

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

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## **TABLE OF CONTENTS**

|                                                                                                     | <i>Page</i> |
|-----------------------------------------------------------------------------------------------------|-------------|
| <b>1 INTRODUCTION.....</b>                                                                          | <b>1</b>    |
| 1.1 Background .....                                                                                | 1           |
| 1.2 Purpose of Submission.....                                                                      | 1           |
| 1.3 Report Structure .....                                                                          | 2           |
| <b>2 INDICATIVE DEVELOPMENT PROPOSAL .....</b>                                                      | <b>3</b>    |
| 2.1 Indicative Development Scheme and Development Schedule .....                                    | 3           |
| 2.2 Proposed Amendments to the Approved Scheme .....                                                | 4           |
| <b>3 TECHNICAL CONSIDERATIONS .....</b>                                                             | <b>5</b>    |
| 3.1 Visual and Air Ventilation Considerations .....                                                 | 5           |
| 3.2 Traffic Consideration .....                                                                     | 5           |
| 3.3 Environmental Consideration.....                                                                | 5           |
| 3.4 Sewerage Consideration .....                                                                    | 6           |
| 3.5 Drainage Consideration.....                                                                     | 6           |
| 3.6 Geotechnical Consideration.....                                                                 | 7           |
| <b>4 DEVELOPMENT JUSTIFICATIONS.....</b>                                                            | <b>8</b>    |
| 4.1 No Change to the Overall Development Bulk as Compared with the<br>Approved Scheme .....         | 8           |
| 4.2 Compatible with the Surrounding High-rise High-density Developments..                           | 8           |
| 4.3 No Change in Magnitude of Minor Relaxation of PR Sought.....                                    | 9           |
| 4.4 Complying with the Building Height Restriction on the Extant OZP .....                          | 9           |
| 4.5 In Line with the Government's Policy Directive to Address the Continuous<br>Housing Demand..... | 10          |
| 4.6 Proposed Scheme is Technically Acceptable .....                                                 | 10          |
| <b>5 CONCLUSION .....</b>                                                                           | <b>11</b>   |

## LIST OF FIGURE

*Following Page*

|             |                                                                      |   |
|-------------|----------------------------------------------------------------------|---|
| Figure 1.1  | Extract of the Approved Causeway Bay Outline Zoning Plan No. S/H6/17 | 1 |
| Figure 2.1  | Indicative Block Plan                                                | 3 |
| Figure 2.2  | Indicative G/F Plan                                                  | 3 |
| Figure 2.3  | Indicative 1/F Plan                                                  | 3 |
| Figure 2.4  | Indicative 2/F Plan                                                  | 3 |
| Figure 2.5  | Indicative 3/F Plan                                                  | 3 |
| Figure 2.6  | Indicative 5/F Plan                                                  | 3 |
| Figure 2.7  | Indicative 6/F Plan                                                  | 3 |
| Figure 2.8  | Indicative 7-27/F Plan                                               | 3 |
| Figure 2.9  | Indicative 28/F Plan                                                 | 3 |
| Figure 2.10 | Indicative 29/F Plan                                                 | 3 |
| Figure 2.11 | Indicative 30-32/F Plan                                              | 3 |
| Figure 2.12 | Indicative 33/F Plan                                                 | 3 |
| Figure 2.13 | Indicative Section A-A                                               | 3 |
| Figure 2.14 | Indicative Section B-B                                               | 3 |

## LIST OF TABLE

*Page*

|           |                                                               |   |
|-----------|---------------------------------------------------------------|---|
| Table 2.1 | Indicative Development Parameters of the Proposed Development | 3 |
|-----------|---------------------------------------------------------------|---|

## LIST OF APPENDICES

|            |                                                 |
|------------|-------------------------------------------------|
| Appendix A | Approved Scheme (under Application No. A/H6/91) |
| Appendix B | Traffic Impact Assessment                       |
| Appendix C | Environmental Assessment                        |
| Appendix D | Sewerage Impact Assessment                      |

## EXECUTIVE SUMMARY

A planning application No. A/H6/91 was submitted to the Town Planning Board (the Board) on 4 June 2021 under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of Plot Ratio (PR) Restriction for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong. The Application Site covers an area of about 1,711m<sup>2</sup>, and is zoned “Residential (Group B)” on the Approved Causeway Bay Outline Zoning Plan (OZP) No. S/H6/17, subject to a maximum PR of 5 and a maximum building height (BH) of 30 storeys (including carports). The application sought to relax the PR from 5 to 5.687 (+13.74%) to facilitate a 30-storey residential development providing a total of 61 residential units. The application was approved with conditions by the Board on 14 January 2022 (the Approved Scheme).

