

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異時，應以英文原文為準)

- S1. 達榮置業有限公司，為希慎興業有限公司之附屬公司，茲根據第 12A 條提交申請，請求將希慎道沿線一狹長私人物業地帶，由「道路」改劃為「商業(2)」地帶，以使規劃界線與利園一期之實際地段界線相符（見圖 S1）。現有「道路」地帶已屬過時，不僅增加不必要的程序障礙，亦與 2023 年旨在簡化發展程序之城市規劃條例修訂精神背道而馳。
- S2. 申請將地帶改劃為「商業(2)」可以提升短期及長期之城市改善彈性，**有助塑造可舉辦旗艦活動、節慶市集及快閃店等用途的公共空間，服務本地居民及國際旅客；同時，亦藉由潛在擴展地下停車場及整合獲批准之地下隧道系統，提升營運效率。**此改劃申請能促進可持續設計及以行人為本之發展。**此外，**此舉可減輕監管機關之行政負擔，提升規劃審批之清晰度，並釋放地段之全面發展潛能，造福長遠公共利益。此申請符合租約規定及相關法定管制，亦切合銅鑼灣等高密度地區之不斷發展需求。
- S3. 將地帶由「道路」改劃為「商業(2)」具備合理之規劃依據、政策配合及公共利益，旨在破除過時限制，促進城市優化及土地高效利用。申請人謹此敬請城市規劃委員會批准本次改劃申請。

