

**Proposed Redevelopment for Hotel Use at  
Nos. 20-24 Tai Yau Street, San Po Kong, Kowloon and  
Proposed Minor Relaxation of Non-Building Area Restriction**

**Section 16 Planning Application**

**Approved Tsz Wan Shan, Diamond Hill and San Po Kong  
Outline Zoning Plan No. S/K11/31**

**SUPPORTING PLANNING STATEMENT**

**November 2025**

**Applicants**

YangtzeKiang Garment Limited  
Luk Hop Garments Limited

**Consultants**

Ron Luen & Company Limited  
C&L architects & surveyors ltd.  
BeeXergy Consulting Limited  
AMG Consultancy Limited

## **Table of Content**

### **Executive summary (English)**

### **Executive summary (Chinese)**

#### **1. Introduction**

#### **2. Site Context**

- 2.1 Location
- 2.2 Existing Land Uses
- 2.3 Surrounding Land Uses
- 2.4 Accessibility
- 2.5 Infrastructure and Utilities
- 2.6 Land Status

#### **3. Planning Context**

- 3.1 Statutory Planning Context
- 3.2 Previous Planning Applications

#### **4. Development Proposal**

- 4.1 The Development Scheme
- 4.2 The Proposed Plot Ratio
- 4.3 Internal Transport Facilities
- 4.4 Landscape Proposal

#### **5. Planning Justifications**

- 5.1 The Proposed Hotel Use is in Line with the Planning Intention
- 5.2 No Unacceptable Traffic Impact
- 5.3 No Unacceptable Environmental and Infrastructural Impacts
- 5.4 Help to Enhance Walkability and Pedestrian Environment Along Tai Yau Street
- 5.5 Help to Enhance the Business Vibe and Expedite the Transformation of the Area into a Business Area
- 5.6 Contribute to the Sustainable Development of Tourism Industry and Accords with Government Policy
- 5.7 The Existing Common Staircase Within the Non-Building Area Will be Demolished Upon Redevelopment of the Adjoining Building and the Land Within the NBA Would be Dedicated to the Public for Passage Purposes Afterwards

#### **6. Conclusion**

## Appendices

Appendix I	Location Plans of Application Site
Appendix II	Architectural Drawings
Appendix III	Landscaping Plan
Appendix IV	Traffic Impact Assessment Report
Appendix V	Noise Impact Assessment
Appendix VI	Air Quality Impact Assessment
Appendix VII	Sewerage Impact Assessment
Appendix VIII	Drainage Impact Assessment
Appendix IX	Contamination Assessment Plan
Appendix X	Photomontage Showing the Proposed Redevelopment and the Surrounding Environment
Appendix XI	Photo Record of the Exterior and Interior of Existing Common Staircase

## EXECUTIVE SUMMARY

The Applicants, Yangtzejiang Garment Limited and Luk Hop Garments Limited, wish to seek the approval of the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance to allow redevelopment of their site at Nos. 20 – 24 Tai Yau Street, San Po Kong (“Application Site”) for hotel use with minor relaxation of the Non-Building Area (“NBA”) restriction to retain the common staircase serving the adjoining building.

The Application Site is currently zoned “Other Specified Uses” annotated “Business” (“OU(B)”) use on the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 (“OZP”). According to the Notes attached to the OZP, the planning intention of the “OU(B)” zone is primarily for general business uses and “Hotel” is listed under Column 2 in Schedule I of the “OU(B)” zoning, i.e., uses that may be permitted with or without conditions on application to the TPB. There is also a provision in the Notes requiring that a minimum of 3m-wide non-building area from the lot boundary abutting Tai Yau Street has to be provided.

The proposed hotel consists of 33 storeys (including 1 storey of basement carpark and 1 storey of refuge floor) providing 1,260 guestrooms. The total gross floor area (“GFA”) is not exceeding 29,111.334m<sup>2</sup> with a proposed plot ratio of 12.000. A 2.5m wide and 79.3m long canopy will be provided along the entire set back building frontage to give weather protection to the pedestrians. Spaces for the parking, loading and unloading of vehicles are provided in accordance with the standard laid down in the Hong Kong Planning Standards and Guidelines.

