

**S16 PLANNING APPLICATION
APPROVED TSIM SHA TSUI OUTLINE ZONING PLAN NO. S/K1/28**

**Proposed Flat with Permitted Office and
Shops & Services/Eating Places
at 43 - 49A Hankow Road in Tsim Sha Tsui**

SUPPORTING PLANNING STATEMENT

September 2023

Applicant:

Asia Rich Incorporation Limited

Consultancy Team:

KTA Planning Limited

LWK & Partners Limited

Ramboll Hong Kong Limited

Arup Hong Kong Limited

QUAD Limited

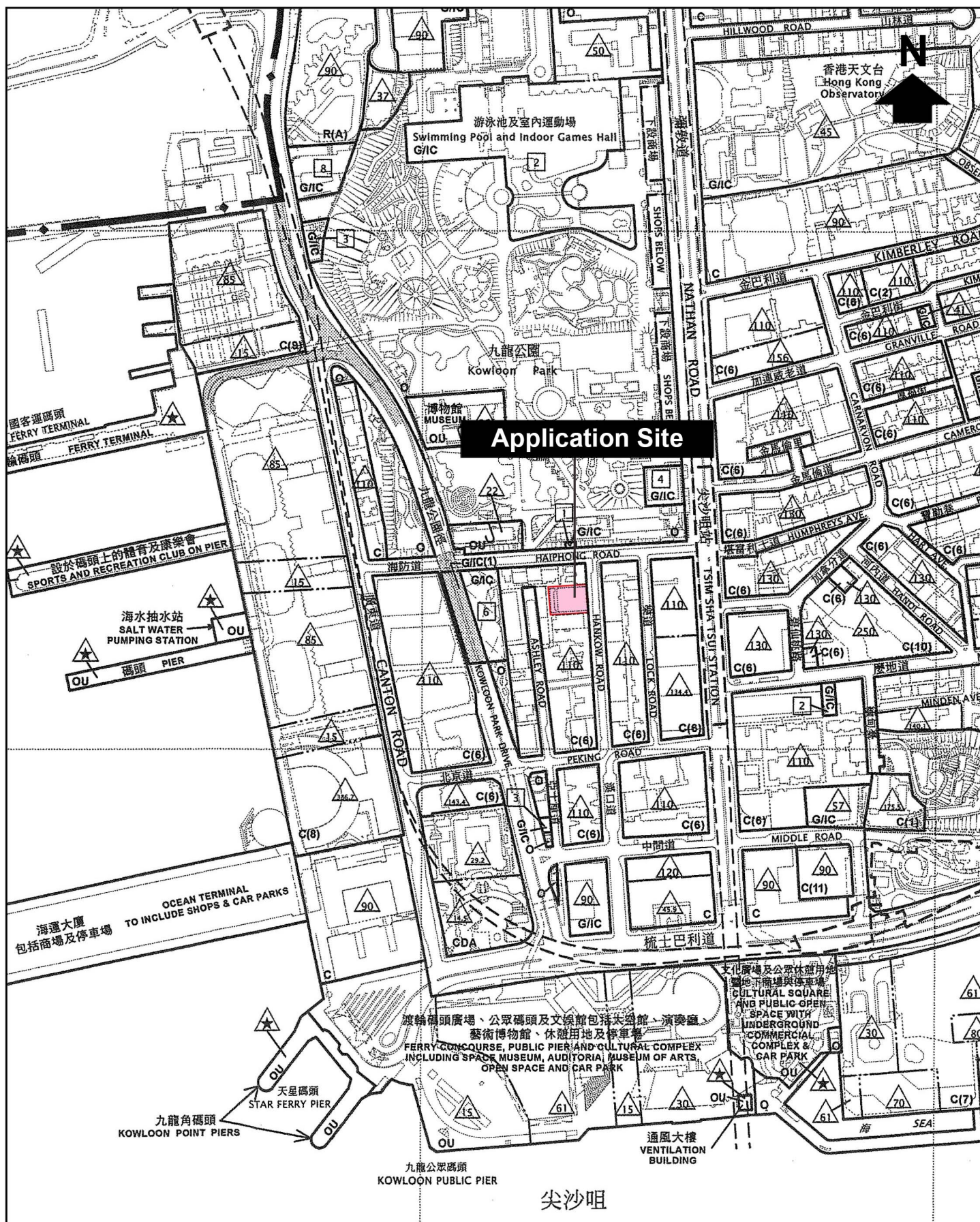


PLANNING LIMITED

規 劃 顧 問 有 限 公 司



S3105_PS_V02



PLANNING LIMITED
規劃顧問有限公司

ZONING PLAN

(Extracted from
Approved Tsim Sha Tsui OZP No. S/K1/28)

PROPOSED FLAT WITH
PERMITTED OFFICE AND
SHOPS & SERVICES/EATING
PLACES
AT 43 - 49A HANKOW ROAD
IN TSIM SHA TSUI

Date: 24 August 2023

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>Ambulance Depot</p> <p>Eating Place</p> <p>Educational Institution</p> <p>Exhibition or Convention Hall</p> <p>Government Refuse Collection Point (on land designated “C(2)” and “C(3)” only)</p> <p>Government Use (not elsewhere specified)</p> <p>Hotel</p> <p>Information Technology and Telecommunications Industries</p> <p>Institutional Use (not elsewhere specified)</p> <p>Library</p> <p>Off-course Betting Centre</p> <p>Office</p> <p>Place of Entertainment</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Public Clinic</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Recyclable Collection Centre</p> <p>Religious Institution</p> <p>School</p> <p>Shop and Services</p> <p>Social Welfare Facility</p> <p>Training Centre</p> <p>Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio</p> <p>Commercial Bathhouse/Massage Establishment</p> <p>Flat</p> <p>Government Refuse Collection Point (other than on land designated “C(2)” and “C(3)”)</p> <p>Hospital</p> <p>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Petrol Filling Station</p> <p>Residential Institution</p>