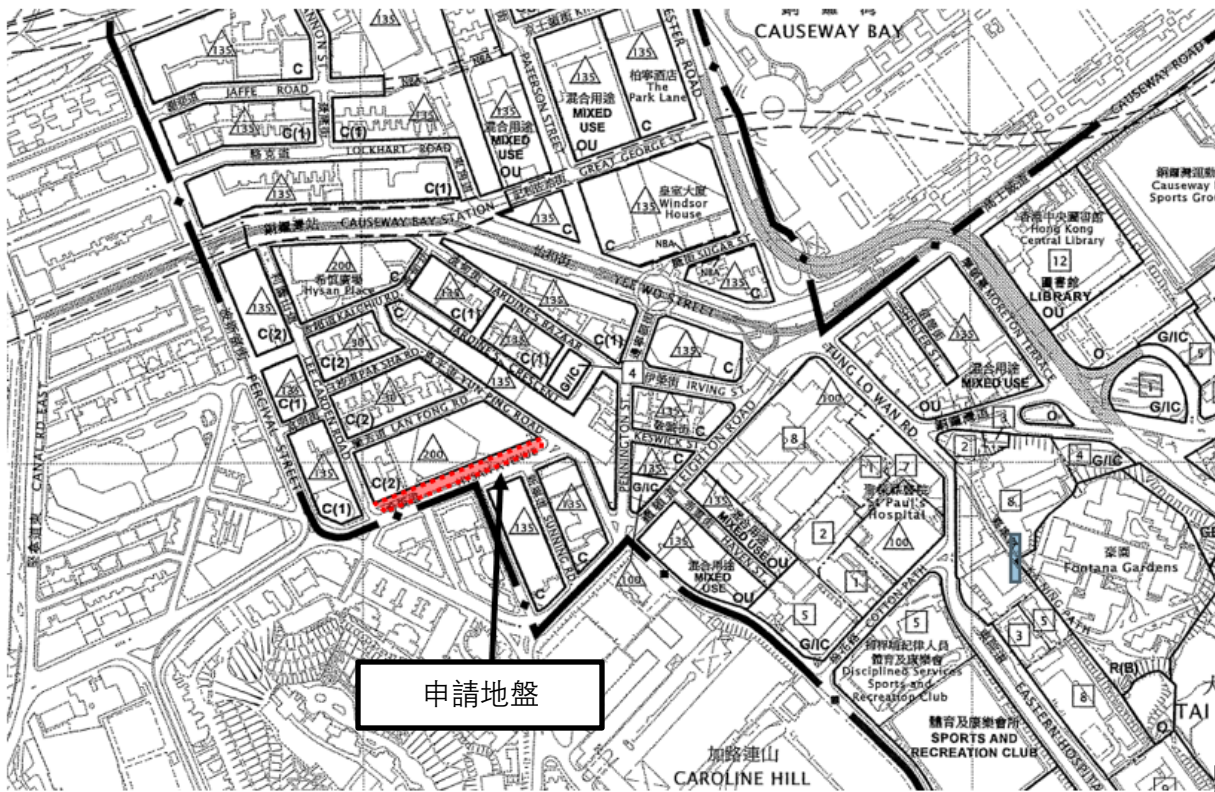


圖 S1: 位置圖，顯示申請地盤在銅鑼灣分區計劃大綱圖編號 S/H6/17 摘錄圖中的位置。申請地盤位於希慎道沿利園一期之臨街部份。

Executive Summary

- S1. Perfect Win Properties Limited, a subsidiary of Hysan Development Company Limited, submits this Section 12A application to rezone a narrow strip of private land along Hysan Avenue from “Road” to “Commercial (2)” (“C(2)”) to align with the actual lot boundary of Lee Garden One (see **Figure S1**). The current “Road” zoning is outdated, imposes unnecessary procedural hurdles, and conflicts with the 2023 Town Planning Ordinance reforms aimed at streamlining development.
- S2. Rezoning to “C(2)” will enhance flexibility for both short-term and long-term urban improvements, support the creation of vibrant **urban spaces for signature events, festive market, and pop-up stores, etc. for locals and international tourists** and improve operational efficiency through **potential** expanded basement parking and integration with approved underground tunnels. It promotes sustainable design and pedestrian-friendly planning. **Additionally, it reduces administrative burden**, improves clarity for planning authorities, and unlocks the site’s full development potential for long-term public value. The proposal complies with lease conditions and statutory controls, and reflects the evolving needs of high-density districts like Causeway Bay.
- S3. The rezoning from “Road” to “C(2)” is justified by planning merit, policy alignment, and public benefit. It removes outdated constraints, supports greater urban enhancement, and enables efficient land use. The applicant respectfully requests the Town Planning Board to approve the proposed rezoning.

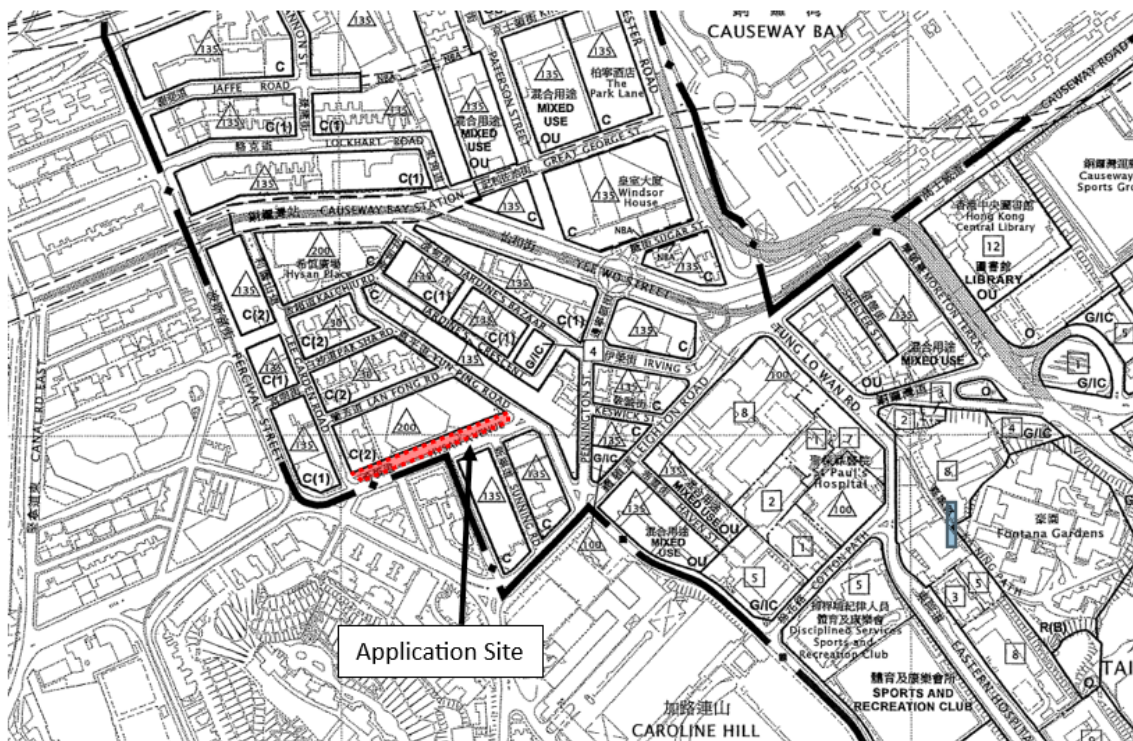


Figure S1: A Location Plan, identifying the location of the application site on an extract of the Causeway Bay Outline Zoning Plan No. S/H6/17. The application site is along the Lee Garden One frontage along Hysan Avenue.

