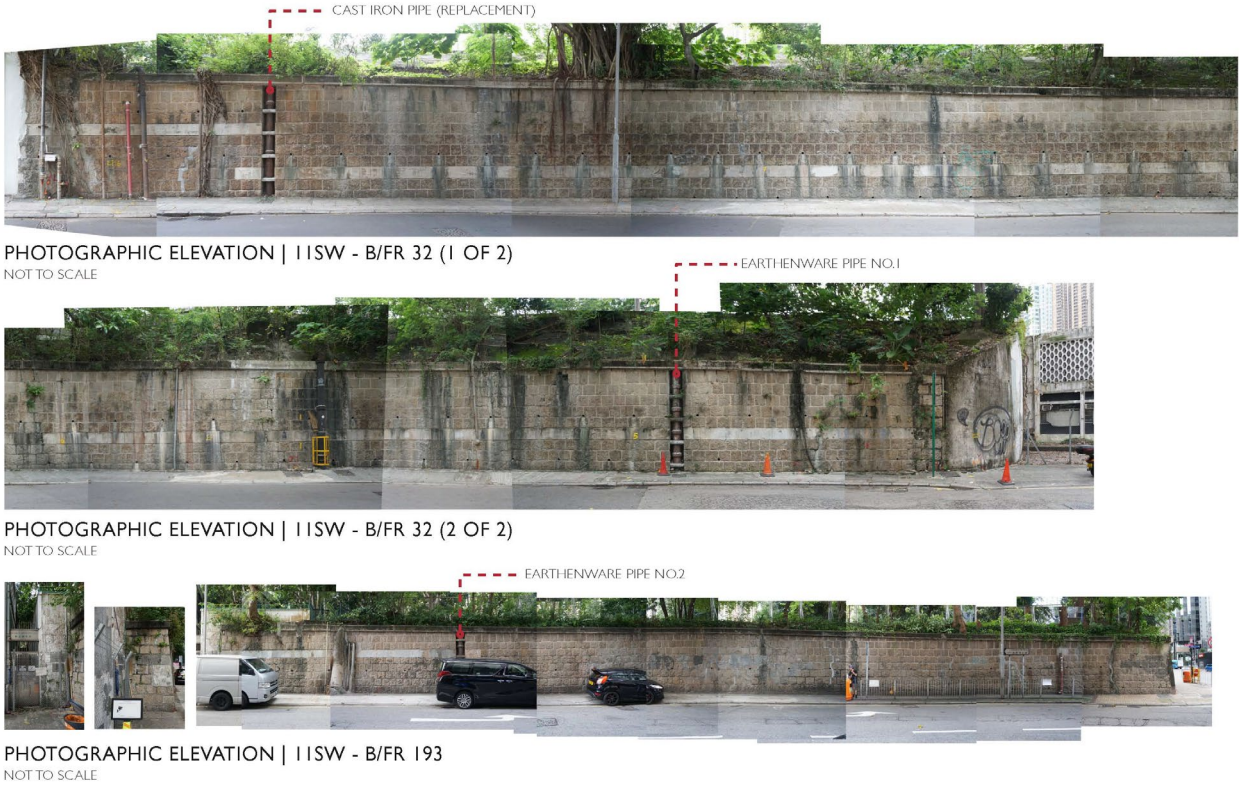

Figure 2.5 Photos of Grade 3 Masonry Walls and Earthenware Pipes

2.2.2 The graded masonry walls are built of roughly dressed granite blocks in stretcher bond with concrete bond courses and weep holes at different levels. The copings are finished in framed vermiculated rustication with drainage provision above. There are also two earthenware pipes (known as vitrified clay pipe) installed vertically in recessed setbacks within the masonry walls.

2.2.3 There are a number of other historic buildings/structures in the proximity of the Application Site, including St. Paul's Convent Church (Grade 1), Po Leung Kuk, Main Building (Grade 1), Confucius Hall (Grade 1), Shing Kwong Church (Grade 2), S.K.H. St. Mary's Church (Grade 1), Tung Wah Eastern

Hospital (Grade 2), St. Margaret's Church (Grade 1) and the Racecourse Fire Memorial (Declared Monument). **Table 2.1** and **Figure 2.6** show the detail and location of the historic buildings/structures in the surrounding.

Table 2.1 Historic Buildings/Structures in the Vicinity of the Application Site

	Historic Buildings/Structures	Date	Grading	Original Use	Current Use
1	Masonry Wall and Earthenware Pipes at Caroline Hill Road	1920s	3	Site formation of Queen's College	Boundary wall
2	St. Paul's Convent Church	1928	1	Church	Church
3	Po Leung Kuk, Main Building	1932	1	School, dormitory	Museum, Headquarters office, Memorial Hall
4	S.K.H. St. Mary's Church	1937	1	Church	Church
5	S.K.H. St. Mary's Church, General Office	1954	3	Office, vicarage, school	Activity centre, study room
6	Shing Kwong Church, The Church of Christ in China	1927	2	Church	Church
7	St. John Ambulance Brigade Hong Kong Island Area Headquarters	1935	2	Headquarters office	Headquarters office
8	Confucius Hall	1935	1	Public place and community hall	Cultural venue, assembly hall, staff quarters
9	St. Margaret's Church	1923	1	Church	Church
10	Tung Wah Eastern Hospital	1929	2	Hospital	Hospital

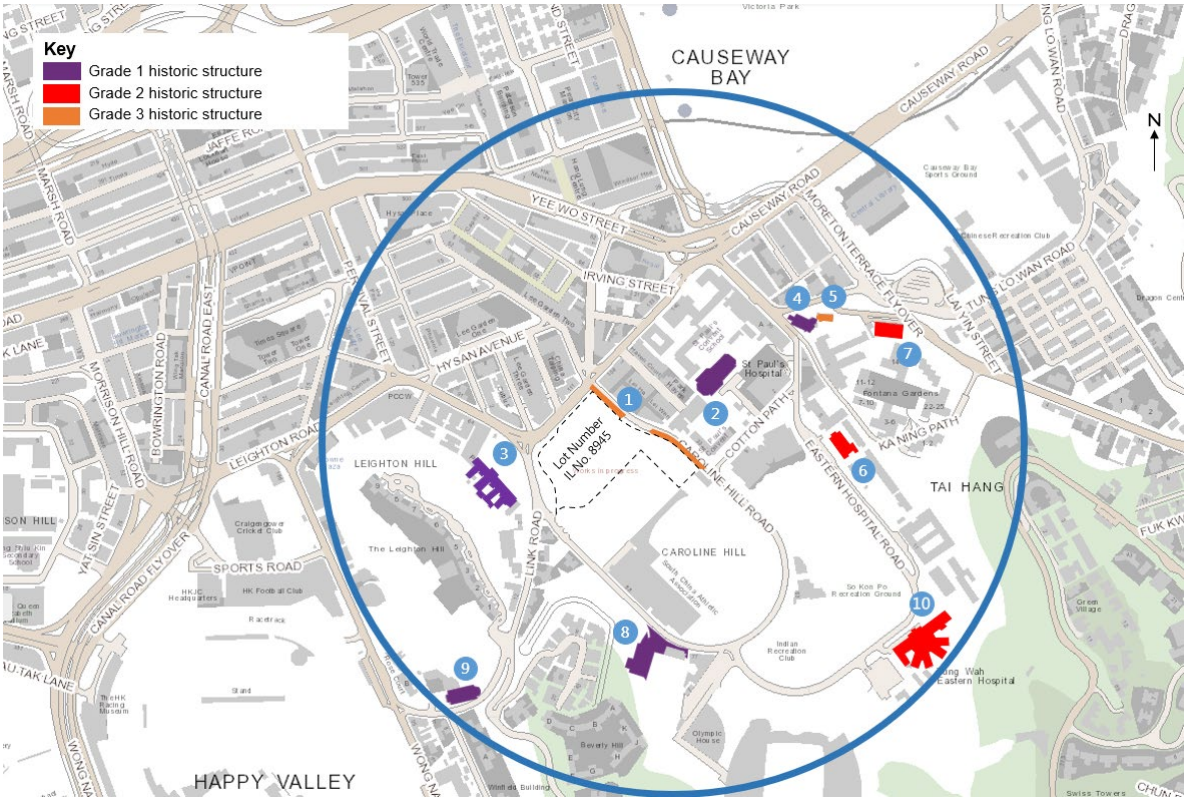

Figure 2.6 Plan Showing Historic Buildings/Structures in Vicinity of the Application Site

2.3 TREES AND VEGETATION

2.3.1 A total of 57 nos. of trees were surveyed on 21 August 2021 within the Application Site boundary, and are illustrated on the Approved Tree Survey Plan. Detailed tree findings are further elaborated in **Annex C**.

3 Outline Zoning Plan Provisions, Parameters and Requirements

3.1 OZP PLANNING INTENTION

3.1.1 Under the Remarks of the current OZP, the "C(2)" zone is stated to be "intended primarily for commercial development, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre. These areas are usually major employment nodes".

3.2 DEVELOPMENT PARAMETERS AND FACILITIES PERMITTED UNDER THE OZP

3.2.1 According to the OZP Schedules of Uses, the following uses (inter alia) are always permitted within "Commercial" zones of the OZP:

- Office
- Eating Place
- Shop and Services
- Social Welfare Facility
- Public Clinic
- Place of Recreation, Sports and Culture
- Public Transport Terminus or Station
- Public Vehicle Park (excluding container vehicle)

3.2.2 The relevant development parameters of the Application Site stipulated on the OZP and in the Remarks of the Notes of the OZP under the "C(2)" zone are as listed as below:

- maximum gross floor area of 100,000m^2, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of GIC facilities as required by the Government
- a public transport facility for minibuses shall be provided;
- a public vehicle park of not less than 125 parking spaces shall be provided; and
- a POS of not less than 6,000m^2 shall also be provided.

3.2.3 The Remarks of the "Commercial" zone in the OZP state:

"(6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height/gross floor area restrictions"…."may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.".

3.2.4 In addition to the above, the Explanatory Statement of the OZP (which is not formally a part of the statutory OZP itself) mentions in the "C(2)" zone the following key development requirements:

- a District Health Centre with a Net Operating Floor Area (NOFA) of about 1,000m^2;
- a Child Care Centre with a NOFA of about 531m^2;
- a Day Care Centre for the Elderly with a NOFA of about 358m^2;
- more cultural GIC facilities (optional);
- a public transport facility for minibuses (underground);

- a public car park (underground) of not less than 100 private cars parking spaces and 25 commercial vehicles;
- a clear building gap of not less than 25m in width across the central portion of the site in a northwest-southeast direction;
- retention of stone retaining walls[1];
- retention of OVT (No. LANDSD(LEASED) WCH/1); and
- an underground connection point within the site for the possible pedestrian subway to MTR Station.

3.2.5 In Para 8.1.3 of the Explanatory Statement of the Approved OZP, provision of PACF is stated to be "encouraged" but is not required.

3.3 REQUIREMENTS OF LAYOUT PLAN SUBMISSION

3.3.1 The Remarks of the "Commercial" zone in the OZP state 'a Layout Plan shall be submitted for the approval of the Town Planning Board'. **Table 3.1** specifies the requirements of the Layout Plan submission and the relevant sections of this Layout Plan in fulfilment of the requirements.

Table 3.1 Requirements of Layout Plan Submission under "C(2)" zone of the Approved Wong Nai Chung OZP No. S/H7/21 and the Relevant Sections of this Layout Plan Submission

Layout Plan Submission Requirements	Relevant Sections of the Statement
The area of the proposed land uses, the nature, position, dimensions, and heights of all buildings (including structures) to be erected on the site	▪ **Tables 4.1 to 4.3** ▪ Layout Plans at **Annex B**
The proposed total gross floor area for various uses and facilities	
The details and extent of GIC facilities, parking, loading/unloading and public transport facilities and open space to be provided within the site	
The alignment, widths and levels of any podium, footbridges, elevated walkways and roads to be constructed within the site	
The landscape and urban design proposals within the site	▪ Landscape Master Plan at **Annex C** ▪ Urban Design Proposal at **Section 4.6** and figure for urban design analysis at **Figures 4.23a and 4.23b** ▪ Landscape Proposal at **Section 4.7**
An air ventilation assessment report to identify the exact alignment of the building gap(s) and/or other enhancement measures for design improvements	▪ AVA at **Annex D**
Prior consultation with the Antiquities and Monuments Office (AMO) should be made if	▪ Approved CMP **at Annex I**

[1] As stated in the Explanatory Statement of the OZP, "the stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) shall be preserved".