The proposed hotel redevelopment with minor relaxation of the NBA restriction is justified due to the following reasons:

1. The proposed hotel use complies with the planning intention;
2. The proposed development has no unacceptable traffic impact;
3. The proposed development has no unacceptable environmental or infrastructural impact;
4. The proposed development help to enhance walkability and pedestrian environment along Tai Yau Street;
5. The proposed development help to enhance the business vibe and expedite the transformation of the area into a business area;
6. The proposed development contributes to the sustainable development of the tourism industry and accords with government policy; and
7. The existing common staircase within the NBA will be demolished upon redevelopment of the adjoining building and to dedicate the land within the NBA to the public for passage purposes after demolition of the common staircase.

In view of the above, the TPB is respectfully requested to approve the application.

## 行政摘要

申請人，長江製衣有限公司及六合製衣有限公司，欲根據城市規劃條例第十六條向城市規劃委員會(“城規會”)申請將其在新蒲崗大有街 20 至 24 號地盤(“該地盤”)重建作酒店用途，並放寬非建築用地限制以保留與隔鄰樓宇共用之樓梯。

該地盤現時於「慈雲山、鑽石山及新蒲崗分區計劃大綱核准圖編號 S/K11/31」內被劃入其他指定用途(商貿)地帶(“此地帶”)。根據規劃圖之詮釋，此地帶之規劃意向主要是作一般商貿用途。在此地帶內，「酒店」列於第二欄用途內，即須先向城規會申請，可能在有附帶條件或無附帶條件下獲准的用途。詮釋亦說明須從地界邊線緊連大有街處提供最少闊 3 米之非建築用地。

建議的酒店樓高 33 層(連一層地庫停車場及一避難層)並提供 1,260 間客房。樓宇總建築面積不超過 29,111.334 平方米及建議之地積比率為 12.00 倍。酒店大樓正面向後退縮 3 米的部分將興建 2.5 米寬的雨簷供給行人遮風擋雨。停車位及上落貨車位等設施將根據「香港規劃標準與準則」之標準設置。

因下列之原因，建議的酒店發展及放寬非建築用地限制是合理的：

1. 建議的酒店用途符合規劃意向；
2. 建議的酒店發展不會引致不可接受的交通問題；
3. 建議的酒店發展不會引致不可接受的環境影響或基礎設施不足等問題；
4. 建議的酒店發展有助於提升大有街的可步行性及行人環境；
5. 建議的酒店發展有助於提升此區的商貿氛圍及加快此地區轉為商貿區的步伐；
6. 建議的酒店可為旅遊業持續發展作出貢獻及符合政府政策。
7. 現處於非建築用地範圍內的共用樓梯將於隔鄰樓宇重建時拆卸並將位於非建築用地範圍內的土地撥供公眾作通道用途。

有鑑於上述各項原因，懇請城規會批准此申請。

**Proposed Redevelopment for Hotel Use**  
**Nos. 20-24 Tai Yau Street, San Po Kong**  
**and**  
**Proposed Minor Relaxation of Non-Building Area Restriction**  
**S.16 Planning Application**  
**Approved Tsz Wan Shan, Diamond Hill and San Po Kong**  
**Outline Zoning Plan No. S/K11/31**

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### Supporting Planning Statement

## 1. INTRODUCTION

- 1.1 The site at Nos. 20-24 Tai Yau Street (“the Application Site”) is currently designated for “Other Specified Uses” annotated “Business” (“OU(B)”) use on the Approved Tsz Wan Shan, Diamond Hill and San Po Kong Outline Zoning Plan No. S/K11/31 (“OZP”) and “Hotel” is a Column 2 use, i.e., use that may be permitted with or without conditions on application to the Town Planning Board (“TPB”).
- 1.2 Yangtze Kiang Garment Limited and Luk Hop Garments Limited (“the Applicants”), owners of the Application Site, wish to jointly redevelop the Application Site and therefore to seek the approval of the TPB under Section 16 of the Town Planning Ordinance for hotel use with minor relaxation of the Non-Building Area (“NBA”) restriction to retain the existing common staircase at Tai Yau Street.

## 2. SITE CONTEXT

### 2.1 Location

- 2.1.1 The Application Site is located within the San Po Kong Business Area (“SPKBA”) bounded by Choi Hung Road, Tseuk Luk Street and King Fuk Street. It is situated at Tai Yau Street, which is the main thoroughfare of the SPKBA, north of Tseuk Luk Street. The residential area in San Po Kong is on the other side of Tseuk Luk Street, at less than 300 metres away. The plans showing the location of the Application Site is at Figure 1 below and Appendix I enclosed.