transform Causeway Bay into a vibrant entertainment district. The amusement park featured open-air attractions, cultural performances, and recreational spaces, making it a popular destination for locals and visitors alike. The park, and the nearby Lee Theatre, was part of a broader vision to create a community hub that blended leisure, culture, and commerce. It helped shift the entertainment focus from Central to Causeway Bay. Lee Hysan passed his assets on to the family, who managed them until the 1970's where they set up the Hysan Development Company Limited.

Lee Gardens Hotel 1960's-1993

- 4.3 In the late 1960's construction began on a 6-storey commercial building with a flat roof in order to expand the building vertically at a later date (see **Photograph 4**). In 1971 the famous Lee Gardens Hotel was constructed above the original commercial podium to take advantage of Hong Kong's tourism boom (see **Photograph 5**). The 6-storey commercial building, and accordingly, later the Lee Gardens Hotel, included a drop off area and at-grade car park on the frontage of Hysan Avenue as can be seen in the photo in **Photographs 4 and 5**. A similar drop-off area is retained in the current Lee Garden One building (see **Photograph 1**), however the car park has been expanded and moved into the basement levels.
- 4.4 The Lee Gardens Hotel was famous for being one of Hong Kong's earliest and most luxurious 5-star hotels, and a major catalyst in transforming Causeway Bay into a cosmopolitan hotspot. The Lee Gardens Hotel was one of a very few 5-star hotels in Hong Kong at the time. It was also very large in scale with 900 deluxe rooms and a grand ballroom for 300 guests. Another distinguishing feature of the hotel was its multiple renowned restaurants and bars, which attracted socialites and celebrities, including: the Rainbow Room, The Pavillion and the Yum Sing Bar. The Lee Gardens Hotel was demolished in 1994.

Lee Garden One – 1997 to the Present Day

- 4.5 Lee Garden One, a Grade A office building, was completed in 1997 on the former site of the Lee Gardens Hotel. As one of the tallest buildings in Causeway Bay, it benefits from excellent connectivity to public transportation, including the MTR, trams, mini-buses, buses, and taxis. The property also features a basement car park. **Photograph 1** shows the Lee Garden One site.

The History of the Application Site

- 4.6 Aerial photographs taken in 1949 indicate that there was likely no layby at the Lee Garden One site in 1949, at the time the Deed of Covenant for the open space was signed. What is certain is that the layby and car park along Hysan Avenue were, at the very least, introduced with the construction of the six-storey commercial building in the late 1960s, which subsequently preceded the development of the Lee Gardens Hotel. Outdoor at-grade laybys were common in the period of the 1940's-1960's. As part of the Lee Garden One redevelopment, the existing layby along Hysan Avenue was retained at grade, while the associated car park was relocated to the basement level beneath the Lee Garden One building, excluding the area defined as the application site.

Hysan : The Company Today

- 4.7 Hysan is a property development, investment and management company. It has an investment property portfolio of approximately 3.8 million square feet of retail and office space in Causeway Bay, excluding properties under redevelopment. The Lee family, and eventually Hysan have continued to develop and manage their significant landholdings in Causeway Bay in a manner that not only creates world class commercial and retail spaces, but also encourages and enables a vibrant public realm.
- 4.8 Hysan is at the forefront of Hong Kong's sustainable building development. Hysan's more recent buildings all have green building features that conform to the highest international sustainability standards. Hysan's most recent Lee Gardens Rejuvenation project at Lee Gardens includes all-weather pedestrian links connecting the Causeway Bay MTR Station through different buildings at Lee Gardens, extended through to Lee Garden Eight at Caroline Hill, serving the surrounding community including existing residents, users of the South China Athletics Association & GIC facilities, and future District Court Buildings.



Photograph 4: The construction of the six-storey Lee Gardens commercial building was completed in the late 1960s. The photograph of the completed commercial building clearly shows the presence of both the drop-off and the adjoining car park along Hysan Avenue.