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as a territorial business centre and regional or district commercial/shopping centres. The areas under this zoning are major employment nodes.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- | | |
|-----|---|
| (1) | Except as otherwise provided therein, 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) On land designated “Commercial (7)” (“C(7)”), 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 gross floor area (GFA) of 324 078m².
- (3) On land designated “C(10)”, 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 GFA of 99 588m². An at grade public open space of not less than 1 200m² shall be provided.
- (4) On land designated “C(1)”, a minimum GFA of 930m² shall be provided for a private club for the use of ‘The Sailors Home and Missions to Seamen’.
- (5) On land designated “C(2)”, a refuse collection point of not less than 200m² shall be provided.
- (6) On land designated “C(3)”, an electricity substation of not less than 1 012m², a refuse collection point of not less than 220m² and a total of not less than 980 public car parking spaces shall be provided.
- (7) On land designated “C(4)”, a public transport terminus of not less than 3 215m², a library of not less than 650m², a public toilet of not less than 142m² and a total of not less than 350 public car parking spaces shall be provided.
- (8) On land designated “C(5)”, an ambulance depot of not less than 2 383m² shall be provided.
- (9) On land designated “C(11)”, a total of not less than 345 public car parking spaces and not less than 39 public motor cycle parking spaces shall be provided. For the purposes of plot ratio calculation, any floor space that is constructed or intended for use solely as public car/motor cycle parking spaces shall be included for calculation.
- (10) Except as otherwise provided therein, 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 the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (11) On land designated “C(7)”, “C(8)”, “C(9)” and “C(10)”, no new development (except minor addition, alteration and/or modification not affecting the building height of an existing building) or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of mPD as stipulated on the Plan.
- | | |
|------|--|
| (12) | On land designated “C(1)”, “C(2)” and “C(6)”, a minimum of 1.5m wide non-building area from the lot boundary abutting areas shown as ‘Road’ on the Plan, except Chatham Road South and Nathan Road, shall be provided. Under exceptional circumstances, minor relaxation of the non-building area restriction for a development or redevelopment proposal may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance. |
|------|--|
- (13) In determining the relevant maximum plot ratio/GFA for the purposes of paragraphs (1) to (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (14) 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/GFA for the building on land to which paragraph (1), (2) or (3) 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/GFA specified in paragraphs (1) to (3) above may thereby be exceeded.
- (15) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height restrictions, the minimum GFA for private club and the minimum provision of public car/motor cycle parking spaces stated in paragraphs (1) to (4), (6), (7), (9) and (10), and any reduction in total GFA provided for Government, institution or community facilities as stated in paragraphs (5) to (8) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance, except the minor relaxation of building height restriction is not applicable on land designated “C(7)” and “C(10)” and on land stipulated with building height restrictions of 386.7mPD and 85mPD within the “C(8)” sub-zone.
- (16) Notwithstanding paragraph (15) above, relaxation of the building height restrictions may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance for sites with an area not less than 1 800m² on individual merits, except on land designated “C(7)” and “C(10)” and on land stipulated with building height restriction of 386.7mPD within the “C(8)” sub-zone.

Executive Summary

This Application is prepared and submitted on behalf of Asia Rich Incorporation Limited ("the Applicant") to seek approval of the Town Planning Board ("TPB") under section 16 of the Town Planning Ordinance for the Proposed Composite Development with 'Flats' and permitted 'Office' and 'Shops and Services'/'Eating Places' at 43 – 49A Hankow Road in Tsim Sha Tsui. The Application Site falls within area zoned "Commercial (6)" ("C(6)") on the Approved Tsim Sha Tsui Outline Zoning Plan ("Approved OZP") No. S/K1/28.

The Application Site is currently occupied by an existing composite building named Hankow Apartments with retail shops and eating places on the lower floors and about 90 residential units above. The street block and the area have a mixed use character, with commercial buildings, composite buildings and residential buildings coexisting within the same street block.

The Proposed Composite Development comprises one single block with a total of 28 storeys with a total building height of not more than 110mPD. Retail/F&B components will be located from G/F to 7/F with some possible offices, where 8/F to 17/F would be predominately offices and the residential flats will be located on 18/F and above. There will be 11 domestic floors, providing about 110 residential units with an average unit size of about 33.5sq.m.

The proposed uses are fully justified for the following main reasons:

- The blanket "C" zoning does not reflect the current mixed use character of the area.
- The Proposed Composite Development with Shops/Eating Place from G/F to 7/F (with some possible offices) and offices on 8/F to 17/F would completely tie in with the existing mixed use character of the area and would sustain the street vibrancy.
- The Proposed Composite Development with Shops/Eating Place, Office and Flat is in line with the mixed-use development concept as recognised by TPB.
- The flats in the Proposed Composite Development are located at a right location and with good accessibility and sufficient facilities nearby, which is considered very much appropriate to meet the public needs for small to medium-sized flats. It is also in line with the Government's ongoing policy to provide residential flats.
- The proposed major development parameters are in line with the development restrictions stipulated in the prevailing Approved OZP.
- Technical assessments demonstrated that the proposed development would not cause insurmountable impacts on traffic and sewerage infrastructure or be subject of adverse noise and air quality impact.

With the justifications and merits presented above, we sincerely request the TPB to give favourable consideration to this planning application.

行政摘要

（內文如有差異，應以英文版本為準）

申請人 **Asia Rich Incorporation Limited** 擬就城市規劃條例第 16 條向城市規劃委員會（「城規會」）申請將現時在尖沙咀分區計劃大綱核准圖編號 **S/K1/28**（「大綱核准圖」）內被劃為「商業（6）」地帶的尖沙咀漢口道 **43 – 49A** 號（「申請地點」），作綜合式住宅發展連准許的辦公室及零售/食肆用途（「擬議發展」）。

申請地點現時為一幢名叫漢口大廈的混合式商住大廈，低層為零售及餐飲用途，高層則提供約 **90** 個住宅單位。該區域是一個擁有混合用途的地區，在同一街區內商業大廈、混合式商住大廈及住宅發展並存的現象並不罕見。

擬議發展包括一幢樓高 **28** 層的大廈，擬議建築物高度為不超過主水平基準以上 **110** 米。零售/餐飲及辦公設施設於 **G-7/F**，**8-17/F** 將大部份作辦公用途，而住宅部分則位於 **18/F** 以上。這大廈有 **11** 層住宅樓層，總共提供大概 **110** 個平均 **33.5** 平方米的住宅單位。

此外，基於以下各點，擬議發展應被城規會採納：

- 「商業」用途地帶覆蓋範圍不能反影現時該區的混合式用途；
- 擬議發展與該區現時的混合性用途特質相符，於地下至 **7/F** 的零售/餐飲設施（亦有部份作辦公設施）及於 **8-17/F** 大部份作辦公用途能保持街道的活力；
- 擬議混合式零售/餐飲、辦公室及住宅發展與城規會提倡的混合式用途概念相符；
- 申請地點適合作擬議的混合式發展，同時擬議發展能提供中小型單位以切合公眾對住屋的需求，並與政府的增加房屋供應政策相符；
- 擬議發展的發展參數與大綱核准圖中所列明的限制相符；及
- 申請人已進行各種技術性的評估，而評估結果顯示是次發展計劃將不會對交通及排污造成負面影響，而擬議發展亦不會受嘈音及空氣質素影響。