Layout Plan Submission Requirements	Relevant Sections of the Statement
any development, redevelopment and/or rezoning proposals might affect a declared monument and graded historic buildings/structures and their immediate environs	

3.4 FACILITIES WHICH ARE ENCOURAGED UNDER THE OZP

3.4.1 During PlanD's consultation with District Council on the rezoning proposal and consideration of representations of the OZP amendment, the District Council and TPB noted that there was a strong demand of cultural, arts and performing facilities in Causeway Bay. As noted above, the Explanatory Statement of the OZP states at Clause 8.1.3 that "the project proponent of the site is encouraged to provide more GIC facilities taking into account the current deficit in Wan Chai District and for the benefit of the community. PACF are also compatible uses in the "C(2)".

4 Development Proposal

4.1 INTRODUCTION

4.1.1 This section of the Planning Statement describes the Layout Plan for the Current Scheme development proposal (the 'Current Scheme') for which Section 16 approval is sought. This Current Scheme differs from the Approved S16A Scheme under Section 16A application (No. A/H7/181-2) in the ways described below.

4.2 AMENDMENTS TO THE 'APPROVED S16A SCHEME'

Enhanced Design and Layout of Banyan Garden

4.2.1 The Application Site contains a large Fig tree (*Ficus elastica*) of more than 60 -70 years old abutting Leighton Road, partly supported by an existing masonry wall. Although affected by Brown Root Rot Disease (BRRD), the tree is recognized as an OVT (Registration No. LANDSD(LEASED) WCH/1). A tree protection zone (TPZ) has been identified under the Lease as a Pink Hatched Green Area. The existing OVT (Registration No. LANDSD(LEASED) WCH/1) within its TPZ should be preserved in situ in accordance with Development Bureau Technical Circular (Works) No. 5/2020 on "Registration and Preservation of Old and Valuable Trees" (DEVB TC(W) No. 5/2020) and integrated into the design of the at-grade POS.

4.2.2 In the previously approved development proposals, i.e. the Approved S16 Scheme and the Approved S16A Scheme, a Banyan Garden surrounding the OVT, along with an entrance plaza and internal street, was proposed as part of the POS at the G/F level (see **Figures 4.1 and 4.2**). Nevertheless, during the detailed design stage, it became evident that the design of these approved schemes would significantly limit public access and enjoyment at the POS as it requires physical barriers, including perimeter balustrades, to fully restrict public access to the Banyan Garden's lawn area, in order to prevent potential spread of BRRD (which can be spread by spores attached to the soles of shoes or on clothing).

4.2.3 An Independent Tree Specialist, Professor Jim Chi Yung, BH, JP ("Prof. Jim") has been appointed by the Applicant to undertake a more detailed analysis of the OVT's condition. His findings are as follows:

4.2.4 The tree's crown vitality is declining and its root health is under stress. It has developed a sprawling horizontal canopy with extensive aerial roots due to its site constraints. Its growth is severely limited by:

- A shortage of open, good-quality soil;
- A high proportion of the TPZ being compacted and sealed with impermeable paving; and
- Chronic soil compaction and reduced root aeration.

4.2.5 Without intervention, its long-term prognosis is poor, and it is unlikely to maintain good performance for more than a few decades.

4.2.6 In this regard, the Current Scheme presents a rare opportunity to rehabilitate a declining OVT through science-based arboricultural innovation, co-use of valuable urban land resources for both public enjoyment and heritage tree conservation, and demonstrate a model project for urban forestry and sustainable development in Hong Kong's dense urban core. The enhanced design of the Current Scheme has been developed to achieve a win-win solution between tree preservation and public interest. In particular, the approach of the Current Scheme will:

- Protect and rehabilitate the OVT;

- Enhance public access and enjoyment at the POS; and
- Enhance cultural placemaking.

4.2.7 The enhancements to the Banyan Garden are described below and the proposed Landscape Master Plan (LMP) is shown in **Figure 4.3**.

Protection and rehabilitation of OVT

4.2.8 In the Current Scheme, with the additional support of the Independent Tree Specialist, a more detailed analysis of the OVT's condition has been undertaken to formulate an enhanced design deemed most appropriate for the future Banyan Garden.

4.2.9 **Proposed OVT Protection-cum-rehabilitation Scheme –** The Current Scheme adopts a protection-cum-rehabilitation approach to address both the OVT's declining health and the need to protect it during nearby development. It introduces three soil-rooting zones within the TPZ, including (see **Figures 4.4a – 4.4b**):

(1) Zone 1 Existing tree strip: The 3.5 m wide and 170 m^2 soil area with massive subterranean roots and root stands will be left undisturbed.

(2) Zone 2 New tree strip: This is a new planting area that measures 5.7 m wide and 270 m^2 soil area will be transformed from the previous paved sports ground to open soil with soil enhancement treatments and root preservation.

(3) Zone 3 New soil crescent: This segment has a maximum width of 9.8 m and a 285 m^2 soil area. We propose to replace the compacted low-quality site soil with a high-quality uncompacted fabricated soil mix. Overlapping the proposed Plaza, it is designed for the co-use of precious land resources to create a win-win scenario. The modern soil cell technique will be adopted to build a suspended pavement and hold the rootable soil below it.

4.2.10 Each zone will receive different treatments to maximise its capability to improve the OVT's growth in the long run. Key measures include:

- Designing a rooting highway traversing these zones;
- Minimizing excavation impacts on roots;
- Soil enhancement treatments in the new tree strip;
- Innovative nurturing of sturdy root stands;
- Soil replacement in the new soil crescent;
- Synopsis of notable soil improvements;
- Implementation strategy for the scheme; and
- Preparation of a high-quality fabricated soil mix (FSM).

4.2.11 To ensure effective implementation of the above measures, the Independent Tree Specialist will perform the following duties:

- Leading the project's landscape team to prepare the manual for the post-construction maintenance of the OVT, which includes a maintenance schedule.
- Helping the Client to scrutinise the credentials and experience of a Qualified Professional who will shoulder the duties of monitoring and supervising the works associated with the OVT for effective implementation of the Scheme on site in accordance with the design and method statements.
- Advising the Qualified Professional in preparing the quarterly reports on the OVT, which should

include photo records for the site works affecting the OVT, to be submitted to the Lands Department.

4.2.12 Detailed supporting information is provided in **Annex K** for PlanD's reference only.

Enhancement in Public Access and Enjoyment at the POS

4.2.13 In both previously approved development proposals, a Banyan Garden was proposed as an open lawn area surrounding the OVT (see **Figures 4.1 and 4.2**). However, as mentioned in para. 4.2.2, during the detailed design stage, it became evident that the design of these approved schemes would require physical barriers, including perimeter balustrades, to fully restrict public access to the Banyan Garden's lawn area, in order to prevent potential spread of BRRD (which can be spread by spores attached to the soles of shoes or on clothing). This would significantly limit public access and enjoyment at the POS.

4.2.14 To enhance public accessibility and enjoyment at the Banyan Garden, the Current Scheme proposes a suspended pavement within *Zone 3 (New soil crescent)* under the proposed protection-cum-rehabilitation approach, to prevent the potential spread of BRRD, as well as to allow public access and encourage closer interaction with the tree, fostering a deeper connection between the community and nature. It also enables the creation of a flat, open plaza surface suitable for hosting a wide range of cultural, artistic, and community events in safe conditions. An integrated seat wall balustrade will be introduced between *Zone 2 (New tree strip)* and *Zone 3 (New soil crescent)*, serving as a physical safety barrier to address the level difference between the proposed Banyan Garden at +8.9 mPD (i.e. finished floor level refers) and Leighton Road at approx. +6.0 mPD as stipulated in Building (Planning) Regulations (Cap. 123F). The balustrade will also restrict public access to *Zones 1 (Existing tree strip) and 2 (New tree strip)* to prevent the potential spread of the BRRD. A comparison of the Banyan Garden under its existing condition, Approved Scheme, and Current Scheme is shown in **Figure 4.5**.

4.2.15 Under the Current Scheme, the area of POS provision at the Banyan Garden remains unchanged. The enhancements in public access and enjoyment at the POS under the current design of the Banyan Garden are illustrated in **Figures 4.6a, 4.6b and 4.7**, and discussed as follows.

4.2.16 **Balancing Public Access and Tree Preservation** – Beyond preserving the OVT, the Current Scheme balances tree health, public accessibility, and placemaking. Under both previously approved schemes, perimeter balustrades would fully restrict public access to the Banyan Garden's lawn to prevent BRRD spread, limiting usable open space. In contrast, the Current Scheme enhances the tree's growing conditions and prevents potential spread of BRRD while maintaining a usable, open plaza. The 9.8-metre-wide subterranean soil crescent integrates ecological restoration and urban design, expanding rootable soil volume and supporting the levelled surface of a new civic plaza above, capable of hosting exhibitions, performances, and seasonal events.

4.2.17 **Integrated Soil System for Dual Functionality –** To achieve this balance, the soil crescent incorporates modular soil cell systems filled with uncompacted, high-quality fabricated soil mix. These systems are engineered to bear the load of pedestrian traffic and temporary installations while maintaining optimal conditions for root growth, water infiltration, and air exchange. The result is a multifunctional landscape that not only rehabilitates a heritage tree but also enriches the urban experience for residents and visitors. By seamlessly integrating ecological infrastructure with public amenities, the design ensures that the Banyan Garden becomes both a sanctuary for nature and a stage for cultural expression.

4.2.18 **Integrated Arboricultural and Public Space Strategy –** This integrated approach satisfies both arboricultural requirements for the future growth of OVT and public space objectives, representing a significant improvement over the 'either/or' solution in both of the approved schemes. Monitoring protocols will be implemented to assess the long-term effectiveness of these mitigation measures.

Enhancement in Cultural Placemaking

4.2.19 **Enhanced Cultural Placemaking, Circulation and Safety –** The design of the future Banyan Garden is envisioned as a vibrant, multifunctional space that harmonizes ecological preservation with cultural storytelling and public engagement. At the heart of this vision is the integration of a new soil crescent beneath the plaza, which not only supports the health and stability of the OVT but also enables the creation of a flat, open plaza surface suitable for hosting a wide range of cultural, artistic, and community events in safe conditions. This dual-purpose design ensures that the space remains both ecologically functional and socially dynamic (**Figures 4.6a – 4.6b** refers).

4.2.20 **Supporting Community Arts and PACF Integration –** As well as enhancing the functionality of the POS, the Banyan Garden will also offer the potential for community arts activities such as temporary art installations, outdoor performances and light shows for the public. To synergize with the PACF on 5/F of Towers 1 and 2, some of the performances and cultural events will be organised by the operator of the PACF to create a rich cultural experience. Under the Current Scheme, the Banyan Garden will form an enhanced, vibrant public space. It will serve as a landmark, natural heritage resource and an element of the collective memory of the public, enhancing the sense of place and stimulating a sense of identity (**Figure 4.7** refers).

4.2.21 **Plaza Layout and Pedestrian Circulation –** The overall layout of the plaza prioritizes safe and intuitive circulation, with clear sightlines, barrier-free access, and shaded resting areas. The integration of storytelling elements into functional infrastructure, such as seating, paving, and balustrades, creates a layered public realm that invites reflection, learning, and interaction. For instances, an integrated seat wall balustrade, serving both as a physical safety barrier (to address the level difference between the proposed Banyan Garden and Leighton Road as stipulated in Building (Planning) Regulations (Cap. 123F)), will also serve as a boundary and as a storytelling medium. In doing so, the Banyan Garden becomes more than just a civic space; it becomes a living archive of Hong Kong's urban and ecological heritage, rooted in the legacy of Lee Gardens and designed for the enjoyment of future generations. The new paved area adjacent to the building frontage in the Current Scheme will enhance pedestrian access and circulation space when compared to both of the approved schemes. The proposed Banyan Garden, entrance plaza, and internal street at the G/F level, covering approximately 2,835m^2, will serve as a vital link for pedestrians, connecting Leighton Road to an interim platform at +8.9mPD and onward to the Landscape Bridge at +18.75mPD (i.e. finished floor level refers).