Subsequent to the approval of the above planning application, the Applicant has been actively proceeding with the detailed design and implementation of the residential development. In response to the latest market trend and to address the continuous housing demand in Hong Kong, the Applicant hereby submits the current application to propose amendments to the Approved Scheme to increase the number of units from 61 to 176, with no change to other major development parameters including GFA, PR and number of storeys as compared with the Approved Scheme.

The subject application is supported on the following grounds:

- The additional units are accommodated through adjustments to the average flat size and flat mix, with no change in GFA, PR and the number of storeys. The Proposed Scheme would therefore maintain the overall development bulk as compared with the Approved Scheme;
- The Proposed Scheme is fully compatible with the surrounding high-rise high-density developments;
- There is no change in the degree of minor relaxation of PR sought as compared with the Approved Scheme;
- The Proposed Scheme complies with the BH restriction on the extant OZP;
- The proposed increase in number of units is in line with the Government’s policy directive to address the continuous housing demand; and
- The Proposed Scheme is proven to be technical acceptable.

In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

## 行政摘要

( 聲明：此中文譯本僅供參考，如中文譯文和英文原文有差異，應以英文為準。 )

申請人於 2021 年 6 月 4 日根據《城市規劃條例》第 16 條向城市規劃委員會 ( 下稱「城規會」) 提交一項規劃申請 ( 編號 A/H6/91 )，於香港大坑道 4、4A、4B 及 4C 號申請擬議略為放寬地積比率，以作准許的分層住宅用途。申請地點面積約為 1,711 平方米，在《銅鑼灣分區計劃大綱核准圖編號 S/H6/17》上劃為「住宅 ( 乙類 )」地帶，其最高地積比率限為 5 倍，最高建築物高度限為 30 層 ( 連開敞式停車間在內 )。該申請擬議將地積比率由 5 倍放寬至 5.687 倍 ( +13.74% )，以促進一幢 30 層高的住宅發展，提供共 61 個住宅單位。該申請已於 2022 年 1 月 14 日獲城規會在有條件下批給許可 ( 下稱「已核准方案」)。

在上述規劃申請獲批後，申請人一直積極進行該住宅發展項目的詳細設計及落實工作。為回應最新的市場趨勢及應對本港持續的房屋需求，申請人現提交本申請，擬對已核准方案作出修訂，將單位數目由 61 個增至 176 個。與已核准方案相比，其他主要發展參數 ( 包括總樓面面積、地積比率及樓層數目 ) 均維持不變。

以下為支持本規劃申請的發展理據：

- 擬議發展將透過調整單位平均面積及單位組合來容納增加之單位數目，並不會改變總樓面面積、地積比率或樓層數目。因此，與已核准方案相比，擬議方案將維持整體樓宇體積；
- 擬議方案與周邊的高層、高密度發展完全兼容；
- 與已核准方案相比，擬議略為放寬地積比率的程度並無改變；
- 擬議方案符合現行分區計劃大綱圖上的建築物高度限制；
- 擬議增加單位數目符合政府應對持續房屋需求的政策方針；及
- 擬議發展在技術層面是可行的。