根據上述各方面的分析，我們懇請城市規劃委員會在規劃及技術方面，支持本規劃申請。

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S16 PLANNING APPLICATION
Approved Tsim Sha Tsui OZP No. S/K1/28

**Proposed Flat with Permitted Office and Shops & Services/Eating Places
at 43 - 49A Hankow Road in Tsim Sha Tsui**

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

1.1.1 This Planning Application is prepared and submitted on behalf of Asia Rich Incorporation Limited (“the Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for the Proposed Composite Development with ‘Flats’ and permitted ‘Office’ and ‘Shops and Services’/‘Eating Places’ at 43 – 49A Hankow Road in Tsim Sha Tsui (“Application Site”/the “Site”). The Application Site falls within “Commercial” (“C”) zone on the Approved Tsim Sha Tsui Outline Zoning Plan (“Approved OZP”) No. S/K1/28. This Supporting Planning Statement is to provide the TPB with necessary information to facilitate consideration of this Application.

1.1.2 Unlike Nathan Road and Canton Road, Hankow Road has a mixed use character. New commercial buildings and older residential/composite buildings can both be found on both sides of Hankow Road. Existing buildings along Hankow Road share a common characteristic regardless of the nature of the building – there are commercial elements (either office use or retail shops) on the lower floors. The Proposed Composite Development tries to sustain the mixed use character, continue to function as a territorial business centre and regional commercial/shopping centre and at the same time provide 110 residential units to provide accommodations to the working population.

1.2 Report Structure

1.2.1 Following this Introductory Section, the site and planning context will be briefly set out in Section 2. The proposed development scheme is included in Section 3. The planning merits and justifications for the Planning Application can be found in Section 4. Section 5 concludes and summarizes this Supporting Planning Statement.



Figure 2.2 Site Photo

2.3 Surrounding Land Use Pattern

2.3.1 The Application Site is located in a well-established mixed use neighbourhood with both commercial developments and residential developments co-existing. The Area is also a major employment node and major tourist spot of Hong Kong. The Site is surrounded by a few old residential buildings in the north and east (namely Howard Building and Han Hing Mansion) and 2 small-scale commercial buildings named Maxwell Centre in the immediate south and Astoria Building in the immediate west. Kowloon Park is located across Haiphong Road in the north, where the area to the south of the Site up to Middle Road shares a similar mixed-use nature. Commercial developments that are larger in scale and hotels are found closer towards Victoria Harbour to the south and west of the Site.

2.3.2 Existing developments nearby include (see *Figure 2.1* and *Figure 2.2*):

- (a) To the immediate north of the Application Site are some four to five-storey tenement buildings that contain retail shops on ground floor and commercial and/or residential uses above. Buildings to the northeast and east across Hankow Road are of a larger scale, but sharing a similar nature.
- (b) To the immediate south and west of the Site are 2 commercial developments, namely Maxwell Centre and Astoria Building respectively.
- (c) To the further south down Hankow Road are some more aged composite buildings that were built in the 50s and 60s, e.g. Ma's Building, Hon Kwong Mansion and Hanyee Building. These buildings are commercial/residential buildings containing both domestic and non-domestic uses.
- (d) Newer commercial buildings can be found closer to Peking Road, e.g. Hong Kong Pacific Centre and Prince Tower.
- (e) More hotels and modern office buildings can be found along Nathan Road, Middle Road, Kowloon Park Drive and Canton Road.
- (f) Kowloon Park is located just 55m away from the Site in the north and Haiphong Road Temporary Market cum Cooked Food Hawker Bazaar and Kowloon Park Drive Rest Garden are located about 100m away from the Site in the west.

2.4 Accessibility

2.4.1 The Site is well-served by various public transport services. MTR Tsim Sha Tsui Station is located about 150m away from the Site and East Tsim Sha Tsui MTR Station (Tuen Ma Line) is connected to Tsim Sha Tsui Station via underground walkway within a comfortable walking distance. In addition to the railway network, Nathan Road, Kowloon Park Drive, and Canton Road are the main public transport corridors which are well-served by comprehensive franchised bus (with more than 70 nos. bus routes) and Green Mini-bus services. There is also a taxi stand located at Hankow Road outside the application site.

2.5 Statutory Planning Context

2.5.1 The Application Site falls within an area zoned “Commercial (6)” (“C(6)”) on the Approved Tsim Sha Tsui OZP No. S/K1/28 (**Figure 2.4** refers). According to the Statutory Notes of the Approved OZP, planning intention of the “C” zone is as follows,

“This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business centre and regional or district commercial/shopping centres. These areas are usually major employment nodes.”