Minor Amendments to the Location of POS and Distribution of Areas between Covered and Non-covered POS

4.2.22 Under the Approved S16A Scheme, POS provision of approximately 2,850m^2 was proposed at G/F and approximately 3,150m^2 at 2/F and UG/F (see **Figures 4.8a – 4.8b**). As detailed architectural design has progressed, it has resulted in a minor change to the location of POS from that in the approved Layout Plan, resulting in approximately 2,835m^2 of POS provision at G/F and 3,165m^2 at 2/F, 1/F and UG/F (see **Figures 4.9a – 4.9b**). The development of architectural design has also resulted in a slight adjustment to the distribution of areas between non-covered and covered POS under the Current Scheme (**Table 4.1** refers). The total area of POS provision remains unchanged.

Minor Amendment to the Soft/ Hard Landscape Design at 2/F

4.2.23 Under the Approved S16A Scheme, the POS at the 2/F level is designed to adjoin a small private open space known as the Event Plaza (refer to **Figure 4.2**). While the Event Plaza is privately managed, it will remain accessible to the public for the majority of the time. Temporary barriers will only be introduced during special events to manage crowd flows and ensure safety. To maintain a cohesive spatial experience, a unified landscape design will be implemented across both the POS and the Event Plaza, ensuring visual and functional continuity. Importantly, there will be no permanent physical

barriers separating the two zones, reinforcing the sense of openness and shared public realm.

4.2.24 To further enhance the integration between the POS and the private open space, a subtle demarcation, such as a metal strip divider, will be installed between planting areas to indicate the boundary without disrupting visual harmony. The detailed design of this interface will be refined during the next stage of development.

1.1.1 Landscape Adjustment and Design Refinement – During detailed design, the demarcation strategy between the POS and the private open space has led to a minor amendment in the placement of soft and hard landscape elements compared to both of the approved schemes. These adjustments are necessary to reflect operational needs during events and to enhance the overall aesthetic quality of the landscape. The total area of POS under the Current Scheme remains unchanged (see **Figures 4.9a - b**), ensuring compliance with planning requirements while allowing for improved spatial organization.

4.2.25 As part of the Current Scheme, the landscape design at the 2/F level has been enriched with additional features that elevate both the aesthetic and functional quality of the public open space. Notably, new water features have been introduced to create dynamic visual corridors that enhance spatial connectivity and offer a calming sensory experience for visitors. These elements not only contribute to the visual identity of the plaza but also help define movement patterns and gathering zones. In addition, variations in planter edge treatments have been thoughtfully incorporated to serve dual purposes, providing soft boundaries for planting areas while also functioning as informal seating options. These sitting-out areas are designed to encourage public interaction, rest, and enjoyment, making the space more inclusive and user-friendly (**Figure 4.10** refers).

4.2.26 Despite these enhancements, the fundamental design framework and guiding principles of the approved schemes remain unchanged. The provision of POS and tree compensation measures will continue to align with the original planning intent and statutory requirements. The current refinements are focused on improving the spatial experience and visual richness of the landscape, without altering the overall layout or reducing the designated POS area. These updates reflect a commitment to delivering a high-quality urban environment that balances ecological integrity with public amenity, ensuring that the space remains both functional and inspiring for everyday use and special events alike.

Minor Amendments to the Provisions of Loading/Unloading Area and Lay-by to tally with the Approved GBPs

4.2.27 Under both Approved S16 and S16A Schemes, a total of 5 motor vehicle lay-bys are proposed. As agreed with relevant Government departments during detailed design stage, a motor vehicle lay-by is omitted at G/F, whilst a motor vehicle lay-by at B2/F is to be shared with the GIC facilities as required under the Lease. The total number of motor vehicle lay-bys remains as 5 (**Table 4.2** refers). On top of this, as required under the Lease, a loading/unloading space for Heavy Goods Vehicles shall be shared with the District Health Centre (DHC), as indicated in a remark supplemented in **Table 4.2**. The total number of loading/unloading area and lay-by provisions remains unchanged under the Current Scheme. These amendments tally with the GBPs which were approved by the Building Plan Unit of Lands Department on 25 July 2025.

4.3 CURRENT SCHEME – DEVELOPMENT PROPOSAL AND ARCHITECTURAL LAYOUT

Layout and Architectural Design

4.3.1 The proposed Project consists of three commercial towers, namely Tower 1 & Tower 2 with 25 storeys (at the Edged Blue Site) and Tower 3 with 16 storeys (at the Edged Red Site) (**Figure 4.11** refers).

4.3.2 There are five levels of basements which include one level of Commercial & Lay-bys for Light Buses at B1/F and 4 levels of basement carpark for Public Vehicle Park and Private Parking at B2-B5/F. A

retaining structure will be constructed in the Application Site up to the level of and surrounding a portion of the OVT (No. JUD WCH/1 (Previous Registration No. EMSD WCH/1)) in the adjacent District Court site. The architectural drawings and plan showing the area and depth of excavation are at **Figure 4.12**. The site formation plans with the additional protective barrier in the retaining structure and updated retaining wall extent were submitted to BD.

4.3.3 The 2/F podium is proposed (Level +18.70mPD) with a fully covered and enclosed Landscape Bridge over a new internal access road connecting the Edged Blue Site with the Edged Red Site. The 2/F podium will serve as part of the POS and as a pedestrian link that connects Towers 1 & 2 with Tower 3 and the GIC facilities.

4.3.4 The GIC facilities required under the OZP, which include a Child Care Centre (CCC), a Day Care Centre for the Elderly (DE) and a District Health Centre (DHC), are located at the podium level of Tower 3, occupying 3 storeys (at G/F – 1/F) and integrated with the covered POS at 2/F. The requirements for DHC, CCC and DE with NOFA of approximately 1,000m^2, 531m^2 and 358m^2 will be complied with, as stated in the ES of the OZP.

4.3.5 The additional PACF under the Approved S16 Scheme (No. A/H7/181) is subject to a permitted minor relaxation of GFA of approximately 2,000 m^2. The overall total GFA will remain unchanged as 102,000m^2 when compared with the Approved S16 Scheme.

4.3.6 In the Approved S16A Scheme, there is a minor redistribution of GFA, when compared to the Approved S16 Scheme, in terms of the provision of the required GIC facilities, light bus lay-bys and office. The previously approved GIC GFA of approximately 3,000m^2 was estimated based on a preliminary layout. The layout of GIC facilities has been further refined during liaison with relevant departments to facilitate future operations. The total GFA of GIC facilities is approximately 3,100m^2 under the Approved S16A Scheme with the provision of the minimum required NOFA inclusive as listed on the Lease. In addition, the B1/F layout, consisting of a commercial area, driveway and light bus lay-bys has been updated under the Approved S16A Scheme. The length of the driveway is reduced and the total GFA of the light bus lay-bys is approximately 1,600m^2, which complies with the minimum length, width and headroom of light bus lay-bys under Lease requirements. With the abovementioned changes in the non-domestic GFA, the office GFA is updated to approximately 85,300m^2 in order to utilise the entire development potential of 102,000m^2 of GFA.

4.3.7 While the building height of Towers 1 and 2 remains unchanged when compared to the Approved S16 Scheme, the 5/F level has been raised from +28.75mPD to +34.60mPD due to the requirement for an additional E&M floor on level 4/F at +28.70mPD under the Approved S16A Scheme. A full E&M floor at 4/F level is required between the retail podium and the office tower portion due to the high demand for power supply supporting the EV chargers for private car parking spaces, which has been identified during the design development stage. There will be express escalators bypassing 4/F to access 5/F directly from 3/F.

4.3.8 A comparison of the development schedules and provision of internal transport facilities between the Approved S16 Scheme (No. A/H7/181), Approved S16A Scheme (No. A/H7/181-2) and the Current Scheme are listed in **Tables 4.1 to 4.2** with proposed land uses by floor listed in **Table 4.3**.

Table 4.1: Comparison between Development Schedules of the Approved S16 Scheme, the Approved S16A Scheme and the Current Scheme

Development Parameters	Approved S16 Scheme (No. A/H7/181)	Approved S16A Scheme (No. A/H7/181-2)	Current Scheme	Difference between Current Scheme and Approved S16A Scheme
Application Site Area	Approx. 14,802 m^2	Approx. 14,802 m^2	Approx. 14,802 m^2	No change
Total GFA^	102,000 m^2	102,000 m^2	102,000 m^2	No change
▪ Office	Approx. 85,000 m^2	Approx. 85,300 m^2	Approx. 85,300 m^2	No change
▪ Retail	Approx. 10,000 m^2	Approx. 10,000 m^2	Approx. 10,000 m^2	No change
▪ Light Bus Lay-bys	Approx. 2,000 m^2	Approx. 1,600 m^2	Approx. 1,600 m^2	No change
▪ GIC Facilities required under OZP (Including DHC, CCC, DE)	Approx. 3,000 m^2	Approx. 3,100 m^2	Approx. 3,100 m^2	No change
▪ Additional GIC facilities (Performing Arts and Cultural Facilities)	Approx. 2,000 m^2	Approx. 2,000 m^2	Approx. 2,000 m^2	No change
Plot Ratio	Approx. 6.89	Approx. 6.89	Approx. 6.89	No change
No. of Blocks	3	3	3	No change
Site Coverage	65%	65%	65%	No change
Building Height	T1 and T2: 135mPD T3: 90mPD	T1 and T2: 135mPD T3: 90mPD	T1 and T2: 135mPD T3: 90mPD	No change
No. of Storeys				
▪ Basement	5 Storeys	5 Storeys	5 Storeys	No change
▪ Towers 1 and 2	24 Storeys	25 Storeys	25 Storeys	No change
▪ Tower 3	16 Storeys	16 Storeys	16 Storeys	No change
Public Open Space Provision^	6,000m^2	6,000m^2	6,000m^2	No change
▪ G/F:	Approx. 3,000m^2	Approx. 2,850m^2	Approx. 2,835m^2	-15m^2
- (incl non-covered POS)	Approx. 2,300m^2	Approx. 2,230m^2	Approx. 2,190m^2	-40m^2
- (incl. covered POS)	Approx. 700m^2	Approx. 620m^2	Approx. 645m^2	+25m^2
▪ 2/F, 1/F and UG/F:	Approx. 3,000m^2	Approx. 3,150m^2	Approx. 3,165m^2	+15m^2
- (Incl non-covered POS)	Approx. 1,250m^2	Approx. 1,490m^2	Approx. 1,488m^2	-2m^2
- (Incl. covered POS)	Approx. 1,750m^2	Approx. 1,660m^2	Approx. 1,677m^2	+17m^2
Greenery Coverage*				
▪ Total	Approx. 2,970 m^2	Approx. 2,970 m^2	Approx. 2,970 m^2	No change
Completion year	Q3 2029	Q3 2029	Q3 2029	No change

^Public Open Space of 6,000 m^2 to be exempted from GFA calculations.

* For PlanD's reference only.

Table 4.2: Comparison between Provision of Internal Transport Facilities of the Approved S16 Scheme, the Approved S16A Scheme and the Current Scheme

Internal Transport Facilities	Approved S16 Scheme (No. A/H7/181)		Approved S16A Scheme (No. A/H7/181-2)		Current Scheme (Remains Unchanged compared to the Approved S16A Scheme (No. A/H7/181-2))	
Private Parking & Loading/Unloading (L/UL)						
	Office	Retail and Performing Arts & Cultural Facilities	Office	Retail and Performing Arts & Cultural Facilities	Office	Retail and Performing Arts & Cultural Facilities
Private Car Parking Spaces	450	60	452	60#	452	60#
Motorcycle Parking Spaces	45	6	46	6#	46	6#
Loading/Unloading Spaces and lay-bys ▪ Motor Vehicle ▪ Light Goods Vehicle ▪ Heavy Goods Vehicle	 5 27* 15	 - 10 6	 5 27* 15	 - 10 6	 5^ 27* 15@	 - 10 6
Public Vehicle Park and Lay-by						
Private Car Parking Spaces	100		100		100	
Light Goods Vehicle Parking Spaces	15		15		15	
Medium/Heavy Goods Vehicle Parking Spaces	5		5		5	
Coaches Parking Spaces	5		5		5	
Light Bus Lay-bys	4		4		4	
Parking for GIC Facilities Required under the Lease						
Light Buses Parking Spaces (Day Care Centre for the Elderly)	3		3		3	
Motor Vehicle Parking Space (District Health Centre)	1		1		1	
Light Bus Parking Space (District Health Centre)	1		1		1	
Accessible Car Park (District Health Centre)	-		1		1	

*including 1 L/UL space (shared with Child Care Centre and Day Care Centre for the Elderly) located at B2/F.
#Including 10 nos. private car parking spaces and 1 no. motorcycle parking space to be delineated for Performing Arts & Cultural Facilities.
^including 1 motor vehicle lay-by (shared with GIC Facilities) located at B2/F.
@ including 1 L/UL space (shared with District Health Centre) located at B2/F.