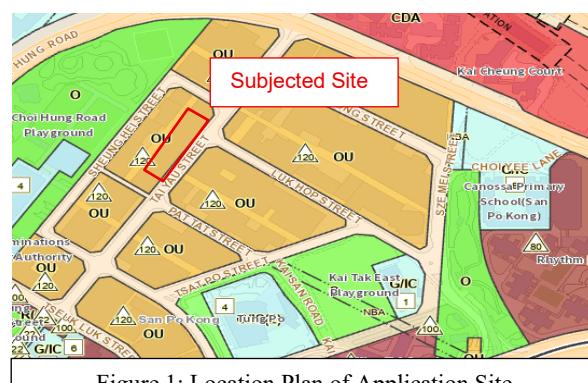


Figure 1: Location Plan of Application Site

## **2.2 Existing Land Uses**

2.2.1 There are two industrial buildings on the Application Site. The building at No. 20 is of ten storeys high and the entire building is currently used as a printing house. The building at Nos. 22-24 is of eleven storeys high and the entire building was previously used by Yangtzeckiang Garment Limited for garment manufacturing purposes. However, as production line has been moved to the Mainland, only part of the building is still being used for work relating to garment manufacturing such as design, sample manufacturing, quality control and packaging. The remaining spaces is either vacant or used for storage purpose.

## **2.3 Surrounding Land Uses**

2.3.1 The surrounding land uses are characterized by a mixture of business and industrial uses. There are still many industrial buildings situated along Tai Yau Street and other parts of the SPKBA. A number of industrial/office, office buildings and commercial buildings have been completed in the area in recent years. Majority of these business buildings concentrate along the eastern side of Tai Yau Street while industrial is still the predominant use on western side of Tai Yau Street.

2.3.2 A hotel was erected at No. 19 Luk Hop Street in the near vicinity of the Application Site but the hotel has been converted to hostel use.

## **2.4 Accessibility**

2.4.1 Tai Yau Street is connected to Choi Hung Road to the north which connects San Po Kong to Kai Tak, Kowloon City, To Kwa Wan, Mong Kok and other parts of Kowloon. Tai Yau Street is also connected to Prince Edward Road East through Tseuk Luk Street and King Tai Street to the south from which access to Kowloon Bay, Kwun Tong and Yau Tong can be gained. Nearly all modes of public transport are available in the vicinity of the Application Site including buses, taxis, mini-buses, franchise mini-buses and the Mass Transit Railway. The MTR Diamond Hill Station is within walking distance.

2.4.1 A comprehensive pedestrian connection system including public passageway in the form of subway and elevated walkway has been planned to connect San Po Kong area with Kai Tak.

## **2.5 Infrastructure and Utilities**

2.5.1 Drainage and sewerage systems are available at Tai Yau Street. Electricity supply, gas supply and water supply are readily available to the Application Site.

2.5.2 As revealed in the various engineering assessment reports submitted with this planning application, the existing sewerage, drainage and water supply systems in the vicinity of the Application Site would have adequate capacity to serve the proposed development.

## 2.6 Land Status

- 2.6.1 The Application Site consists of five main lots, N.K.I.L. 4735, N.K.I.L. 4736, N.K.I.L. 4737, N.K.I.L. 4738 and N.K.I.L. 4739. N.K.I.L. 4739 has subsequently been sub-divided into s.A, s.B and R.P, but all the sub-sections and the remaining portion have been included in this application. The lots have a total lot area of 2,426.05m<sup>2</sup>. The lots were all granted for industrial purposes excluding any trade which is declared to be an offensive trade under the Public Health and Municipal Services Ordinance and subject to a height restriction of 300 feet above Hong Kong Principal Datum.
- 2.6.2 As the government leases governing the lots restrict the lots for industrial use, lease modification to modify the permitted user and the building height limit under the leases has to be executed and premium paid before the proposed hotel development, if approved, may be proceeded with.