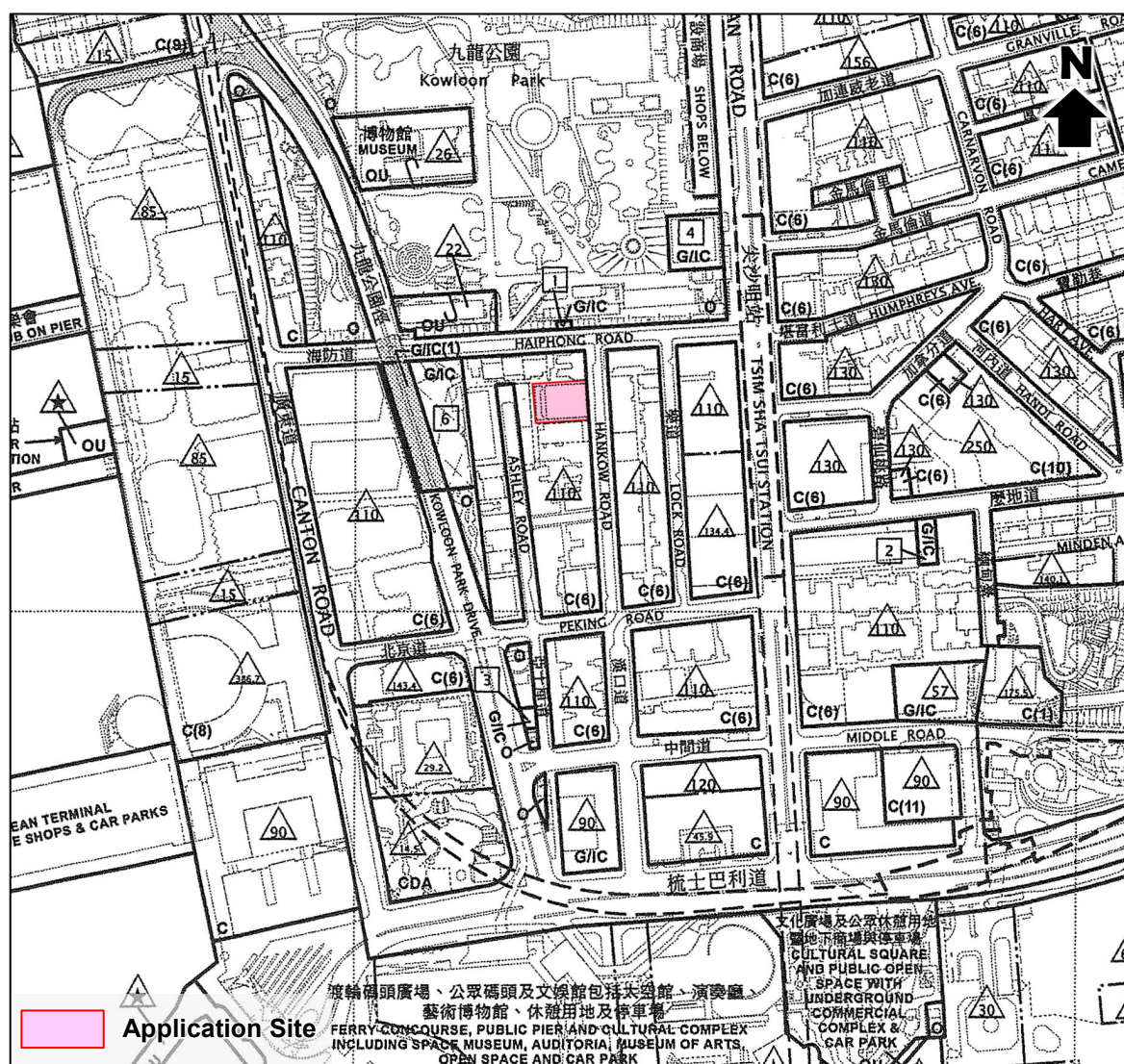


Figure 2.4 Zoning Context Plan

2.5.2 The Application Site, which is zoned “C(6)”, is subject to plot ratio and building height restrictions of 12.0 and 110mPD respectively. A minimum of 1.5m wide non-building area from the lot boundary abutting areas shown as ‘Road’ is also required under Remarks (11) of the “C” zone.

- 2.5.3 According to the Statutory Notes of the Approved OZP for the “C” zone, ‘Shop and Services’ and ‘Eating Place’ are Column 1 uses which are always permitted. ‘Flat’ is a Column 2 use and requires permission from the Town Planning Board.

2.6 Government’s On-going Strategy to Increase Flat Supply

- 2.6.1 With property price rockets in recent years. The public has put strong pressure on the Government to stabilise Hong Kong’s property market. In response to the societal concern, the Government initiated various fiscal measures attempting to freeze the property boom, and at the same time proposed a series of measures to increase housing supply from short, medium to long term.

Long Term Housing Strategy

- 2.6.2 The Long Term Housing Strategy (“LTHS”) was first released by the Transport and Housing Bureau on 16 December 2014 to address the structural issues pertaining to Hong Kong’s housing problem, and is being updated annually to make timely adjustments accordingly. According to the latest Annual Progress Report released in October 2022, the total housing supply target for the ten-year period from 2023-24 to 2032-33 is about 430,000 units, including public and private housing supply targets of 301,000 units and 129,000 units respectively. The public/private split for the supply of new housing units would be maintained at 70:30.
- 2.6.3 Whilst the Government will continue to take forward measures to form land as recommended by the Task Force on Land Supply (“TFLS”) [namely the brownfield development, Land Sharing Pilot Scheme (“LSPS”), development of the New Development Areas, reclamation for Kau Yi Chau (“KYC”) Artificial Islands and rezoning of existing land for public housing production], the Government also admits that providing land towards achieving LTHS target over the next 10 years would be a great challenge, and the supply target of private housing will continue to be met through various land supply sources, including private development/redevelopment projects.

Policy Addresses

- 2.6.4 “Reviewing land use and increasing development intensity” have been identified as effective ways to increase land supply in short to medium term and continued to be one of the major initiatives to increase housing units since Policy Address 2017.
- 2.6.5 As announced in the Policy Address 2022, the Government acknowledged that solving housing problem is in top priority. The current term Government will continue to adopt a multi-pronged land creation strategy and the various short, medium and long term initiatives to increase land supply, and take forward the land supply options recommended by the TFLS. The Government will identify more land to meet demand and build up the land reserve, including developable land from the new round of study on “Green Belt” zone and the consultancy study

on Agricultural Priority Areas. Other measures on increasing land supply include redeveloping brownfield sites, developing Tsuen Kwan O Area 137 and expediting statutory and administrative procedures.

2.7 Planning History

Prevailing “Commercial” Zoning for Tsim Sha Tsui Area

- 2.2.1 “Commercial” is the predominant land use zoning in Tsim Sha Tsui under the prevailing Approved OZP. There is over 47ha of land zoned “Commercial” which accounts for about 24.7% of land area covered by the Approved OZP. Apart from pockets of cultural facilities, community facilities and parks, the entire area to the south of Austin Road is zoned “Commercial”. As further explained in the Explanatory Statement of the Approved OZP, the area is intended to function as a territorial business centre and regional or district commercial/shopping centres. Sites located along Nathan Road, Canton Road, Salisbury Road and Chatham Road South have already been developed into offices, hotels, department stores and banks and served as major employment node.