Table 4.3: Land Uses by Floor under the Current Scheme (Remains Unchanged compared to the Approved S16A Scheme (No. A/H7/181-2))

Floor	Main Use	Floor	Main Use
Edged Blue Site (Towers 1 and 2)		**Edged Red Site (Tower 3)**	
B4-B5/F	Private Vehicle Park	B4-5/F	Private Vehicle Park
B3/F	Public and Private Vehicle Park	B3/F	Private Vehicle Park
B2/F	Public Vehicle Park; Ancillary L/UL Area; Parking for GIC Facilities Required under the Lease	B2/F	Public Vehicle Park
B1/F	Commercial; Light Bus Lay-bys; E&M	B2M/F	E&M
G/F	Commercial; Public Open Space; E&M	G/F	GIC Facility (District Health Centre); Public Open Space; E&M
1/F	Commercial; E&M	UG/F	GIC Facility (Day Care Centre for the Elderly); Public Open Space; E&M
2/F	Commercial; Public Open Space; E&M	1/F	GIC Facility (Child Care Centre); E&M
3/F	Commercial; E&M	2/F	Commercial; Public Open Space; E&M
4/F	E&M	3/F-17/F (4, 13 and 14/F omitted)	Commercial; E&M
5/F	GIC Facilities (Performing Arts and Cultural Facilities); Commercial; E&M		
6/F-27/F (13, 14 and 24/F omitted)	Commercial; E&M		

4.4 CURRENT SCHEME - SITE PLANNING AND LAYOUT PRINCIPLES

Tower Dispositions and Open Space at Podium Level

4.4.1 Under the approved schemes, the towers are located in the north-west of the Application Site which integrates the fragmented open spaces proposed in the original layout under PlanD's rezoning conceptual scheme (**Figure 4.13**) and also creates large open space at the eastern part of the Application Site (**Figure 4.14**). Such tower disposition also responds to the Explanatory Statement of the OZP which states that the POS should be provided in the eastern portion of the Site facing Caroline Hill Road (East) and at-grade in the northern portion facing Leighton Road in order to enhance visual openness and pedestrian access. The approved disposition of towers does not affect the air ventilation performance at street levels and contributes to air ventilation with several wind enhancement features when compared with the statutory OZP rezoning indicative scheme in the previous application. The

Event Plaza will serve as an open space resource for Causeway Bay south and also as a recreational facility for the local community (**Figures 4.15a and 4.15b** refers).

Multi-Level Access and Pedestrian Connectivity

4.4.2 To enhance pedestrian accessibility and their walking experience, multi-level pedestrian access is proposed in this Project. This includes access to the Project from both street level and at an elevated level. Pedestrian access points at street level are located at +5.6mPD from Caroline Hill Road (East); at +7.00mPD from Leighton Road and at +8.90mPD from the new internal access road. The demolition works of the existing basement were completed to facilitate the construction of internal access road. A footbridge connecting the Application Site with Lee Garden Six at +17.64mPD is also proposed. This footbridge will form part of an elevated walkway system that connects the Lee Gardens Area all the way to the Causeway Bay MTR Station at Hysan Place. The proposed pedestrian connections and circulation routes are indicated in **Figures 4.16 and 4.17**.

Open Space and Landscape Bridge at 2/F

4.4.3 To further enhance pedestrian connectivity and integration between the Edged Blue and Edged Red Sites, a Landscape Bridge is provided at 2/F (Level +18.70mPD) spanning across the new internal access road and connecting the two parts of the Application Site. The Landscape Bridge will be fully covered and enclosed at the two sides facing Caroline Hill Road to the east and the new internal road to the west. This will serve as a major part of the covered POS and the design is to create a covered landscape area with ample greenery. The Landscape Bridge will extend all the way into the covered POS under Tower 3 in order to provide a well-integrated POS connecting two parts of the Application Site. This Landscape Bridge will also serve as a pedestrian link connecting the western and eastern parts of the Application Site, providing a seamless pedestrian connection with weather-proof protection and reducing pedestrian and vehicular conflict at the new access road below (**Figure 4.9b** refers).

Provision of Additional GIC Facilities – Performing Arts and Cultural Facilities (PACF)

4.4.4 As explained in Section 3.4, the Explanatory Statement in the OZP states that the project proponent for the Application Site is encouraged to provide additional GIC facilities such as PACF which are compatible uses under the zoning. PACF with a floor area of 2,000m^2 are therefore proposed at 5/F of Towers 1 and 2. Staircase, escalators and barrier free access will be provided to facilitate visitors to access the facilities on 5/F.

4.4.5 In a previous Section 16 application (No. A/H7/181) for this project, which was approved by the TPB on 6 May 2022, the development proposal included an additional 2,000m^2 of PACF on 5/F of Towers 1 and 2 to be operated by a non-profit organisation. In the Approved S16A Scheme (No. A/H7/181-2), the PACF was proposed to be relocated from the west to the east side on the same floor for better separation between the office lobby circulation and the cultural venue, in order to minimise mutual disturbance in daily operations. Construction works by the Applicant are ongoing on the basis of the design of the approved development proposal including the PACF. The Applicant has also been engaging in discussions with potential NGO operator of the PACF, namely EXCEL (Extension and Continuing Education for Life) Limited, a registered charitable institution which is fully self-sustained and which is a *non-profit making organisation.* EXCEL is a subsidiary of the Hong Kong Academy for Performing Arts (HKAPA), which is experienced in the operation of community cultural venues.

4.4.6 The Applicant will work with the organisation to operate exhibition venues and theatre on a non-profit basis for various types of cultural activities for the public to enjoy, including but not limited to visual arts, music, drama and dance. Floor space will also be provided for interactive workshops between artists and public participants. This can foster cultural development by supporting local artists and community groups, and respond to the deficit of GIC facilities in Wan Chai District.

Visual Corridor between the Two OVTs

4.4.7 In order to preserve views of the two OVTs at street level, a visual corridor of 6m wide is proposed at the podium between Towers 1 and 2, 3-storeys high. Such corridor shall allow visual connections between the two OVTs and integrate better with the existing site context. The visual corridor will also serve as a POS where street life and activities could take place. It will also act as an internal street to allow a more direct pedestrian access to the District Court to the south. (Appendix F3 of **Annex C** and **Figures 4.18a to 4.18c** refer).

Setback at Street and Podium Levels to Enhance Air Ventilation

4.4.8 Sufficient setback has been allowed at both the street and podium levels to enhance air ventilation and also allow a higher degree of visual openness. At the street level, setback is provided from the building edge for elevated design on G/F in the western portion of the Application Site abutting Caroline Hill Road (West), to enhance air ventilation and accommodate a drop-off area. In addition, setback is also proposed at grade from north-eastern boundary along the masonry wall at Caroline Hill Road (East). At the podium level, sufficient building setback is provided from north-eastern site boundary above 2/F and from the south-western boundary of Towers 1 & 2 and Tower 3. The Approved S16A Scheme proposed an increase in the size of setback of the podium at the north-eastern side of Towers 1 and 2 from 2/F and above to create a more efficient and spacious sense of arrival from the link bridge which will connect Lee Garden 6 to the future pedestrian walkway system in the Lee Garden area and Causeway Bay MTR station. The setback will be widened from approximately 23m to 36m. These setbacks will act as the major wind enhancement features (**Section 5.2** refers).

4.4.9 Furthermore, setback is proposed above 2/F from the south-western boundary abutting the District Court site. The extents of the setbacks are shown in **Figures 4.19a to 4.19b**.

Raised Tower and Covered Public Open Space at 2/F of Tower 3

4.4.10 In order to further enhance air ventilation flow, Tower 3 is proposed to be raised above the podium level at 2/F with the provision of covered POS underneath. The covered POS area will be landscaped with greenery. By raising the tower above the podium level, it will allow passage of air flow underneath, and, thereby, facilitate air ventilation at podium level (**Section 5.2** refers).

4.4.11 In the Approved S16 Scheme, a void of approximately 18m (W) x 13.4m (H) above the 2/F level at Tower 3 was proposed as one of the major wind enhancement features. As detailed architectural design has continued to progress, an amendment to the design of the 2/F level of Tower 3 is required, including an extension of the lift lobby towards the elevated void to allow more space for the circulation and unimpeded flow of office users. The amended elevated void, which varies from approximately 21m at its widest to 16m at its narrowest, with a void height maintained at approximately 13.4m, was approved in the Approved S16A Scheme (Application No. A/H7/181-2).

Integration of GIC Facilities with Public Open Space

4.4.12 The GIC facilities required under the OZP, namely the CCC, DE and the DHC, will be provided at the podium of Tower 3 at G/F to 1/F. It could be easily accessed from the street level at G/F or from the Landscape Bridge. Drop-off, L/UL and parking for these three GIC facilities are provided at B2/F of Tower 3 with direct disabled access to the GIC facilities.

4.4.13 There are minor level changes of the GIC facilities in the Approved S16A Scheme compared to the Approved S16 Scheme. The lowest floor will be slightly raised from +4.10mPD to +5.70mPD to flush with the adjoining street level. This will result in the levels of all three floors being raised by 1.6mPD. The lowest storey is thus renamed as "G/F" with the subsequent floor as "UG/F". The maximum height of Tower 3 at +90mPD will remain unchanged as per the Approved S16 Scheme. This change will improve pedestrian access to the GIC premises and will mean that the staircase between G/F and 1/F

in the Approved S16 Scheme can be omitted. This will also help to enhance the barrier-free access and facilitate a more welcoming access especially for children and the elderly.

4.4.14 The 3-storey GIC complex will be well-integrated with the POS and green landscape. POS areas incorporated into G/F, UG/F and 2/F of Tower 3 will feature landscaping and vertical greening, including green walls adorned with climbers, to create an inviting entrance to the upper ground floor lobby. With additional POS being integrated throughout the area, the visitor experience and social interaction can be enhanced.

4.4.15 The levels of POS were at +5.60mPD on G/F, +8.60mPD on UG/F, and +12.30mPD on 1/F under the Approved S16 Scheme. Compared with the Approved S16 Scheme, a portion of the POS is sunken to be located at +10.20mPD on UG/F of Tower 3, connecting the POS at +5.70mPD on G/F under the Approved S16A Scheme. Throughout the previous liaison with relevant departments, it was advised that the design should be updated to allow for more natural daylight into the GIC facilities. Therefore, a strip of POS will be carved out surrounding the GIC facilities to maximise the window frontage (**Figure 4.20d** refers). Sufficient windows and natural daylight will be allowed at both eastern and western sides of the GIC facilities (**Figures 4.20a to 4.20d** refer). Under the Approved S16A Scheme, the middle levels of the POS are now referred as UG/F. Therefore, the design intent remains unchanged compared to the Approved S16 Scheme in that pedestrians will be connected via POS from 2/F to street level (**Figure 4.17** refers).

4.5 CURRENT SCHEME – VEHICULAR / PEDESTRIAN CIRCULATION AND INTERNAL PARKING PROVISION

Vehicular Access Arrangement

4.5.1 Two vehicular accesses are proposed for the Project, located at the eastern and western portion of the new internal access road. To facilitate better traffic operation, the western vehicular access will mainly serve ingress and egress of private cars and taxis only. The eastern vehicular access will mainly serve light buses, goods vehicles as well as providing for the layby and parking spaces for the Tower 3 GIC facilities. The vehicular ingress and egress routes, as well as the vehicular access arrangements for the Project are shown on **Figures 4.21a and 4.21b**.