7. Indicative Scheme – One of Many Possibilities

- 7.1 An indicative scheme is included in this rezoning application. The intention of the scheme is to illustrate that a number of improvements to the area are not being made due to the current “Road” Zoning. While a section 16 application could be made, it is time consuming and fairly inflexible. If the application site was rezoned to “C(2)” then changes, big and small, could be made through the GBP process as long as they were in accordance with the Column 1 uses on the “C(2)” zone. Under the “Road” zone essentially anything that Hysan would want to do would require a s.16 Approval. This rezoning enhances flexibility for the Hysan to carry out street activation works that enhances the streetscape, **city vibrancy, community life, and economy** in a timely manner, in this way they can cater to the quickly changing social needs without being deterred/delayed by a s.16 planning application process. These are uses which are permitted under the existing leases which still have approximately 800 years of validity.

Market Street Concept

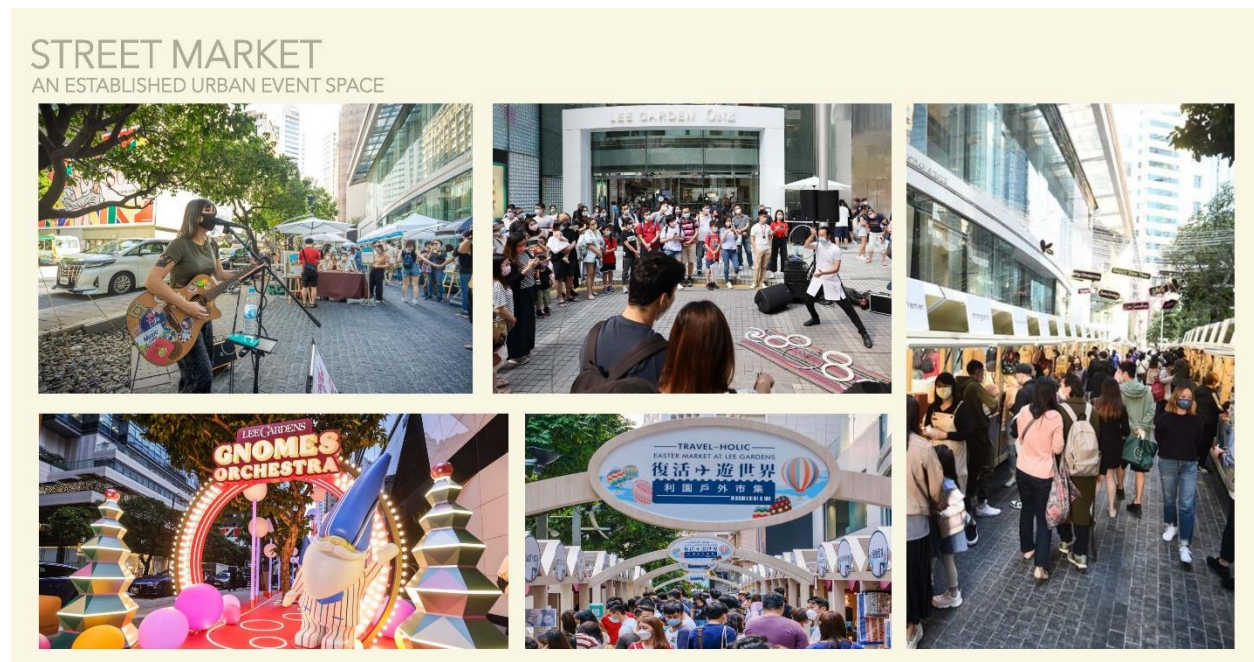


Figure 7: The application site is already an established urban event space, used to host regular temporary events.

- 7.2 The application site is often used by Hysan as a temporary urban event space (see **Figure 7**). As there is an additional 66 m² of GFA remaining for use on the site, one potential possibility shown in the Indicative Scheme would be to create a ‘Market Street’ to create a permanent venue for cafes or exhibitions to facilitate the use and vibrancy of this area on a daily basis as well as providing a better platform to host future temporary events.
- 7.3 The Indicative Scheme in **Figure 8** shows a possible location for the pavilions and street furniture that would not interfere with the operation of the layby. A closer layout of the ‘Market Street’ is

Old and Valuable Trees

- 7.5 The importance of the **trees** along Hysan Avenue is understood and any design that went forward would have **proper management and maintenance** in place to ensure that the trees are protected. This would include, but not being limited to, using permeable designs and materials within the drip line of the trees to ensure their wellbeing.