“Commercial/Residential” Zone in Tsim Sha Tsui before OZP No. S/K1/6

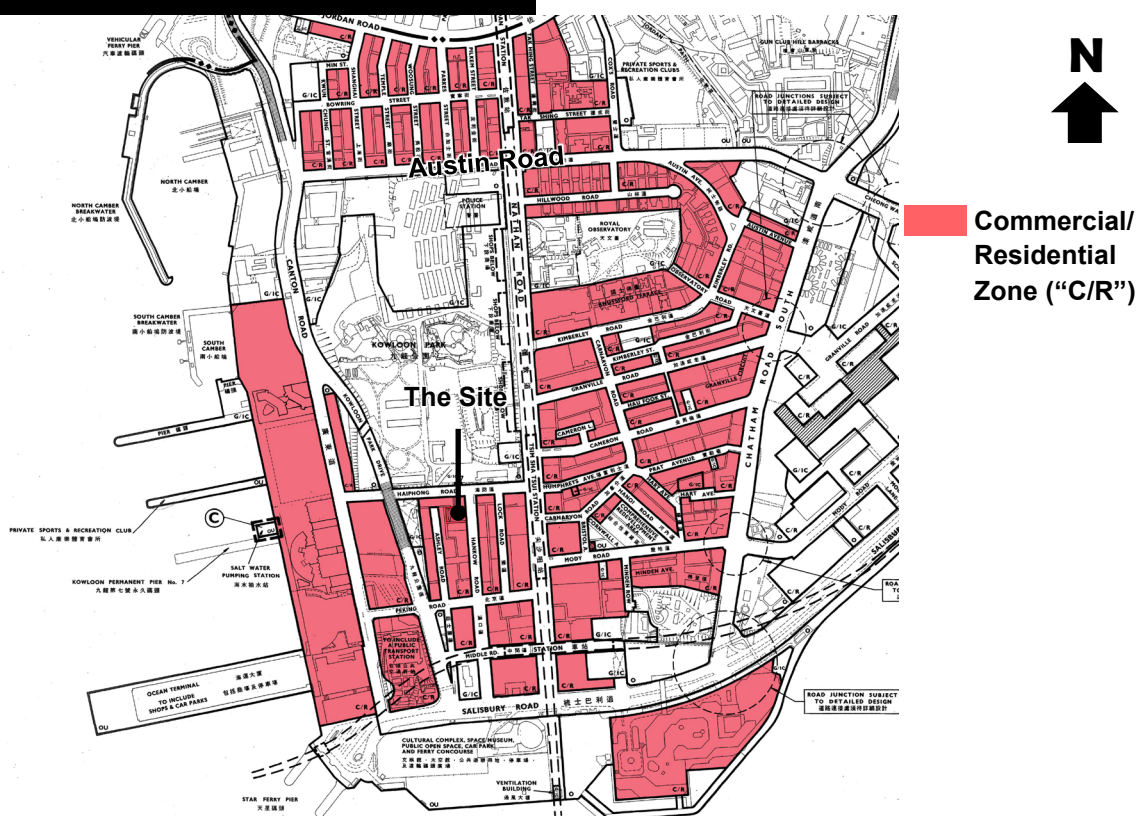
- 2.2.2 Historically, most of the Tsim Sha Tsui area, including the Site, was zoned “Commercial/Residential” (“C/R”) before the gazettal of Approved Tsim Sha Tsui Outline Zoning Plan No. S/K1/6 in 1993. “C/R” zone allowed for a flexible mix of commercial and residential use within the area. There was no development restriction in the “C/R” zone.

The “Commercial” Zone in OZP No. S/K1/6

- 2.2.3 The Site was first zoned “Commercial” in the Approved OZP No. S/K1/6 which was gazetted on 24 December 1993 (**Figure 2.5** refers). This OZP rezoned all land zoned “C/R” on the OZP to either “Commercial” zone and “Residential (Group A)” zone (and one “Residential (Group B)” zone on Cox’s Road). “C/R” zones to the south of Austin Road, including the Site, and those along the Nathan Road corridor were rezoned to “Commercial” while remaining “C/R” zones were rezoned to “Residential (Group A)”.
- 2.2.4 The rezoning of “C/R” zones was a broad exercise applied to the whole Kowloon Area following the recommendation/conclusion of the Kowloon Density Review. The Kowloon Density Review assessed development impacts of the removal of former airport height restrictions upon the relocation of the Kai Tak Airport. One of the underlying objectives of this broad rezoning exercise was to increase the certainty on types of development for estimating the long term transport and

infrastructural demands. This OZP further stipulated optimum level of development for each zoning (plot ratio 12 for “Commercial” zone) taking into account traffic, environmental and infrastructural constraints.