Internal Vehicular Circulation and Parking Provision

4.5.2 Off-street pick-up/drop-off laybys for private cars and taxis will be provided at G/F via the western vehicular access. Four light bus lay-bys will be located at B1 and the laybys can be accessed via the eastern vehicular access. Except for the one loading/unloading bay located at G/F to serve special operational needs, the ancillary loading/unloading area will be provided at B2. The public vehicle park for coaches and goods vehicles, the lay-by, car parking spaces and loading/unloading area for the Tower 3 GIC facilities will be provided at B2/F. The public vehicle park for private cars will be provided at B3/F whilst an ancillary car park will be located at B3 – B5/F.

4.5.3 The internal parking provision is summarised in **Table 4.2** above. The Remarks of the Notes of the OZP under the "C(2)" zone stipulate that a public vehicle park of not less than 125 parking spaces should be provided in the Application Site. The Explanatory Statement of the OZP (para 8.1.3) states that an underground public vehicle park with not less than 100 private car parking spaces and 25 commercial vehicle vehicles parking spaces shall be provided. **Table 4.2** demonstrates compliance with these requirements in the OZP.

4.5.4 The internal traffic arrangement for private cars including the access to the lay-by for GIC facilities located at B2/F as required under the OZP is shown on **Figure 4.22a**. The internal traffic arrangement for light buses, goods vehicles and coaches is shown on **Figure 4.22b**.

Pedestrian Circulation

4.5.5 Multi-level pedestrian links and walkway system accesses are proposed in this Project to enhance pedestrian accessibility. The proposed Landscape Bridge at 2/F acts as an important route providing a seamless weather-proof, barrier-free and grade-separated pedestrian connection between the Edged Blue and Edged Red Sites in the Application Site and to Lee Garden Six. This will create a continuous elevated deck connecting the various commercial and GIC facilities in the Application Site with the future pedestrian walkway system at the Lee Gardens area and then leading on to Causeway MTR Station. This is a great benefit to the public especially for visitors (e.g. children, the elderly and disabled) to the GIC facilities at the Edged Red Site of the Application since it is a safer and more direct pedestrian route than crossing the new internal access road. At-grade pedestrian accesses will be provided at the street levels of Leighton Road, Caroline Hill Road and pedestrian link will be provided at the new internal access road between the Application Site and the District Court site. Vertical pedestrian links by means of ramps, escalators, lifts and stairs will be provided to connect the elevated pedestrian link at podium level with the public and community facilities (i.e. POS, the light bus lay-bys, public vehicle park and GIC facilities in Tower 3), and the main accesses of buildings and pedestrian accesses at street level. The proposed pedestrian connections and circulation routes are indicated in **Figures 4.16 and 4.17**.

4.5.6 In addition, as required by Para 8.1.3 of the Explanatory Statement of the OZP, a potential subway connection will be reserved at B3 near the northern corner of the Application Site for a potential future pedestrian subway by the Government. Should the potential subway be realised, passenger's lifts and other vertical circulation will be provided at the entrance of the subway at B3/F - with a suitable internal layout - to bring pedestrians to the upper commercial floors such that there is no cross traffic between vehicles and pedestrians.

4.5.7 As aforementioned in **Table 1.1**, to comply with the approval Condition (a) under the approved Section 16 application (No. A/H7/181), the design and provision of vehicular access, car parking and loading/unloading facilities for the proposed development was submitted in the General Building Plans (GBPs) on which Transport Department has been consulted. The latest revision of the GBPs has been approved by Buildings Department on 5 March 2025 (**Annex A-4**).

4.6 CURRENT SCHEME - URBAN DESIGN PROPOSAL

Urban Design Context

4.6.1 Key urban design considerations of the Project include the following:

- Compatibility with the surroundings in terms of the scale, massing, and outlook;
- Physical and visual connectivity with the surroundings;
- Respect for and integration with the existing natural and cultural context, in particular the OVT abutting Leighton Road and the graded heritage walls; and
- Provision of a visual corridor between the OVTs on Leighton Road and at the future District Court Site.

4.6.2 In terms of the urban design context, areas to the north of the Application Site from Hysan Avenue to Hennessy Road are predominantly commercial developments and an internationally-reputed shopping district. The said areas are at all times busy at the street level. Areas to the south of the Application Site are mainly GIC facilities including many of the large-scale recreational grounds of the central urban districts of Hong Kong Island, such as the South China Athletic Association (SCAA), Indian Recreational Club, Hong Kong Cricket Association, and Hong Kong Stadium. They are, except for Hong Kong Stadium, mostly private clubs and offer a relatively tranquil environment. The areas immediately

surrounding the Application Site are a mixture of the above two uses. There are several Grade A commercial offices to its immediate north of the Application Site such as Lee Garden Six and the Lippo Leighton Tower. The Po Leung Kuk complex is at its immediate west and behind it, the high-end residential complex of Leighton Hill. To its immediate east along Leighton Road and Caroline Hill Road East are a continuous row of old tenement buildings (tong lau) whose street-level shops mainly serve the surrounding neighbourhood, and which include small restaurants and cafés. To its immediate south is the future District Court site. Leighton Road and the commercial Project therefore act as an edge that naturally delineates the hustle and bustle of northern Causeway Bay and the tranquil GIC zones around Caroline Hill Road.

4.6.3 The Application Site itself contains two features that contribute to the unique character and cultural context of the urban landscape. A large *Ficus elastica* OVT (Registration No. LANDSD(LEASED) WCH/1) abutting Leighton Road has a canopy that spreads some 40 metres over the road although the tree sits on only a 3.5m-wide existing slope. The tree stands on an existing masonry wall. The wall extends along the whole length of the Leighton Road boundary and Caroline Hill Road at the eastern boundary of the Application Site where part of it includes earthenware pipes on it which are a graded historic structure. There is another OVT (No. JUD WCH/1) at the south side of the Application Site within the proposed District Court site with part of the TPZ falling within the Application Site. This will be duly considered in the interfacing design. Relevant tree submissions such as Tree Preservation and Removal Proposal, detailed arboricultural assessment and method statements according to DEVB TC(W) No. 5/2020 as well as the Tree Protection Plan of the OVT JUD WCH/1 were made accordingly for any construction works or works area within the TPZ of the concerned OVT. Coordination with the District Court site such as design interface, sequence of works, protective measures and monitoring during construction etc. shall be conducted.

Urban Design Proposal

4.6.4 In terms of compatibility with its urban context, the scale of the commercial Project is compatible with the surrounding areas, with its maximum height set at 135mPD, the same as the commercial development to its north and the future District Court development to its south. A footbridge will be constructed to connect Lee Garden Six across Leighton Road to the podium level at approximately +18.70mPD in the Application Site. The footbridge offers a diversion for pedestrians from the existing busy Leighton Road, for a safer and more comfortable access to the various parts of the Project and completes an important part of the above-ground pedestrian network from Causeway Bay MTR Station to this area. **Figures 4.23a and 4.23b** depict the urban design analysis for the proposed Layout Plan.

4.6.5 Under the OZP and the Lease, it is stipulated that a POS of not less than 6,000m^2 shall be provided. The POS will comprise two portions. The first portion is a Banyan Garden and entrance plaza accessible from Leighton Road with its entry at the western side of the OVT, which is close to the existing pedestrian crossing on Leighton Road, outside the south-west corner of the Lippo Leighton Tower for the convenience and safety of pedestrians. A 24 hour-pedestrian walkway runs along the Banyan Garden, with an internal street creating a visual corridor between the two OVTs (LANDSD(LEASED) WCH/1 & JUD WCH/1), and enhancing both the physical and visual connection between them. The second portion is the POS at 2/F and UG/F and the associated POS surrounding the GIC facilities. It serves as the core of the POS, extending from the future footbridge connecting to Lee Garden Six across the Application Site to Tower 3. Details of the disposition and design of the POS are covered in **Section 4.7**. The disposition of the POS is shown in Appendix E under **Annex C**.

4.6.6 The OVT and the Grade 3 historic structure (the masonry wall and associated earthenware pipes) which contribute to the unique character to the surroundings are well respected in terms of visual connectivity through the creation of the Banyan Garden. A tree cluster situated on the masonry wall abutting the corner of Leighton Road and Caroline Hill Road East adds to the unique character to the

surroundings. As such, the OVT and the tree cluster situated on masonry walls are to be preserved in-situ as far as practically possible. The detailed tree treatment proposal is further elaborated in **Annex C**.

4.7 CURRENT SCHEME - LANDSCAPE PROPOSAL

Landscape Design and Open Space Provision

4.7.1 As aforementioned in **Table 1.1**, to comply with the approval Condition (b) under the approved Section 16 application (No. A/H7/181), the submission of a revised Landscape Master Plan (LMP) for partial compliance with this approval condition has been accepted by the Director of Planning on 12 August 2022 (**Annex A-5**). The 1st amendment submission of the LMP, tallying with the latest GBP submission was submitted to Planning Department on 10 January 2025. Full compliance with this approval condition rests upon the implementation of the approved LMP (which has not yet been achieved) to the satisfaction of the Director of Planning or of the TPB.

4.7.2 The LMP for the Current Scheme is shown in **Figures 4.3 and 4.24a to 4.24b**, as well as Appendix C under **Annex C**. Based on the unique character of the Site identified in the urban design analysis, landscape design should embrace on the one hand, this part of Causeway Bay to the north as having a higher-end commercial and retail character, but on the other hand, it should respect the tranquillity of the neighbourhood to its south. The key distinctive features: that is, the OVTs and the masonry wall, as well as the trees situated on the masonry wall will be integrated into the landscape design alongside the functional and aesthetic requirements of the Application Site. In addition, a variety of landscape elements will be strategically placed throughout the area to create a harmonious blend between the building and its surroundings. Landscaping and vertical greening within the POS areas at G/F, UG/F and 2/F of Tower 3 is designed to provide a green wall with climbers to create a welcoming entrance to the tower lobby. Greenery area is provided at R/F of Tower 3.

4.7.3 In the future post-pandemic era, functional open space will be one of the most valuable assets to public. The Landscape Bridge across the internal access road can increase the external site capacity and provide high-quality and safe open space to the public. In total a minimum POS provision of at least 6,000m^2 will be provided as required by the Remarks of the Notes of the OZP under the "C(2)" zone.

Banyan Garden at G/F

4.7.4 The OVT, perched atop a historic masonry wall 2 to 3 metres above Leighton Road, stands as a prominent natural landmark in the urban fabric. Its expansive canopy and aerial roots extend nearly 40 metres along the street, forming a green threshold between city and nature. The proposed Banyan Garden, entrance plaza, and internal street at G/F level, covering approximately 2,835m^2 will form a vital pedestrian linkage, connecting Leighton Road to an interim platform at +8.9mPD and ultimately to the Landscape Bridge at +18.75mPD (i.e. finished floor level).

4.7.5 The Banyan Garden is conceived as a restorative civic space that celebrates and safeguards the OVT while offering a dynamic public realm. Informed by expert input from the independent tree specialist, the Current Scheme significantly improves the tree's long-term growing conditions through the expansion of the rooting zone from the current 3.5-metre-wide strip to a total soil width of approximately 19 metres. This includes the addition of a subterranean soil crescent beneath the plaza, filled with uncompacted, fabricated soil mix within modular soil cell systems to facilitate healthy root development.

4.7.6 The Banyan Garden represents a refined integration of ecological infrastructure and urban design. By merging technical tree rehabilitation with multifunctional public use, the scheme creates a layered landscape that serves both environmental and social needs. The information related to tree protection

measures for the OVT, as outlined in this section and throughout the submission, is for PlanD's reference and subject to detailed design.