## 3 PLANNING CONTEXT

### 3.1 Statutory Planning Context

- 3.1.1 As stated at 1.1 above, the Application Site falls within an area zoned “OU(B)” use on the OZP. According to the Notes attached to the OZP, the planning intention of the “OU(B)” zone is as follows:

*“This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve the direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.”*

- 3.1.2 The Application Site is subject to plot ratio and building height restrictions but not site coverage limitation. The plot ratio and height restrictions are stipulated as follows in the Notes attached to the OZP:

- (1) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.*
- (2) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.*
- (3) *Non-building area(s) from the lot boundary shall be provided:*
  - (i) *a minimum of 3m-wide abutting Tai Yau Street and King Fuk Street; and*

(ii) a minimum of 1.5m-wide abutting Choi Hung Road, Tseuk luk Street, Sheung Hei Street, Sam Chuk Street, Sze Mei Street, Ng Fong Street, Luk Hop Street, Tsat Po Street, Pat Tat Street and Prince Edward Road East.

3.1.3 Notwithstanding, the Notes attached to the OZP also stated that:

(5) *Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.*

(7) *Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as stated in paragraph (3)(i) and (3)(ii) above may be considered by the Town Planning Board on application under section 16 of the Town Planning ordinance.*

## 3.2 Previous Planning Applications

3.2.1 In 2011, the Applicants successfully sought the TPB's permission to redevelop the Application Site for hotel use. The proposed plot ratio of the approved hotel development was 12.5 taking into account the bonus plot ratio to be granted upon surrender of the 3m wide strip of land fronting Tai Yau Street. However, due to the uncertainty of the hotel market at that time, the approved development was not implemented.

3.2.2 In 2021, the Applicants made an application for planning permission to allow redevelopment of the Application Site for Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods) as well as minor relaxation of the permitted plot ratio up to 14.4, excluding the bonus plot ratio from the surrender of the 3m wide strip of land fronting Tai Yau Street. The application was approved subject to conditions and the permission would cease to have effect on 12 March 2025 unless the permission is extended or the approved development has commenced before the said date. On 19 February 2025, general building plans for the development were approved by the Building Authority.

## 4 DEVELOPMENT PROPOSAL

### 4.1 The Development Scheme

4.1.1 The proposed hotel consists of 33 storeys (including 1 storey of basement carpark and 1 storey of refuge floor) providing 1,260 guestrooms. The basement floor is planned to be used for parking of private cars and light goods vehicles. Two car lifts at G/F accessible from Tai Yau Street provide access to the basement floor. Hotel reception lobby, parking facilities for heavy goods vehicles and motor cycles, tour bus lay-by and taxi lay-by are to be provided on the ground floor and restaurant, café and lounge on the first floor. Back of house and E&M

facilities are to be provided on the second floor while guestrooms are provided on the upper floors.

Two staircases (N.K.I.L. 4739 s.A and N.K.I.L. 4739s.B) of each abutting Tai Yau Street and service lane suited in the redevelopment lot are common staircases currently shared by the existing building of the redevelopment lot and the adjoining building (N.K.I.L 4740). In order to ensure the adjoining building being properly functioned and comply with the building ordinance and regulations, the common staircases in the site boundary will be retained for the said purpose. The staircases will only be demolished after the redevelopment of the adjoining building. Photo Record of the exterior and interior of the existing common staircase are annexed at Appendix XI.

To comply with the NBA restriction stipulated in the OZP, the building is intended to be entirely set back 3m from its site boundary along Tai Yau Street. No part of the building will encroach into the NBA. The set back area is to be owned and managed by the applicants but dedicated to the public for passage purposes on a 24 hours basis. However, the existing common staircase in the lot boundary abutting Tai Yau Street is to be retained for the use of neighboring building. As such, the portion of retained staircase will be excluded from the set back area. Hence, the total length of set back area abutting Tai Yau Street is of approximate 79.3m with a width of 3m, in a total area of 237.975m<sup>2</sup>. The proposed total GFA is 29,111.334m<sup>2</sup>. Table I below shows the user and GFA of each floor of the proposed development.