Draft Tsim Sha Tsui OZP No. S/K1/1



Draft Tsim Sha Tsui OZP No. S/K1/6

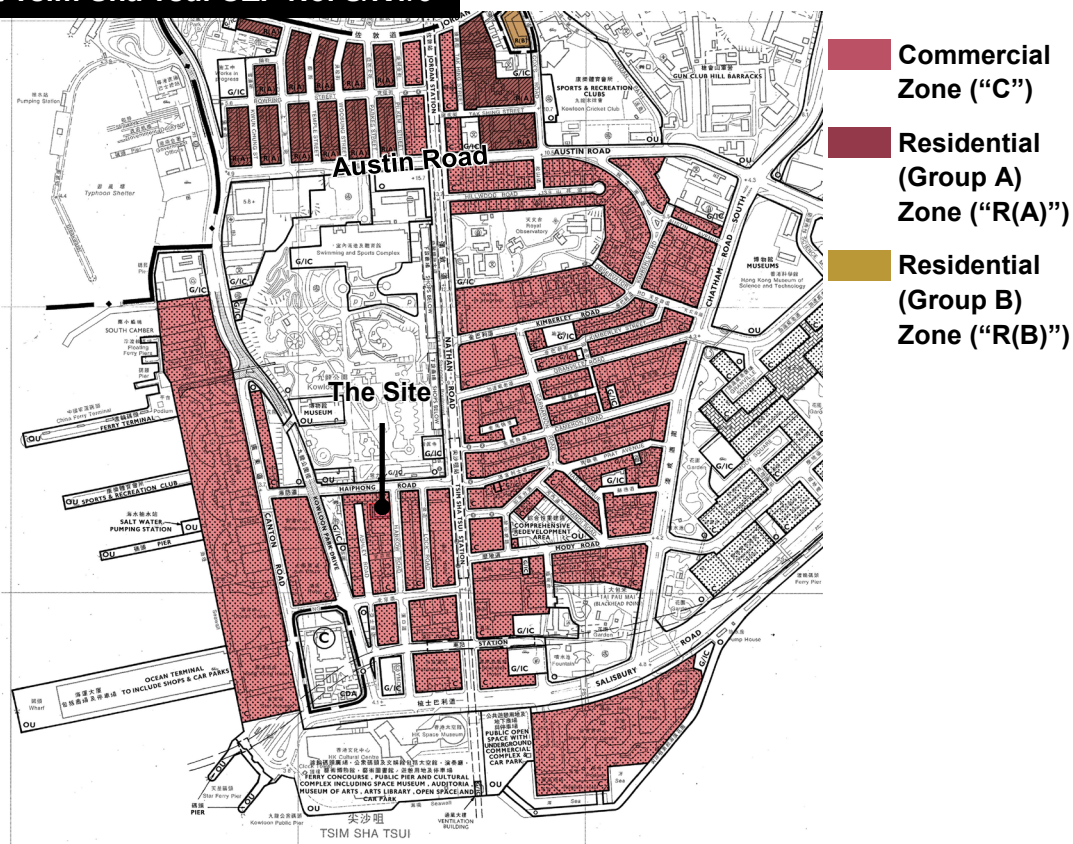


Figure 2.5 Transition from "Commercial/Residential" Zone to "Commercial" Zone

3 PROPOSED DEVELOPMENT SCHEME

3.1 The Development Scheme

- 3.1.1 Schematic drawings for the Proposed Composite Development are presented in **Appendix I** of this Supporting Planning Statement. The Site of an area of 1,074.5m² (approx.) yields a domestic and non-domestic GFA of approx. 3,683.4m² and approx. 9,210.6m² respectively. The Proposed Composite Development comprises one single block with a total of 28 storeys with a total building height of about 110mPD. Retail/F&B components will be located from G/f to 7/F with some possible offices, where 8/F to 17/F would be predominately offices and the residential flats will be located on 18/F and above. There will be 11 domestic floors, providing about 110 residential units with an average unit size of about 33.5sq.m.
- 3.1.2 Private open spaces will be provided on 18/F; with a total area of not less than 253m² to meet the open space requirement under HKPSG. It is anticipated that the Proposed Composite Development would be completed by 2027. **Table 4.1** below summarises the key development data.

Table 3.1 Technical Schedule

Overall Development			
Application Site Area	1,074.5m ²		
	Domestic	Non-Domestic	Total
GFA	3,683.4m ²	9,210.6m ²	12,894m ²
Plot Ratio (about)	3.428	8.572	12
Site Coverage	Domestic: Not more than 33.3% Non-domestic: Not more than 75%		
Building Height	110mPD		
No. of Storeys (incl. G/F)	28		
No. of Units	110		
Average Flat Size	33.5m ²		
Estimated Population	253 persons		
Communal Open Space	Not less than 253m ²		

3.2 Landscape Design (Appendix 2 refers)

- 3.2.1 The landscape design aims to create a pleasant environment while at the same time satisfying the needs for useable outdoor space for the future occupants. The proposed landscape design shall be harmony in character to the overall architecture. The landscape shall also take into full consideration of the functional, aesthetic, and maintenance aspects.
- 3.2.2 Communal open space with an area of not less than 253m², in a form of multi-functional garden, will be provided on 18/F where the clubhouse is located. Lawn will be provided with seating facilities for practical use. Appropriate shrubs and

groundcovers species with different texture and colours will be used to create a lush landscape setting. The garden is functioned as multi-functional space for passive activities.

3.3 Design Merits

Sustainable Design

- 3.3.1 The building design will meet all relevant criteria/regulations under PNAP APP-151/152 regarding sustainable building design guidelines, in particular the building setback requirement and site coverage of greenery.

Permeable Design (Figure 3.1 refers)

- 3.3.2 In addition to the 1.5m wide non-building area that is stipulated under the OZP, the proposed development scheme has incorporated setbacks from all three sides of the Site, about 2.3m in the north, about 2.4m in the south and at least 3m (about 2.3m at the domestic levels) in the west. The proposed building gets more slender at 3/F and 18/F.

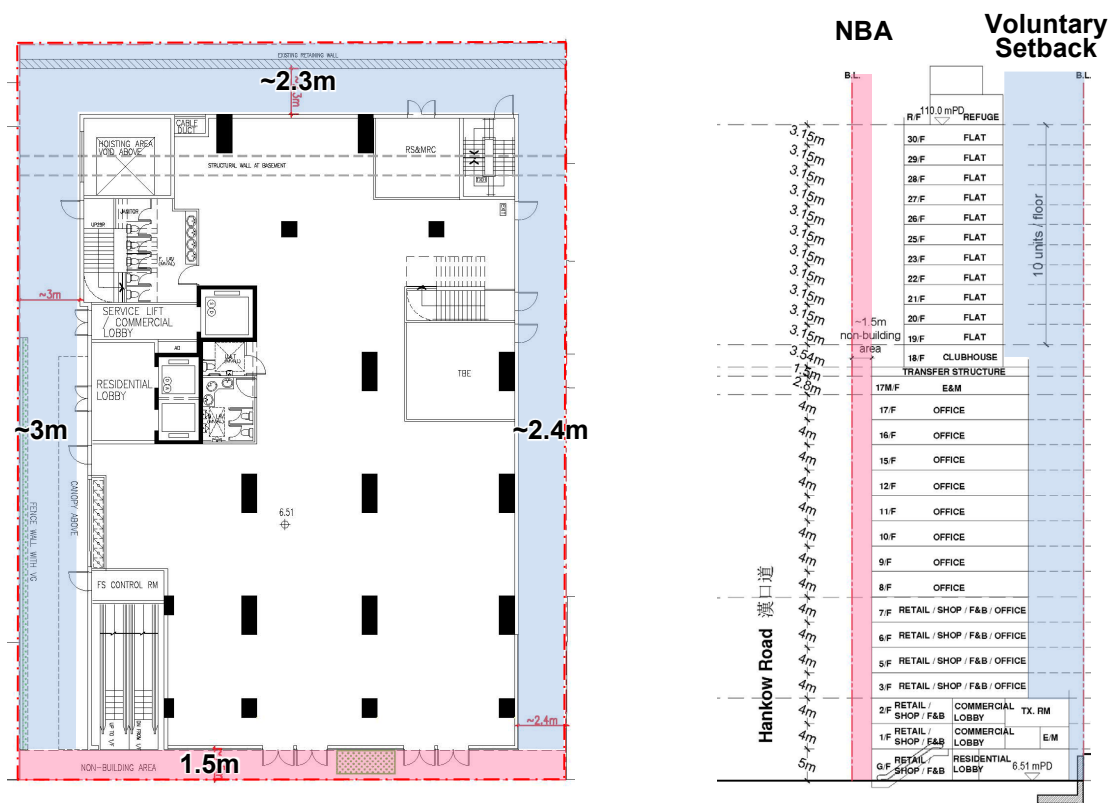


Figure 3.1 Proposed Setback

Improvements to Pedestrian Zone

- 3.3.3 Providing retail shops/eating places at G-7/F would sustain the commercial street frontage found in Tsim Sha Tsui. Ginza-style development helps to maintain street vibrancy throughout the day.