基於上述發展理據，現懇請城規會能對是次規劃申請予以贊同。

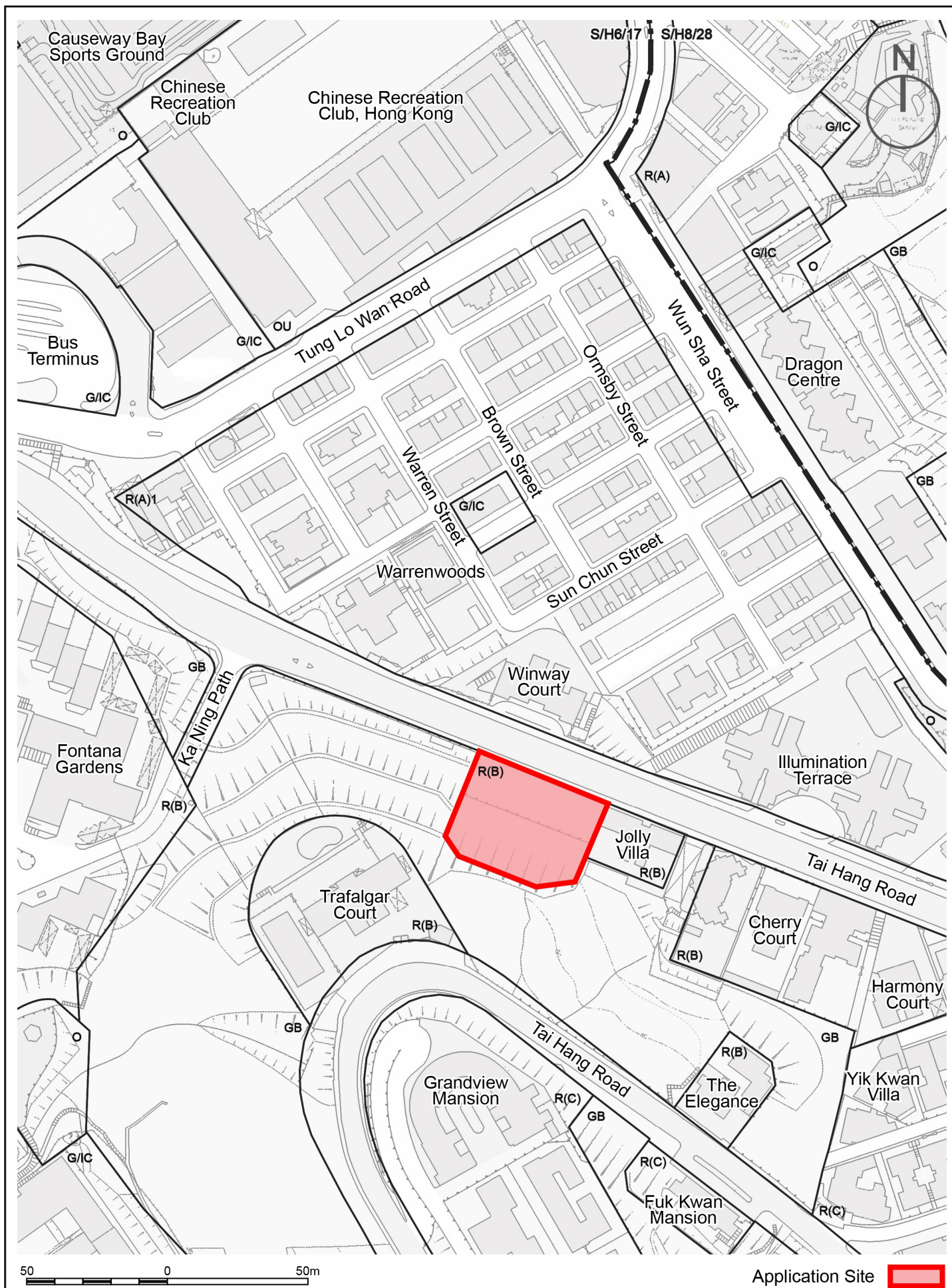
## **1 INTRODUCTION**

### **1.1 Background**

- 1.1.1 A planning application No. A/H6/91 was submitted to the Town Planning Board (the Board) on 4 June 2021 under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of Plot Ratio (PR) Restriction for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong. The Application Site covers an area of about 1,711m<sup>2</sup>, and is zoned “Residential (Group B)” on the Approved Causeway Bay Outline Zoning Plan (OZP) No. S/H6/17, subject to a maximum PR of 5 and a maximum building height (BH) of 30 storeys (including carports) (**Figure 1.1** refers). The application sought to relax the PR from 5 to 5.687 (+13.74%) to facilitate a 30-storey residential development providing a total of 61 residential units. The application was approved with conditions by the Board on 14 January 2022 (the Approved Scheme). The indicative plans and sections of the Approved Scheme are enclosed in **Appendix A** for reference.

### **1.2 Purpose of Submission**

- 1.2.1 Subsequent to the approval of the above planning application, the Applicant has been actively proceeding with the detailed design and implementation of the residential development. In response to the latest market trend and to address the continuous housing demand in Hong Kong, the Applicant hereby submits the current application to propose amendments to the Approved Scheme to increase the number of units from 61 to 176, with no change to other major development parameters including GFA, PR and number of storeys as compared with the Approved Scheme.



Application Site

|  |                                                                                         |         |        |       |          |
|--|-----------------------------------------------------------------------------------------|---------|--------|-------|----------|
|  | <b>Title</b><br>Extract of the Approved Causeway Bay Outline<br>Zoning Plan No. S/H6/17 | Checked | DH     | Drawn | PW       |
|  |                                                                                         | Rev     | 0      | Date  | May 2026 |
|  |                                                                                         | Scale   | Figure |       |          |
|  |                                                                                         | NA      | 1.1    |       |          |

### **1.3 Report Structure**

#### **1.3.1 This planning statement includes the following sections:**

- Section 2: describes the indicative development proposal and compares it with the Approved Scheme;
- Section 3: presents the key technical considerations;
- Section 4: presents the planning justifications of the development proposal; and
- Section 5: concludes the planning statement.