Figure 10: The view of the 'Market Street' as seen from the opposite side of Hysan Avenue looking towards Yun Ping Road.



Implications of the Zoning Boundaries on the Basement Car Park Provision

- 7.6 The configuration of the existing underground car park at Lee Garden One illustrates the tangible impact of zoning boundaries on development outcomes, an issue warranting careful consideration by the TPB. The basement car park terminates precisely at the edge of the “C(2)” zone, suggesting that zoning constraints directly limited its extent.
- 7.7 Had the “C(2)” zone extended to the full perimeter of the private development lots, it is reasonable to assume that the basement car park would have been designed to occupy the maximum feasible substructure footprint. This would have enabled a greater provision of parking spaces throughout the lifecycle of the Lee Garden One development. Given the consistently high demand for car parking in Causeway Bay, such an outcome would have delivered long-term benefits to both the development and the surrounding urban area.

Tunnels T1 and T2 – Approved Applications A/H6/93 and A/H6/94

- 7.8 In two separately approved Section 16 applications (A/H6/93 and A/H6/94), provision has been made for two future underground vehicular tunnels—Tunnel T1 and Tunnel T2. These were approved on the 28 February 2025. Tunnel T1 is located beneath Hysan Avenue connecting Lee Garden One and Lee Garden Three (1 Sunning Road) (refer to **Figure 14**), while Tunnel T2 is located beneath Yun Ping Road, connecting Lee Garden One and Lee Garden Two. These tunnels link to the Level 3 basement car park of Lee Garden One and are intended to enhance at-grade traffic circulation by facilitating vehicular movement below ground. However, the implementation of these tunnels results in a net reduction of 12 car parking spaces within the development. Given the existing site constraints, the room for re-provisioning of these affected parking spaces is very limited unless full redevelopment of Lee Garden One.
- 7.9 In the Indicative Scheme in **Figure 15**, it is demonstrated that if the “C(2)” zone was extended to the full boundary of the private development lots, one basement floor (Basement Level 2) of Lee Garden One could provide an additional 17 car parking spaces.

8. Planning Assessment and Justification

Public and Community Benefits

Hysan's Commitment to Urban Enrichment

- 8.1 For more than a century, Hysan has demonstrated a dedication to shaping vibrant, progressive and sustainable urban environments. These spaces have been designed to stay ahead of societal trends, fostering new opportunities for public enrichment and encouraging community engagement. Through this ongoing commitment, Hysan has continually delivered dynamic experiences that benefit both the broader community and the general public in the Causeway Bay area.

Rezoning Application and Future Site Use

- 8.2 This application proposes the conversion of the existing "Road" zoning to "C(2)", granting Hysan increased flexibility in utilizing the site, which is under its sole ownership. Although the application does not provide detailed plans for the property's long-term future - given that current leases will remain in effect for over 800 more years - the proposal clearly aims to keep future possibilities open and adaptable to evolving needs.

Ethos of Public and Community Benefits

- 8.3 Hysan is pursuing extending the "C(2)" zoning for Lee Garden One - not because of immediate redevelopment plans, but to enable more creative and flexible possibilities for the site's future, both short-term and long-term. The current Section 16 requirement, tied to its "Road" zoning, restricts rather than supports public and community interests. Neither the Government nor the Applicant currently believes that expanding the road at this location would deliver meaningful community benefits. Since road widening is no longer under consideration, the existing zoning is outdated. Rezoning to "C(2)" would better reflect the site's potential and serve the broader interests of the community.

Tradition and Future Potential

- 8.4 Since 1925, Hysan has been committed to developing commercial spaces that provide notable public and community benefits, a tradition it actively seeks to uphold. Looking to the future, expanding the zoning to encompass all of the private lots will offer greater flexibility, foster creativity, and broaden the scope for public benefit as redevelopment opportunities arise.