3.4 Access Arrangement and Transportation Provisions

- 3.4.1 Given the excellent accessibility of the area, preservation of the at-grade shopping characteristic and as well as various site constraints, no internal transport facilities are provided within the Site. This arrangement has been agreed by the relevant Government department(s) in the approved GBPs. The Traffic Impact Assessment in **Appendix 3** provides detail justifications on this matter.

3.5 Environmental Considerations

- 3.5.1 The potential environmental impact associated with the Proposed Composite Development, including traffic and industrial noise and air quality, have been carefully assessed.

Traffic Noise Impact

- 3.5.2 Noise standards are recommended in Chapter 9 of the HKPSG for planning against possible road traffic noise impacts. For new residential use, as in the case of the proposed development within the Application Site, the standard for road traffic noise level expressed in terms of L10(1 hr) at the typical façades of the proposed development is recommended to be 70 dB(A).

- 3.5.3 The traffic noise impact assessment reveals that no noise sensitive receivers the within the Proposed Residential Development would be subject to exceedance of the traffic noise criterion of 70 DB(A).

Industrial Noise Impact

- 3.5.4 Ventilation equipment, including chillers and Variable Refrigerant Volume (VRV) have been identified as potential sources of industrial noise within 300m radius from the boundary of the Application Site. Nevertheless, future dwellings would not be subject to unacceptable noise impact. This will be further justified in **Appendix 4**.

- 3.5.5 The Noise Impact Assessment can be found at **Appendix 4** of this Supporting Planning Statement.

Air Quality Impact

- 3.5.6 HKPSG has provided a set of guidelines to assess the potential air quality impacts generated from traffics. According to Table 3.1 in Chapter 9 of HKPSG, a number of horizontal buffer distances between kerb side of roads and sensitive uses are recommended for various types of road. Fresh air intake location of the non-residential portion of the Proposed Residential Development and horizontal separation of the air sensitive receivers of the residential portion shall make reference to the relevant guidelines to ensure no unacceptable air quality impact will be anticipated.

3.6 Sewerage Considerations

- 3.6.1 According to the Drainage Record obtained from DSD, there is a Ø225mm sewer pipe running along Hankow Road from 57 Hankow Road to Maxwell Centre and a Ø375mm sewer pipe running between Maxwell Centre and Sands Building. Sewage generated from the Application Site will be discharged to a new terminal manhole P1 then to the existing manhole FMH40000707 (S1) with a Ø225mm sewer pipe.
- 3.6.2 The Sewerage Impact Assessment in **Appendix 5** revealed that the capacity of the existing sewerage network is found to be sufficient to cater for the sewage generated from the Application Site and no sewerage upgrading work will be required.

4 PLANNING MERITS AND JUSTIFICATIONS

4.1 The Street Block Zoning Pattern does not Reflect the Street Character

- 4.1.1 The Application Site is located in Tsim Sha Tsui, one of the major employment nodes and a popular tourist destination of Hong Kong. Major redevelopment of older buildings into commercial/office buildings are found spontaneously within the area; yet the majority are located on or near major streets e.g. Nathan Road, Peking Road and Canton Road. Lock Road, Hankow Road, Ichang Street and Ashley Road that are relatively more congested have a much slower pace of redevelopment, therefore residential use atop of commercial use are still very common as of to date.
- 4.1.2 With the zoning history of the area as shown in section 2.7, the flexibility given by the former “C/R” zone created the current mixed and organic pattern of the area. The parti-coloured diagram shown in **Figure 4.1** demonstrates the mixed land use pattern in the area regardless of the blanket rezoning from “C/R” to “C”.



Figure 4.1 Existing Land Use Pattern

- 4.1.3 As observed on plan as well as site inspections, commercial activities (be it offices or shops) intermingled with residential developments horizontally and/or vertically along Hankow Road, so do Ashley Road and Lock Road. The Approved OZP does not reflect the existing mixed use pattern and this can be resolved under the planning application by seeking permission from the Town Planning Board.

4.2 Mixed Use Development is RECOGNISED by the Town Planning Board

- 4.2.1 The 'mixed-use' concept is well recognised by both the Planning Department as well as the Town Planning Board ("TPB") as it is advantageous to the area and suits the Hong Kong context.
- 4.2.2 According to the Town Planning Board Guidelines for Designation of "Other Specified Uses" annotated "Mixed Use" ("OU(MU)") Zone and Application For Development within "OU(MU)" Zone Under Section 16 of the Town Planning Ordinance (TPB PG-No. 42; the "Guideline"), *"the Town Planning Board recognises that there are merits in functionally and physically integrating different types of compatible uses within a building or over a spatial area, in particular when it helps create vitality and diversity in an area."*
- 4.2.3 It is noteworthy that the TPB is also aware of the potential nuisance to the sensitive uses that may be caused by the interface problem in the mixed-use development. The TPB introduced the OU(MU) zone *"to facilitate integrated and well planned mixed-use development."* This Application is, indeed, serving the same purpose as the OU(MU) zoning. Technical assessments such as Traffic Impact Assessment, Noise Impact Assessment and Sewerage Impact Assessment are submitted to prove that the Proposed Composite Development will not bring adverse impact to the sensitive uses within the Site (**Appendices 3 to 5** refer). Furthermore, the interface problem and the possible disturbance to the residents have been fully addressed by physically separating the residential use from the commercial uses, including having separate entrances from Hankow Road and the sideway respectively.
- 4.2.4 The same concept has also been promoted in the Stage II Study On Review of Metroplan and The Related Kowloon Density Study Review ("Metroplan"). It states that the former Commercial/Residential zoning *"promotes a mix of uses which can bring certain planning advantages"* and one of the advantages is *"to promote a livelier ambience compared with areas which are homogeneously in office or residential use."*
- 4.2.5 The above ascertains that the Proposed Composite Development is in line with TPB's pursuance of the mixed-use development concept, thus the Proposed Composite Development shall be deemed appropriate.

4.3 Proposed Composite Retail, Office and Residential Development would NOT Undermine the Planning Intention

- 4.3.1 The Site is located at the back of the major commercial/employment streets. The Proposed Composite Development is compatible with its immediate surrounding area in a way that majority of the ground floor frontage (as well as the lower floors) will be designated for retail/F&B use and only the upper levels (from 18/F

onwards) will use used as residential flats. This arrangement helps to maintain the mixed-use neighbourhood character right at street level and will not jeopardize any opportunity for street level activities, hence sustaining the vibrancy along Hankow Road. As such, the Proposed Composite Development would not contravene the planning intention of the area for being a “*regional or district commercial/shopping centres*”.