As mentioned in paragraph 3.2.2 above, the Applicants successfully sought the approval of the TPB to redevelop the Application Site for Non-polluting Industrial Use (excluding industrial undertaking involving the use/storage of Dangerous Goods) as well as minor relaxation of the permitted plot ratio of up to 14.4 in 2021. In that approved application, the proposed development has made provision for two future footbridge connections to the adjoining buildings at the first-floor level in order to form a footbridge network in SPKBA. In this application, however, no provisions for future footbridge connections have been made as the San Po Kong Business Area Pedestrian Environment and Traffic Improvement Feasibility Study (“the Study”) by the Energizing Kowloon East Office arrived at the conclusion that the proposed road infrastructures (without footbridge network) recommended in the Study has already catered for the latest development and the traffic need for pedestrian in SPKBA. Table II below shows the development parameters of the previous approved scheme in 2021.

A canopy of 2.5m wide and 79.3m in length will be provided along the entire building frontage at the set back portion abutting Tai Yau Street, giving weather protection to the pedestrians. Architectural drawings showing the proposed development are annexed at Appendix II.

**Table I – User and GFA of the proposed Hotel Development**

Floor	User	GFA (m2)
Basement (B1/F)	Parking of Light Goods Vehicles and Private Cars	N/A
Ground	Hotel Reception Lobby, Motor Cycle Parking, Loading/Unloading, Drop Off and E&M	435.094
1	Restaurant, Café, Lounge and Shop	1,300.307 (include the GFA of canopy at 1/F)
2	Back of House Facilities and E&M	610.132
3	Guestrooms	931.708
4-15	Guestrooms	11,144.436
Between 15 and 16	Refuge Floor	N/A
17-31	Guestrooms	13,930.545
Roof	Roof	9.112
Retained Staircase (N.K.I.L 4739 s.A & s.B) (from G/F to 11/F)	Adjoining building	750.000
	Total	29,111.334

**Table I – User and GFA of the Previous Approved Development Scheme in 2021**

Floor	User	GFA (m2)
Basement (B2/F-B3/F)	Parking Private Cars	N/A
Basement (B1/F)	Parking of Light Goods Vehicles	N/A
Ground	Parking of Light Goods Vehicles/ Entrance Lobby	950.455
1/F to 11/F	Workshop	14,930.212 Include the GFA of canopy at 1/F
12	Workshop	1,354.316
13	Workshop	1,327.300
14	Workshop	1,377.009
15/F to 25/F	Workshop	14,930.212
Retained Staircase (N.K.I.L. 4739 s.B) (from G/F to 11/F)	Adjoining building	488.108
	Total	35,756.916* <sup>Note</sup>

Note: The total GFA of previous development scheme approved in 2021 included the bonus GFA of the set back area to be claimed under B(P)R 22 subject to the approval of Building Authority.

## **4.2 The Proposed Plot Ratio**

4.2.1 As mentioned in paragraph 4.1.1, the building will be set back 3m from its site boundary abutting Tai Yau Street. The set back area will be dedicated to the public for passage purposes. The Applicants do not intend to claim for bonus plot ratio arising from the dedication at this stage. Therefore, the proposed plot ratio is not exceeding 12.

## **4.3 Internal Transport Facilities**

4.3.1 Three loading/unloading spaces for heavy goods vehicles, 4 taxi lay-bys and 3 tour bus lay-bys are provided on the Ground Floor. Ten spaces for light goods vehicle and 22 private car spaces are provided on the basement floor. The parking provision complies with the requirement stipulated in the Hong Kong Planning Standards and Guidelines (“HKPSG”). Table III below shows the parking provision required under the HKPSG and the proposed parking provision.

**Table III**

Parking, Loading/Unloading	Required under HKPSG	Proposed Provision
Heavy Goods and Light Goods Vehicles	7 to 13 Spaces	3 Heavy Goods and 10 Light Goods
Private Car	21 Spaces	22 Spaces including 1 Disabled
Motor Cycle	Not Specified	6
Taxi Lay-by	4	4
Tour Bus Lay-by	3	3

## **4.4 Landscape Proposal**

4.4.1 The set back area at the ground floor would be landscaped and provided with a canopy to protect the pedestrian from the weather and enhance the walkability and pedestrian environment along Tai Yau Street. Landscaping work with the provision of suitable plants would also be carried out on the flat roof and roof of the building so as to enhance the surrounding environment. A copy of the Landscaping Plan is annexed at Appendix III.

# **5 PLANNING JUSTIFICATIONS**

## **5.1 The Proposed Hotel Use is in line with the Planning Intention**

5.1.1 The Application Site is zoned for “OU(B)” use in the OZP and according to the Notes attached thereto, the planning intention of this zone is intended primarily for general business uses. The proposed hotel development complies with the planning intention.