Public Open Space at 2/F and UG/F

4.7.7 A total area of approximately 3,165m^2 comprises the remaining portion of the POS at 2/F and UG/F, with a minor portion at 1/F. The POS at 2/F podium is designed to let visitors escape from the hustle and bustle of Causeway Bay and enjoy a moment of tranquillity. At the same time, this is designed to respect the existing natural and cultural context. A number of existing trees on site will be transplanted and brought back to the POS at 2/F and UG/F. This area will provide open lawns for multi-use purposes by groups or individuals. Within the 2/F podium, a small area will be designated for non-POS use, namely the Event Plaza. The public can still access and use the space most of the time, except during special events when temporary barriers will be erected along the perimeter of this area. A unified landscape design will be adopted for the entire open space at 2/F regardless of whether it is a POS or non-POS area. This approach aims to achieve an integrated design and provide high-quality open space for public enjoyment, without any physical barriers. There will not be any physical barriers between the two spaces but clear demarcation will be implemented between the POS and private open space, such as a metal strip to be installed in between, and incorporating a different paving colour and material. Detailed paving design will be further developed at a later stage.

4.7.8 The Landscape Bridge featuring a transparent cover will allow its primary users - being elderly, young children and patients travelling to Tower 3 GIC facilities, access to carefully design natural elements and biophilic design, which is beneficial to ensure health and welling as recommended by the World Health Organization, accelerating recovery rates, reducing stress and enhancing the mental relaxation of the GIC users and public. Additionally, quality landscape and greenery will be strategically placed throughout the Covered Landscape Bridge. An internal headroom of approximately 6m and ample sunlight will be provided by the transparent cover.

4.7.9 According to WELL standards, creating space for physical activity is important for encouraging physical movement and fostering a healthy lifestyle and their standards suggest that a minimum space of 1,860m^2 is required for the Project. The Landscape Bridge connected to the covered POS under Tower 3 can contribute to this purpose. Apart from the area, the quality and usability of the POS is crucial. Innovative devices and ideas for smart microclimate control in the covered parts of the Landscape Bridge are to be incorporated to increase its usable period.

4.7.10 The POS at G/F Banyan Garden and 2/F podium will be accessible to the public 24-hours a day with barrier-free access. To cater for the heavy pedestrian flows and at the same time provide a natural urban environment, there will be an appropriate balance between hard (paved) and soft (planted) landscape.

Tree Preservation and Removal Proposal

4.7.11 In the Landscape Master Plan, 15 existing trees - including the OVT (LANDSD(LEASED) WCH/1) situated on and/or abutting the masonry retaining walls – are to be retained at their original locations. Four trees are suitable for transplanting and will be transplanted out of and back to the Project. Among the trees to be transplanted, five trees have unexpectedly failed since the approval of the planning application (No. A/H7/181), due to natural events and causes, including typhoons. Proposed permanent receptor sites for transplanted trees have been identified at the site entrance at Leighton Road and at the podium (2/F) within the Lot boundary.

4.7.12 There are 38 trees assessed as not being feasible for transplanting / relocation, and these are to be felled, with compensation tree planting being provided. These include two *Michelia* x *alba* trees which are a species protected under the Forests and Countryside Ordinance (T31 and T33). The detailed treatment of all trees and justifications of tree felling is further elaborated in **Annex C** and summarised

in **Table 4.4**.

Table 4.4: Summary of Tree Recommendation

Recommendation	Nos. of Trees under Current Scheme (Remains Unchanged compared to the Approved S16A Scheme (No. A/H7/181-2))
Tree to be retained	15
Tree to be transplanted	4
Tree to be felled	38
Total (Existing Trees within Site Boundary)	57

Compensatory Tree Planting

4.7.13 The compensation ratio of felled trees will be not less than 1:1 in terms of quantity, in accordance with LAO PN No. 6/2023.

4.7.14 In order to compensate for the loss of trees within the Lot, 38 high quality Heavy Standard trees are to be planted alongside the western sections of Caroline Hill Road, and at the podium level (2/F). The compensatory ratio in terms of number will be at least 1:1 and in terms of diameter at breast height (DBH) will be at least 1:0.13. Besides, in accordance with the Lease, 22 nos. of additional trees shall be planted with the Lot apart from the retaining trees, transplanting trees, as well as compensatory trees. The additional trees are referred to as "new trees". A summary of the compensatory/ new tree planting ratio is presented in **Table 4.5**. A detailed proposal is further presented in **Annex C**.

Table 4.5: Compensatory Planting Ratio

Compensatory Metrics	Statistic / Ratio under Current Scheme (Remains Unchanged compared to the Approved S16A Scheme (No. A/H7/181-2))
Nos. of felled trees	38
Aggregated total DBH of felled trees	19,885mm
Nos. of compensatory trees	38 (Heavy standard DBH: 75mm)
Total aggregated DBH of compensatory trees	2,850mm
Compensatory Planting Ratio (by number)	1:1
Compensatory Planting Ratio (by DBH)	1:0.14
New Trees (stipulated under Lease)	22

4.7.15 In the Approved S16 Scheme, compensatory/ new trees were proposed to be planted alongside the eastern and western sections of Caroline Hill Road (G/F), and at the podium level (2/F). During the detailed design and site coordination stages, it has become clear that it is unavoidable to locate a series of underground utilities and structural works at G/F level. As such, there is insufficient space available for planting new trees. The infrastructure features and technical reasons for this are as follows:

- Terminal manhole which the setting out and invert levels are controlled by the city main;
- Basement smoke vents which are required to be distributed along basement wall below as prescribed under building code; and
- Over 60% (72m out of 120m) of the frontage facing Leighton Road is occupied by OVT LANDSD(LEASED) WCH/1 and the retained masonry wall, and it is therefore unavoidable to arrange most E&M openings and installation at G/F level.

4.7.16 To maintain the number of trees committed to in the Approved S16 Scheme, some of the new trees (originally at G/F) will therefore be relocated to the open space on the 2/F where major pedestrian flows from the Lee Gardens area through the elevated walkway system is anticipated, so as to ensure public enjoyment of the trees. Such amendment was reflected in the Approved S16A Scheme.

4.8 CURRENT SCHEME - TREATMENT OF HERITAGE FEATURES

4.8.1 The masonry walls around the Application Site are one of the features that define the character of the Application Site and contribute to its significance. The walls are also an important part of the streetscape. The Grade 3 historic structure, including the existing graded masonry walls and two earthenware pipes in their entirety will be kept, conserved and preserved as required under the lease in this Project proposal.

4.8.2 In accordance with the Explanatory Statement of the OZP, prior consultation was conducted with AMO and it is confirmed with AMO that there will be no alteration to the masonry walls and earthenware pipes, except for any necessary structural strengthening works required to fulfil relevant statutory requirements.

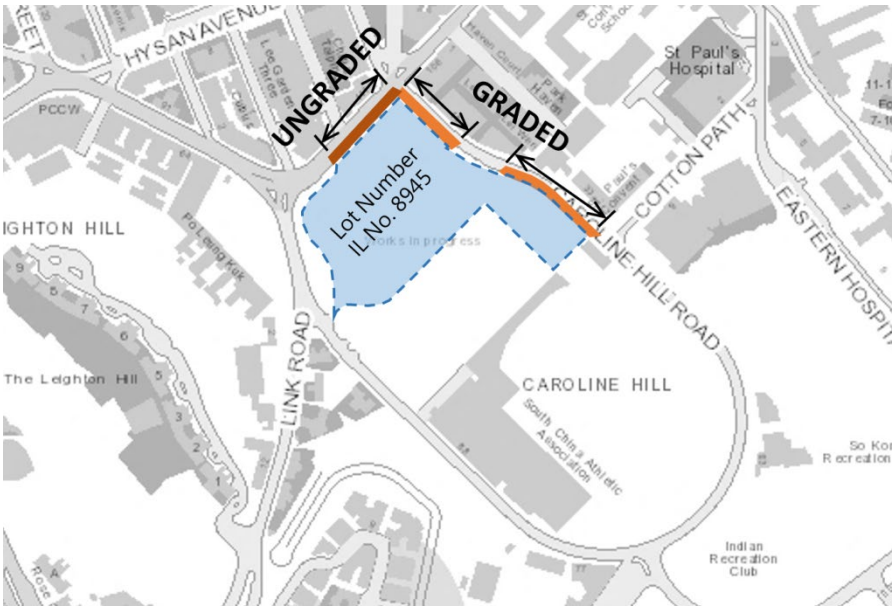

Figure 4.25: Plan Showing the Graded and Ungraded Parts of the Masonry Walls Required to be Preserved

5 Technical Assessments

5.1 INTRODUCTION

5.1.1 The following is a summary of technical assessments carried out for the Approved Layout Plan, where necessary with minor updates in the reports of Air Ventilation Assessment (**Annex D**), Drainage Impact Assessment (**Annex E**), and Sewage Impact Assessment (**Annex F**) to account for the Current Scheme.

5.2 SUMMARY OF AIR VENTILATION ASSESSMENT

5.2.1 An Air Ventilation Assessment – Initial Study (**Annex D**) was carried out for the Baseline Scheme (i.e. the Approved S16 Scheme) and the Approved S16A Scheme (No. A/H7/181-2) (i.e. remains the same as the Current Scheme).

5.2.2 Under this Current Scheme, several wind enhancement features are provided, including:

1) T1 -15m setback from the building edge for elevated design on G/F with 15m (W) x 8.5m (H);
2) T2 - building setback of min. 36m from north-eastern site boundary above 2/F;
3) T3 – Approximately 16~21m width and 13.4m height elevated design with additional void of approximately 5m width and 8.4m height above extended lift lobby of T3 on podium level;
4) T1 – building setback of approximately 5m on average from the south-western boundary;
5) T2 - building setback of 4m at grade from north-eastern boundary;
6) T3 - building setback of 7.5m above 2/F from south-western boundary abutting the district court site; and
7) T1 - min. 6m internal street of T1 on G/F.

5.2.3 The results of the assessment demonstrate that the ventilation performance will be similar under the Baseline and the Current Schemes under both annual and summer wind conditions.

5.2.4 Findings of the Air Ventilation Assessment – Initial Study are contained in **Annex D**.

5.3 GEOTECHNICAL PLANNING REVIEW

5.3.1 A Geotechnical Planning Review was conducted for the proposed Application Site at Inland Lot No.8945 in accordance with "GEO Advice Note for Planning Applications" (GEO, 2007) and was approved under previous planning submission (No. A/H7/181). There is no update further to the approved Geotechnical Planning Review Report, since there is no change in geotechnical view under this planning submission.

5.3.2 The approved Geotechnical Planning Review report (**Annex H**) (under previous planning submission) demonstrated that the proposed Project is geotechnically feasible.

5.4 DRAINAGE IMPACTS

5.4.1 A Drainage Impact Assessment (**Annex E**) was conducted for the proposed Application Site at Inland Lot No.8945.

5.4.2 Since the total surface runoff for the Current Scheme will be reduced with enlarged landscape area when compared with the existing case, the peak runoff to the existing branch of drainage pipe along Leighton Road should also be reduced and should be beneficial to the existing drainage system. Therefore, it is concluded that there would be no impact to the existing drainage system as a result of the Current Scheme. The Drainage Impact Assessment will be kept updated to be in line with the construction work on site for DSD review.

5.5 SEWERAGE IMPACTS

5.5.1 A Sewerage Impact Assessment (**Annex F**) was conducted for the proposed Application Site at Inland Lot No.8945.

5.5.2 The peak sewage flow from the Current Scheme is slightly increased from 67.58 L/s to 67.74 L/s. The assessment results demonstrated that the existing public sewerage system serving the Application Site has sufficient capacity to carry the estimated sewage from the Current Scheme, and hence, the development will cause no impact to the existing public sewerage system. The Sewerage Impact Assessment will be kept updated to in line with the construction work on site for DSD review.

5.6 TRAFFIC IMPACTS

5.6.1 A Traffic Review Report (TRR) (**Annex G**) to assess the potential traffic impact due to the proposed development at the Application Site with a total GFA of 102,000m^2 was submitted and approved by Transport Department in year 2022. The approved TRR concluded that the surrounding road network with implementation of the proposed road scheme at the Green Areas and a new internal access road between the Application Site and the District Court site will be adequate to serve the future traffic demand upon the completions of the Project.

5.6.2 Since the total GFA of the proposed development is the same (i.e. 102,000m^2) while the adjustment to the parameters of office and GIC facilities is very minor, there will be no apparent increase in the overall traffic induced by the proposed development when compared to the Approved S16 Scheme (No. A/H7/181) as assessed in the approved TRR. Therefore, the conclusion as drawn from the previous approved TRR is still valid.