4.4 Proposed Composite Development WILL Maintain the Existing MIXED USE Character in Tsim Sha Tsui

- 4.4.1 Tsim Sha Tsui is one of the major employment node, it is also a popular tourist destination as it is famous for the variety of shopping and dinning experience it provides. The Proposed Composite Development will provide retail shops/F&B from G/F to 8/F with direct access from Hankow Road with separate lift access from the residential portion. These helps to maintain the existing mixed use character on Hankow Road, even in Tsim Sha Tsui, with commercial activities at lower floors and domestic use atop.

4.5 Support the Policy Addresses and the Long Term Housing Strategy

- 4.5.1 The Policy Addresses since 2013 have emphasised the need to increase land supply. In his first Policy Address in 2013, the then Chief Executive, amongst his “*...strong measures to increase housing supply in the short to medium-term...*”, had “*...asked the policy bureaux to act decisively to optimise the use of land and, where the original intended use is not required anymore, to convert the land for housing development or other uses that meet the more pressing needs in the community as soon as possible...*.” The subsequent Policy Addresses till 2022 and the corresponding policy initiatives continue to focus strongly towards increasing housing supply.
- 4.5.2 Alongside the Policy Addresses, the Long Term Housing Strategy (“LTHS”) Steering Committee recommended a “supply-led” strategy and a supply target over the next 10 years. The annual Progress Report 2022 of the LTHS projected the total housing supply target of 430,000 units for the ten-year period from 2022-23 to 2031-32. Whilst some went further to suggest developing land in country parks and making land through reclamation, which are no doubt controversial, every suitable and available opportunity should be utilized to attain the housing supply target. To achieve the target, the Government adopts a multi-pronged approach to try to expedite/increase overall housing land supply, including increasing development intensity of some of the planned, yet-to-be developed housing sites to help boost the flat supply in the short to medium term.
- 4.5.3 In short, messages from both the Chief Executive and the Secretary for Housing and Transport are clear: providing land towards achieving the LTHS target over the next 10 years would be a great challenge; not to mention the long lead time for ‘new’ land supply. The Proposed Composite Development will be able to

make up the loss of 90 existing residential units upon redevelopment without affecting the mixed use character in Tsim Sha Tsui and deviating from the planning intention.

4.6 Major Development Parameters of the Proposed Composite Development are IN LINE with the Restrictions Stipulated in the Approved OZP

- 4.6.1 The plot ratio and building height of the proposed development scheme are within the maximum plot ratio and building height restrictions. It has also fulfilled the provision of non-building area as stipulated in the Approved OZP.

4.7 Suitability of the Site for the Proposed Development

Good Accessibility

- 4.7.1 The Application Site is located at a prime location. The Site is highly accessible and well served by MTR and franchised buses. Future residents and workers will be able to enjoy excellent accessibility in view of the variety of public transport services provided nearby.

Adequate Facilities Serving the Proposed Residential Development

- 4.7.2 Residential developments require various supporting facilities for the well-being of the residents. With a small residential population to be brought by the Proposed Composite Development of about 253, it is anticipated all potential arising needs will be met by existing community facilities and services within the district. Given the long history of being a mixed residential/commercial neighbourhood, the area has a good network of education, recreation and community facilities. There are schools, churches and community services in the district which can serve the future residents of the proposed development.

4.8 Appropriate Design with Physical Separation

- 4.8.1 Making reference to the guidance given by TPB Guidelines for Designation of "Other Specified Uses" annotated "Mixed Use" ("OU(MU)") Zone and Application For Development Within "OU(MU)" Zone under Section 16 of The Town Planning Ordinance (TPB PG-No. 42), the proposed residential and non-residential portions within a building will be physically segregated through provision of separate entrances, lift lobbies and lift system. The proposed uses in either the residential portion or non-residential portion of the Proposed Composite Development would not create interface problems with uses within the other portion of the building.

4.9 No Adverse Traffic Impact

- 4.9.1 A Traffic Impact Assessment has been carried out and the results of the junction capacity analysis revealed that there will be sufficient capacity to accommodate the expected traffic growth and the traffic generated by the Proposed Development. The TIA concluded that the Proposed Development would not

induce adverse traffic impact on the adjacent road networks and should be acceptable in traffic point of view (**Appendix 3** refers).

4.10 No Adverse Noise Impacts

4.10.1 In the Noise Impact Assessment Report in **Appendix 4**, the potential environmental impact due to road traffic noise and industrial noise impact of the Proposed Development Scheme have been assessed. The results indicated that there will be no unacceptable noise impact on the Proposed Composite Development (**Appendix 4** refers).

4.10.2 Fresh air intake required by air conditioning and/or mechanical ventilation of the non-domestic portion of the proposed development and openable windows of the domestic portion will all be located outside the 5m air buffer zone. As such, no adverse air quality impact would be anticipated.

4.11 No Adverse Sewerage Impacts

4.11.1 Based on the sewerage impact assessment results, it is found that the capacity of the existing sewerage system serving the area would be sufficient to cater for the sewage generation from the proposed development. No upgrading works of the existing sewerage system will be required (**Appendix 5** refers).

5 CONCLUSION AND SUMMARY

- 5.1 In light of the above, it is believed that the Proposed Composite Development with 'Flats' and permitted 'Office' and 'Shops and Services'/'Eating Places' at 43 – 49A Hankow Road in Tsim Sha Tsui can now be favourably considered by the TPB from a planning point of view.
- 5.2 The Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the proposed conversion based on the following:
- The blanket "C" zoning does not reflect the current mixed use character of the area.
 - The Proposed Composite Development with Shops/Eating Place on from G/F to 7/F (with some possible offices) and offices on 9/F to 17/F would completely tie in with the existing mixed use character of the area and would sustain the street vibrancy.
 - The Proposed Composite Development with Shops/Eating Place, Office and Flat is in line with the mixed-use development concept as recognised by TPB.
 - The flats in the Proposed Composite Development are located at a right location and with good accessibility and sufficient facilities nearby, which is considered very much appropriate to meet the public needs for small to medium-sized flats. It is also in line with the Government's ongoing policy to provide residential flats.
 - Technical assessments demonstrated that the proposed development would not cause insurmountable impacts on traffic and sewerage infrastructure or be subject of adverse noise and air quality impact.