## **5.2 No Unacceptable Traffic Impact**

5.2.1 The parking provision complies with the requirements stipulated in the HKPSG. As revealed in the traffic impact assessment report at Appendix IV, there will not be any unacceptable traffic impact arising from the proposed hotel development.

## **5.3 No Unacceptable Environmental or Infrastructural Impact**

5.3.1 The noise impact assessment, air quality impact assessment, sewerage impact assessment, drainage impact assessment and contamination assessment plan at Appendices V to IX reveal that the proposed development has no unacceptable environmental or infrastructural impact.

## **5.4 Help to Enhance Walkability and Pedestrian Environment Along Tai Yau Street**

5.4.1 The Application Site abuts on Tai Yau Street which is the main pedestrian corridor in the SPKBA and the Application Site has a street frontage of more than 80m. A 2.5m wide and 79.3m long canopy will be provided along the entire building frontage of the set back portion giving weather protection to the pedestrian and the set back area will be properly landscaped. This would enhance the walkability and the pedestrian environment along Tai Yau Street.

5.4.2 The proposed redevelopment is compatible with the surrounding uses. A photomontage showing the proposed redevelopment and the surrounding environment is at Appendix X.

## **5.5 Help to Enhance the Business Vibe and Expedite the Transformation of The Area into a Business Area**

5.5.1 Since rezoning of the land within this area from “Industrial” to “OU(B)” use in 2002, the area started the transformation process from an industrial area to a business area gradually but slowly. There are still many old industrial buildings continue to be used for industrial purpose in the area.

5.5.2 Tai Yau Street is the main thoroughfare of the SPKBA. As noted at 2.3.1 above, many new business buildings concentrate along the eastern side of Tai Yau Street. The Application Site is located at a prominent position and occupies a fairly long frontage at the western side of Tai Yau Street. Replacing the existing old industrial buildings with a new hotel building at this prominent location of the SPKBA would enhance the business vibe of the area and act as a catalyst to expedite the transformation of the area into a business area.

## **5.6 Contributes to the Sustainable Development of Tourism Industry and Accords with Government’s Policy**

5.6.1 The government is pursuing the concept of “tourism is everywhere” and implement the Development Blueprint for Hong Kong’s Tourism Industry 2.0 to promote tourism by, amongst others, building new hardware facilities such as the Kai Tak Sports Park and organising mega events frequently.

5.6.2 According to the figures released by the government, the visitor arrivals rose by 8.9% over a year earlier to 12.2 million in the first quarter of 2025. The average hotel room occupancy rate was 88% in the first quarter, higher than the 85% recorded a year earlier. The visitor arrivals continued to rise in May 2025 leading to a greater demand of hotel accommodation. Development of hotels should now be encouraged to meet the anticipated increasing demand of hotel accommodation.

5.6.3 As indicated by the Tourism Commission, sufficient hotel supply is a key component in driving sustainable development of the tourism industry. According to the Tourism Commission, the government has undertaken a number of initiatives to encourage the development of different types of hotels to meet the diversified needs of visitors. The proposed hotel development therefore contributes to the sustainable development of the tourism industry and accords with government's policy.

**5.7 The Existing Common Staircase Within the Non-Building Area Will be Demolished Upon Redevelopment of the Adjoining Building and the Land Within the NBA Would be Dedicated to the Public for Passage Purpose**

The new hotel building to be erected on the Application Site will be segregated from the existing common staircases. The existing common staircases within the NBA serving the adjoining building, including the lifts and store therein, will continue to operate and maintained by the Applicants but will be demolished by the Applicants upon redevelopment of the adjoining building. The land occupied by the common staircases within the NBA will continue to be owned and managed by the Applicants but dedicated to the public for passage purpose after demolition of the common staircase.

**6 CONCLUSION**

6.1 As revealed in the various assessments in support of this application, the proposed hotel development has no unacceptable traffic, environmental or infrastructural impact.

6.2 Moreover, the proposed development would enhance the walkability and pedestrian environment along Tai Yau Street and help to expedite the transformation of the area into a business area.

6.3 In view of the above, the Board is respectfully requested to approve this application for hotel use with minor relaxation of the NBA restrictions to retain the existing common staircases that serves the adjoining building.