Provision of Drop-off / Pick-up Facilities at Lee Garden One

Drop-off and Pick-up Facilities: Zoning Considerations

- 8.5 The inclusion of a lay-by for drop-off and pick-up purposes at Lee Garden One does not require the site to be zoned as “Road”. In commercial developments of comparable scale and intensity, such facilities are typically integrated within the overall site design, facilitating efficient vehicular access while maintaining pedestrian safety and urban functionality. Greater flexibility in the location and configuration of these facilities can deliver enhanced planning and operational benefits, especially when considered as part of a longer-term future comprehensive redevelopment. These potential improvements should be evaluated in the context of a full redevelopment proposal, taking into account prevailing urban conditions, planning objectives, and technical assessments at the appropriate time.

Potential Benefits of Flexible Drop-off Facility Placement

- 8.6 Allowing flexibility in determining the precise location and configuration of drop-off and pick-up areas would enable the integration of broader planning and operational factors into a redevelopment strategy, such as: pedestrian movement, air ventilation, streetscape enhancement, and traffic management. The opportunity to reposition the lay-by could provide numerous benefits including improved pedestrian movement, better alignment with air ventilation corridors, enhanced public realm, and more efficient site access arrangements. **Possible alternative locations** for the drop-off are discussed below; these options should be considered holistically within a comprehensive redevelopment plan.

Optimizing Air Ventilation through Drop-off Placement

- 8.7 In the longer-term context of comprehensive redevelopment, strategically relocating or redesigning the drop-off area presents an opportunity to optimize air ventilation in the vicinity of Lee Garden One. This design approach was successfully applied in Hysan’s recent Lee Garden Eight development, where air ventilation patterns were carefully considered to create a more breathable urban environment. The configuration and orientation of buildings in a dense area like Causeway Bay have a substantial impact on air movement at street level. By reassessing the lay-by location, natural ventilation corridors can be enhanced, heat accumulation reduced, and pedestrian comfort improved, contributing to sustainable urban design and healthier public spaces.
- 8.8 Determining the optimal drop-off location would depend on existing site conditions, including building massing, street geometry, and wind patterns at the time of redevelopment. Adopting a flexible zoning arrangement would allow these factors to be comprehensively evaluated, enabling air ventilation strategies to be incorporated into the site layout.

- 8.27 The Indicative Scheme submitted with this application is not intended to depict a definitive development proposal. Rather, it serves to illustrate the real-world implications of retaining the “Road” zoning, namely, the opportunity cost of limiting future development potential in Causeway Bay. If the site were rezoned to “C(2)” as proposed, it would create meaningful flexibility for Hysan to explore options such as extending basement car parking or other enhancements. This would allow a currently underutilized parcel of private land to be revitalized, creating new possibilities for the district. These benefits could be realized well in advance of a full redevelopment of the site, which is not anticipated to occur in the near future.
- 8.28 Just as the drafters of the 1968 OZP could not have foreseen today’s urban landscape, **street life and social needs**, it is equally impossible to predict the long-term implications of retaining the “Road” zone, whether for another 57 years or the remaining approximately 800 years of the lease term. In the context of contemporary planning principles, there is no compelling rationale to preserve the “Road” designation. It is therefore appropriate for the Applicant to raise this matter with the Town Planning Board. A coherent and rational case exists for rezoning the private land of the application site to “C(2)” to ensure consistency and unlock future potential.

Meeting the Planning Intention and Restrictions of the “C(2)” Zone

- 8.29 The majority of the Lee Garden One lots are zoned “C(2)” and as a result anything that would be proposed on the property by Hysan, for alterations or redevelopment, would conform to the requirements of that zone. This would mean that should the application site be rezoned to “C(2)” it would also be required in the future to meet the Planning Intention on this portion of the lot. The Planning Intention is stated in paragraph 3.3 above.
- 8.30 The Planning Intention identifies uses that Hysan also agree are appropriate for the site 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(s)”*. The building height restriction on the zone is 200mPD, and there is a 1.5m set back required on Lan Fong Road. In addition, any future development would need to comply with the Sustainable Building Design Guidelines, which promote environmental performance, pedestrian connectivity, and urban integration. These requirements are entirely suitable for the site and would remain unchanged if the “Road” portion is rezoned to “C(2)”.
- 8.31 Importantly, rezoning the application site would allow future development to proceed through the General Building Plan submission process, without the need for a Section 16 planning application. This streamlines the approval pathway while maintaining full compliance with the Planning Intention and statutory controls, thereby removing unnecessary procedural hurdles and enabling more efficient land use planning.