5.7 AIR QUALITY IMPACTS

5.7.1 There are no polluting uses such as industrial buildings or trunk roads near the Application Site, and hence, it is expected that there will be no air quality impact to the site. In addition, the buildings within the site will comply with requirements of the HKPSG.

5.7.2 The project team will observe all relevant environmental protection ordinances and requirements and implement pollution control measures to minimise any potential environmental impact/nuisance during construction stage.

5.8 NOISE IMPACTS

5.8.1 Although openable windows will be provided at some commercial and government, institution and community areas within the Project in order to meet the requirements under the Buildings Ordinance, during normal operation, centralized heat, ventilation and air conditioning system or split type air conditioning units, and mechanical ventilation will be provided as the primary source of providing ventilation for the spaces. Hence, it is expected there will be no adverse noise impact on the proposed Project.

5.8.2 The project team will observe all relevant environmental protection ordinances and requirements and implement noise control measures to minimise any potential environmental impact/nuisance during construction stage.

5.9 CONSERVATION MANAGEMENT PLAN

5.9.1 The Conservation Management Plan (CMP) for Grade 3 Masonry Walls and Earthenware Pipes (**Annex I**) was prepared and submitted to AMO in accordance with Special Condition Clause 3(b) of the Conditions of Sale No. 20379. As aforementioned in **Table 1.1**, this submission of the CMP serves as partial compliance with the approval Condition (c) under the approved Section 16 application (No. A/H7/181) and has been accepted by the AMO on 18 July 2022 (**Annex A-6**). Full compliance with this approval condition rests upon the implementation of the mitigation measures identified in the CMP before commencement of works (which is still ongoing and has not yet been achieved) to the

satisfaction of the Commissioner of Heritage or of the TPB.

5.10 WATER SUPPLY IMPACTS

5.10.1 To be in line with Government's Fresh Water Cooling Towers Scheme (FWCT Scheme), fresh water cooling towers are proposed to be used in this project which is within the Scheme Designated Area of Causeway Bay (3) (**Annex J**).

5.10.2 Regarding the FWCT Scheme for the proposed development, the corresponding calculation of daily water demand (Potable and AC make up water) and residual head for proposed new DN200 freshwater main was conducted to demonstrate that the water supply impact on the fresh water demand is acceptable. It has been concluded that a Water Impact Assessment is not required. Supplementary information was prepared by the consultants and was received by WSD on March 2024 with no further comment from them (**Annex J**).

5.10.3 The WWO542 approval for potable water and flushing water supplies on October 2023 included the water demand of the FWCT Scheme with lead-in pipe sizes of dia. 150mm. The fresh water demand for the whole development including the capacity for FWCT was calculated and is considered sufficient.

5.10.4 The proposed new DN200 freshwater main will be in a loop system to be connected to the existing DN450 freshwater main at Leighton Road and the existing DN150 freshwater main at Caroline Hill Road East near Lei Kwa Court. The approximate pressure head as advised by WSD will be 80m at the DN450 freshwater main at Leighton Road and 70m at the DN150 freshwater main at Caroline Hill Road East near Lei Kwa Court. The residual head along the proposed DN200 freshwater main during peak flow condition will have sufficient residual head of more than 20m which fulfils the minimum requirement advised by WSD.

5.11 LANDSCAPE IMPACTS

5.11.1 A total of 57 trees, including OVT (LANDS(LEASED) WCH/1), were recorded within the site. Some trees will be unavoidably affected by the proposed works, including the construction of commercial towers, a Public Open Space, GIC facilities, vehicular access, and associated infrastructure. In addition, several trees were removed under the Emergency Tree Felling Procedure, with reports submitted to the Lands Department accordingly.

5.11.2 A total of 38 trees are proposed to be removed, while 15 trees, including the OVT (T69), are recommended to be retained in-situ, and 4 trees are proposed for transplanting. To mitigate natural loss, 60 trees are proposed for planting within the site, including 22 additional trees as stipulated in Clause 13(m) under the Lease of Inland Lot No. 8945.

5.11.3 As such, no significant landscape impact is anticipated for this Project. A detailed assessment of impacts on existing landscape resources and the proposed mitigation measures (compensatory planting) is provided in **Annex C** (Landscape Master Plan).

6 Planning Justifications

6.1 COMPLIANCE WITH DEVELOPMENT PARAMETERS AND OZP REQUIREMENTS

6.1.1 As shown in **Table 6.1** below, the Layout Plan for the Current Scheme complies in all material respects with the development parameters and planning intention for the "C(2)" zone as stated in the OZP, with due consideration to the unique circumstances of the Application Site.

Table 6.1: Development Restrictions under "C(2)" Zone of the Approved Wong Nai Chung OZP No. S/H7/21 and the Relevant Sections of this Layout Plan Submission

Development Restrictions	OZP / Notes Requirements	Explanatory Statement Requirements	Relevant Planning Statement Sections
GFA	100,000m^2 (including the GFA of GIC facilities as required by the Government)	▪ No more than 10,000m^2 shall be allocated to retail uses, with due consideration of the traffic capacity in the area	**Table 4.1; Sections 4.3**
GIC Facilities		▪ District Health Centre with Net Operating Floor Area of about 1,000m^2 ▪ Child Care Centre with a Net Operating Floor Area of about 531m^2 ▪ Day Care Centre for the Elderly with a Net Operating Floor Area of about 358m^2 ▪ Project proponent is encouraged to provide more GIC facilities taking into account the current deficit in Wan Chai District ▪ Performing arts and cultural facilities are also compatible uses in the "C(2)" site	**Table 4.1;** Floor Plans at **Annex B**
Building Height (BH)	Maximum 135mPD	/	**Table 4.1;** Section at **Annex B**
Public Transport Facility	A public transport facility for minibuses shall be provided	A public transport facility for minibuses (underground) shall be provided	**Table 4.1;** B1 Plan at **Annex B**
Internal Transport Facilities	A Public Vehicle Park (PVP) of not less than 125 parking spaces shall be provided	A public car park (underground) of not less than 100 private car parking spaces and 25 commercial vehicle parking spaces shall be provided	B1 to B5 Floor Plans at **Annex B**
Public Open Space	Not less than 6,000m^2	▪ Design of the open space should be well integrated with the facilities	

Development Restrictions	OZP / Notes Requirements	Explanatory Statement Requirements	Relevant Planning Statement Sections
		provided and be user friendly and easily accessible ▪ Should be designed as a quality place for the public to interact and enjoy the built environment and its special features, including the Old and Valuable Trees (OVTs) and stone retaining walls ▪ To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided in the eastern portion facing Caroline Hill Road and at-grade in the northern portion fronting Leighton Road	▪ Landscape Master Plan at **Annex C** ▪ Urban Design Proposal at **Section 4.6** and figure for urban design analysis at **Figures 4.23a and 4.23b**
Urban Design/ Landscape/ Tree Preservation	Submission of Landscape and Urban Design Proposals	▪ Landscape submission required under Lease ▪ The OVT (No. LANDSD(LEASED) WCH/1) shall be preserved with sensitive protection method throughout the development process ▪ Existing trees found within the site and trees situating on and/or abutting the stone retaining walls shall also be preserved as far as possible ▪ Preservation of stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works) ▪ Podium-free design is encouraged with a view to maximising the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level	▪ Landscape Proposal at **Section 4.7** ▪ Approved CMP at **Annex I**
Air Ventilation Assessment (AVA)	Submission of AVA	▪ According to the findings of AVA 2018, a clear building gap of not less than 25m in width across the central portion of the site (assuming podium-free design) in a northwest-southeast direction involving the OVT (No. LANDSD(LEASED) WCH/1) shall be provided to facilitate better air ventilation in the area.	AVA at **Annex D**

Development Restrictions	OZP / Notes Requirements	Explanatory Statement Requirements	Relevant Planning Statement Sections
Pedestrian Connections	/	The future developer shall reserve an underground connection point within the Application Site for the possible pedestrian subway to MTR Station which is subject to further feasibility study	B3 Plan at **Annex B**

6.1.2 The proposed Project set out in this application, contains a number of significant planning merits. These and other considerations are described below.

6.2 ENHANCED CULTURAL, PUBLIC OPEN SPACE AND APPEAL OF LANDSCAPE TO CREATE VIBRANT URBAN REALM

6.2.1 With more than 100 years of curating the physical and social dimensions of the Lee Gardens Area, the Applicant has been continuously committed to placemaking to connect the development with the surrounding neighbourhoods in Causeway Bay. The proposed development, forming a new large-scale strategic project located within the Lee Garden area, is envisioned to establish a new green landmark in Causeway Bay and create a new benchmark for future urban environment. Adopting a cultural placemaking approach at the provision of POS will play a vital role in attracting more footfall to the proposed development and creating a vibrant urban realm in the neighbourhood.

6.2.2 As required by the Explanatory Statement of the OZP, a minimum of 6,000m^2 of POS will be provided as part of the Project. Also as required by the Explanatory Statement of the OZP, much of this space will be provided on the eastern side of the Application Site. In contrast to the design of the POS in the rezoning application for the site, the POS which is open to public 24 hours a day, in the Layout Plan is an integrated open space network that is not fragmented by the intervening internal road.

6.2.3 As discussed in **Section 4.7**, the POS will comprise two portions. The Banyan Garden, entrance plaza, and internal street at G/F, covering a total area of approximately 2,835m^2, will be included in the POS (Appendix E of LMP under **Annex C** refers). This portion will serve as a connection for pedestrians traveling from Leighton Road to the interim platform.

Enhanced Cultural Placemaking at Banyan Garden at G/F

6.2.4 The Banyan Garden is designed not only to preserve the OVT but also to celebrate its significance as a natural and cultural landmark. By creating an immersive environment around the tree, the project invites the public to interact with and appreciate its beauty, fostering a deeper connection between the community and nature.

6.2.5 The Banyan Garden is conceived as a restorative civic space that celebrates and safeguards the OVT while offering a dynamic public realm. Informed by expert input from the independent tree specialist, the Current Scheme significantly improves the tree's long-term growing conditions through the expansion of the rooting zone from the current 3.5-metre-wide strip to a total soil width of approximately 19 metres. This includes the addition of a subterranean soil crescent beneath the plaza, filled with uncompacted, fabricated soil mix within modular soil cell systems to facilitate healthy root development.

6.2.6 The installation of balustrades, use of lightweight planting materials, and creation of a functional circulation area demonstrate a commitment to both tree preservation, public enjoyment and safety.

These measures ensure the OVT remains a centrepiece of the urban landscape while providing a high-quality, accessible public space for all to enjoy.

6.2.7 The current alternative design of the Banyan Garden will provide a flexible and multi-functional open space located around the OVT for non-commercial cultural and arts events, such as outdoor performances, installations and light shows for the public to enjoy. To synergize with the PACF on 5/F of Towers 1 and 2, some of the performances and cultural events will be organised by the operator of the PACF to create rich cultural experiences. It will also achieve a synergy effect with the al fresco dining and retail at G/F where the diners and the public can enjoy the unique setting of the Banyan Garden, forming a vibrant open space. It will serve as a landmark, natural heritage resource and an element of the collective memory of the public, enhancing the sense of place and stimulating a sense of identity (**Figures 4.6a, 4.6b and 4.7** refers).

Other Provisions of Public Open Space in the Approved S16A Scheme

6.2.8 A total area of approximately 3,165m^2 comprises a core portion of the POS at 2/F and UG/F. The open space on 2/F will integrate the Edged Blue and Edged Red sites of the Project and act as a community node to pull in pedestrian flow via the elevated pedestrian walkway. The POS at 2/F podium will be designed with various types of open spaces, including open lawn, multi-functional area and covered POS. Additional landscape elements with multiple smaller paths will be integrated into the open space at 2/F. There will be the provision of flexible and multifunctional open space at 2/F, enhancing the opportunities for chance encounters and will also diversify the use and appeal of the landscape as a whole (**Figure 4.10** refers).

6.2.9 The open space at the podium level is proposed outside the building entrances to provide maximum flexibility to users, and also to provide a sheltered area of relief from the urban density in the city. Meandering routes are designed to encourage people to walk through the greenery. Pocket spaces within these areas are proposed to encourage people to enjoy the environment. In particular, the extensive covered POS at 2/F, extending from the Landscape Bridge to Tower 3, will provide a seamless pedestrian connection with weather-proof protection. In addition, increased greenery coverage will help to mitigate the urban heat island effect. This open space area is envisioned to be busy year-round.

6.2.10 To enhance the visitor experience and encourage social interaction, the POS will be integrated throughout the area. For example, POS areas will be incorporated around T3 on the G/F, UG/F, and 2/F. These areas will feature landscape and vertical greening, including green walls with climbers, to create an inviting entrance to the Tower's upper ground floor lobby. These POS locations will provide opportunities for visitors and users to rest, gather, and enjoy the surroundings.

6.2.11 The Applicant will follow the requirements of the "Public Open Space in Private Developments Design and Management Guidelines" promulgated by the Development Bureau.

6.3 IN LINE WITH GOVERNMENT POLICY OBJECTIVES IN FOSTERING ARTS, CULTURE AND TOURISM DEVELOPMENT

6.3.1 The National 14th Five-Year Plan defined a direction and guiding policy as "shaping tourism with cultural activities and promoting culture through tourism" (page 91 – 92) to achieve the integrated development of culture and tourism. It is also stated in the Chief Executive's 2024 Policy Address to set out the Government's initiatives in promoting Hong Kong's cultural and creative industries as well as the tourism industry (para. 129 – 133).

6.3.2 In addition, the Culture, Sports and Tourism Bureau (CSTB) published the "Blueprint for Arts and Culture and Creative Industries Development" on 26 November 2024. This set out a clear vision, principles and strategic directions for the future development of the arts, culture and creative industries to further consolidate Hong Kong's position as an East-meets-West centre for international

cultural exchanges. In particular, one of the principles of the Blueprint (page 29) is to promote "market-driven development and integration of culture, sports and tourism" which encourages the private sector to participate and invest in the development of the arts, culture and creative industries. It is stated in the Blueprint (page 31) that:

"We should build a comprehensive and sustainable ecosystem for the arts, culture and creative industries, develop platforms which are conducive to industry development, and encourage the private sector's participation and support for the development of the sectors."

6.3.3 It is also stated in the Blueprint that limited venue supply has been one of the major constraints that hinder the development of arts and culture sectors on a larger scale.

6.3.4 The CSTB also published the "Development Blueprint for Hong Kong's Tourism Industry 2.0" on 30 December 2024 to enhance cultural confidence and revitalise Hong Kong tourism's industry. To instill the concept of "tourism is everywhere" in Hong Kong, in-depth integration of culture and tourism will be promoted by "bringing together traditional elements, pop culture, performing arts, cultural festivals, and innovative experiences" (page 36).

6.3.5 The Applicant shares many of the Government's policy objectives and has a strong track record in transforming Lee Gardens area into a vibrant, contemporary environment and destination, with a unique Hong Kong character, making it an attractive destination for leading multinational corporations, international visitors and local residents. The approved development demonstrates the Applicant's continuous commitment to fostering the private sector's support in developing platforms that nurture arts, culture and tourism development in Hong Kong. This approved proposal includes a 2,000m^2 PACF. The Applicant has been engaging in discussions with a potential NGO operator of the PACF, namely EXCEL, which is a subsidiary of the Honk Kong Academy of Performing Arts, to operate the facility and provide various types of cultural activities for the public to enjoy.

6.3.6 In addition to the PACF, the alternative design of the Banyan Garden at G/F does not only serve as a POS, but it also enables a flexibility that can accommodate multi-functional non-commercial uses, such as outdoor performances, arts and culture events and light shows. To synergize with the PACF on 5/F of Towers 1 and 2, some of the performances and cultural events will be organised by the operator of the PACF to create rich cultural experiences.

6.3.7 With the unique setting of the OVT and the graded masonry wall, such performances and events will present the city's rich natural and human heritage to the tourists through innovative and distinctive experiences. The creation of this flexible community space will help to cultivate visitors' and tourists' appreciation of Hong Kong's culture, thereby telling the good stories of Hong Kong. Importantly it will also respond positively to the Government's policies on culture and tourism, outlined above.

6.4 PRESERVATION OF DESIGNATED OVTS AND HERITAGE FEATURES

6.4.1 All parts of the graded masonry wall including the earthenware pipes, as well as the OVTs, will be preserved as part of the Project under the Layout Plan. For the masonry walls and earthenware pipes, as required by the Explanatory Statement of the OZP, prior consultation was conducted with AMO and they note that such features are to be preserved in-situ and that as the proposal does not pose any impact on the Grade 3 historic structure. They will be maintained as an important part of the streetscape as an expression of the history of the Causeway Bay area.

6.5 INTEGRATION OF COMMUNITY FACILITIES

6.5.1 The GIC facilities mentioned in the Explanatory Statement of the OZP are located in an integrated location together in G/F to 1/F in Tower 3. With floor space reserved for a DHC, CCC and DE, the proposed Project will alleviate the lack of social welfare facilities in Wan Chai District and fully satisfy the requirements of the OZP. The DHC at the Application Site will fulfill the Government's aspirations

of moving forward from treatment-oriented to prevention-focused healthcare, with the Wan Chai DHC at the Application Site acting as the core centre among other satellite centres in the district in the future. The provision of CCC and DE can meet the service demand of centre-based community care services for the elderly in Wan Chai District.

6.5.2 As explained in **Section 4.4**, the GIC facilities are well integrated with the POS, opening up to the green landscape and natural daylight, thereby providing a pleasant and comfortable environment for the users of the GIC facilities.

6.6 ENHANCED AIR VENTILATION THROUGH BUILDING DESIGN AND LAYOUT

6.6.1 To enhance the wind performance, the Tower 2 setback above 2/F is widened from 23m to min. 36m under the Approved S16A Scheme as well as the Current Scheme. This setback provides higher wind permeability for incoming wind especially from the podium of the proposed District Court and thereby facilitates leeward side ventilation performance.

6.6.2 The building design of the the Approved S16A Scheme as well as Current Scheme will bring enhancement to air ventilation. With the incorporation of building separation and set back, compliance with Sustainable Building Design Guidelines under PNAP-APP 152 will be ensured.

6.7 ENHANCED PEDESTRIAN CONNECTIVITY AND WALKABILITY

6.7.1 The Current Scheme will significantly enhance pedestrian connectivity within the district. The POS, which is open to public for 24 hours a day, together with the 24-hour pedestrian walkway, will connect the site from the podium level at 2/F with Lee Garden Six across Leighton Road. The fully covered and enclosed Landscape Bridge over the future internal road, which forms a part of the covered POS, provides a seamless pedestrian connection between the western and eastern parts of the Application Site, spanning the internal road and allowing easy access to the GIC facilities in Tower 3. The Landscape Bridge spanning the internal road is covered which provides a comfortable walking experience. The public using the GIC facilities and employees at the offices of Tower 3 at the eastern end of the site can reach the centre of Causeway Bay swiftly. The elevated walkway will also facilitate pedestrians to access the Application Site, extending the vibrancy of the well-established cluster of retail facilities in Causeway Bay. Pedestrians who walk to reach the re-provisioned light bus lay-bys at the Application Site will also enjoy the convenience of the walkway system.

6.7.2 With its multi-level walkway system, the proposed Project under the Layout Plan can significantly improve the walking experience in the area and promote a functional synergy between commercial heart of Causeway Bay and the Application Site.

6.8 TRAFFIC IMPROVEMENTS THROUGH ROAD IMPROVEMENT WORKS

6.8.1 With Leighton Road being a district distributor, the road junctions nearby experience high traffic volumes. During peak periods, traffic queues may tail back to the junction of Leighton Road and Yun Ping Road, resulting in traffic congestion on the wider local road network.

6.8.2 With the proposed two-way internal road connecting Caroline Hill Road (West) and Caroline Hill Road (East), access can be facilitated for the different users of the Application Site and concentration of traffic at particular neighbourhood junctions avoided.

6.8.3 The Layout Plan offers a set back at Caroline Hill Road (West) and a portion of Leighton Road near its junction with Caroline Hill Road (West) for the gazetted 'Proposed Road Improvement Works at Caroline Hill Road, Link Road, Hoi Ping Road and Leighton Road'. Detailed design of the concerned road improvement works has been submitted and approved by relevant Government departments. The road improvement works, which the Applicant has committed to under the lease, will alleviate the traffic congestion in the area and improve traffic flows.

6.9 NO INSURMOUNTABLE TECHNICAL IMPACTS

6.9.1 As demonstrated in **Section 5** and technical assessments at **Annexes D to J**, the current scheme will not create any adverse drainage, sewerage, noise, air quality, water supply, geotechnical, traffic or air ventilation impacts.

6.9.2 As such, the Project under the Layout Plan for the Current Scheme will not result in any insurmountable technical impacts.

7 Implementation

7.1 PROGRAMME AND PHASING

7.1.1 The construction completion of the Project under the Layout Plan for the Current Scheme, as well as under the Lease, remains the same as that in the Approved Layout Plan, i.e. Q3 of 2029.

7.1.2 The new internal access road and the associated road improvement works (the gazetted 'Proposed Road Improvement Works at Caroline Hill Road, Link Road, Hoi Ping Road and Leighton Road') will be completed by the Applicant by 30 June 2026.

7.1.3 The required GIC facilities including the CCC, DE and DHC, will also be available for occupation and operation by 30 September 2029 as required under Lease.

7.2 RESPONSIBILITY FOR CONSTRUCTION AND MANAGEMENT

7.2.1 As required under Lease, the POS (including the landscape bridge and its relevant structural supports) and public vehicle park will be constructed, operated and maintained at the Applicant's cost.

7.2.2 The proposed internal road will also be constructed and maintained at the Applicant's cost until it is surrendered to the Government as required under the Lease. Requirements under the Transport Planning and Design Manual (TPDM) will be observed and associated details will be submitted to HyD and relevant Government departments for approval.

7.2.3 The Applicant will construct the CCC, DE and DHC in accordance with the Technical Schedule under Lease and other relevant regulations and guidelines.

7.2.4 The light bus lay-bys constructed at the Applicants' cost will be accessible to the public 24 hours a day as required under Lease.

7.2.5 The detailed design of structural features, utilities, drainage, etc. as well as necessary regulatory and Lease submissions will be made in the future at the appropriate point in time.

8 Conclusion

8.1 SUMMARY

8.1.1 This Application presents the proposed Current Scheme Layout Plan for the Commercial Project on Caroline Hill Road, Causeway Bay. As with the Layout Plans previously approved by TPB (the Approved S16 Scheme' and the 'Approved S16A Scheme'), this Current Scheme proposed by the Applicant:

- fulfills the requirements of layout plan submission under Remarks of the Notes of the "C(2)" zone on the approved Wong Nai Chung OZP No. S/H7/21;
- complies with material requirements and development parameters of the approved Wong Nai Chung OZP No. S/H7/21;
- preserves designated features of historical and natural value located on the site;
- results in an enhanced provision and distribution of POS;
- aligns with Government policy objectives in fostering arts, culture and tourism development;
- enhances air ventilation through building design and layout;
- enhances pedestrian connectivity to the surrounding area and walkability in the wider area;
- integrates the required GIC facilities with the commercial Project for the benefit of the public;
- alleviates traffic congestion in the area through incorporation of the gazetted 'Proposed Road Improvement Works at Caroline Hill Road, Link Road, Hoi Ping Road and Leighton Road'; and
- poses no insurmountable adverse impacts in terms of technical aspects.

8.1.2 However, importantly, this Application **provides significant enhancements to the previously Approved S16A Scheme**. Specifically, these enhancements are that it:

- protects and rehabilitates the OVT through different treatments within the three soil-rooting zones;
- allows the public to enjoy the POS at the TPZ; and
- includes an enhanced cultural placemaking proposal furthering community cultural and arts enjoyment of the Banyan Garden (compared to the approved schemes).

8.1.3 The Applicant therefore respectfully requests the Town Planning Board, exercising its powers under Section 16 of the Town Planning Ordinance (Cap 131), to approve the proposed Layout Plan, with or without condition.