#### **1.3.2 Detailed technical assessments and other supplementary information are attached in **Appendices A to D**.**

- Appendix A Approved Scheme (under Application No. A/H6/91)
- Appendix B Traffic Impact Assessment
- Appendix C Environmental Assessment
- Appendix D Sewerage Impact Assessment

## 2 INDICATIVE DEVELOPMENT PROPOSAL

### 2.1 Indicative Development Scheme and Development Schedule

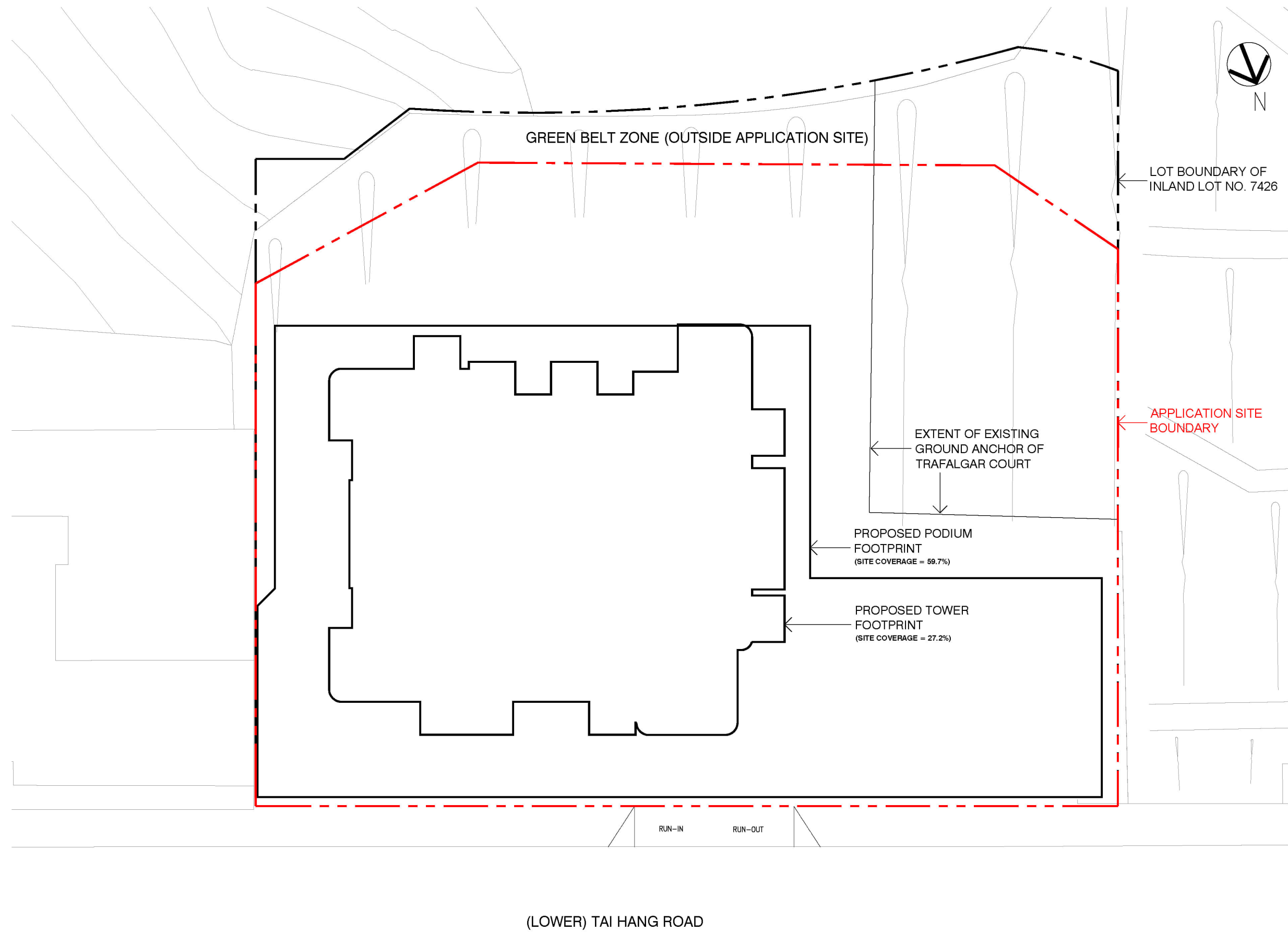
2.1.1 The Proposed Development is planned with a GFA of about 9,730.12m<sup>2</sup> (equivalent to a PR of about 5.687) comprising a 30-storey residential building (including 3 levels of carports). There is no change in GFA, PR and number of storeys as compared with the Approved Scheme. The differences are mainly attributed to the increase in number of units from 61 to 176. **Table 2.1** below shows the indicative development schedule of the Proposed Scheme as compared with the Approved Scheme. The Indicative Block Plan, Floor Plans and Sections of the Proposed Scheme are shown in **Figures 2.1 to 2.14**.

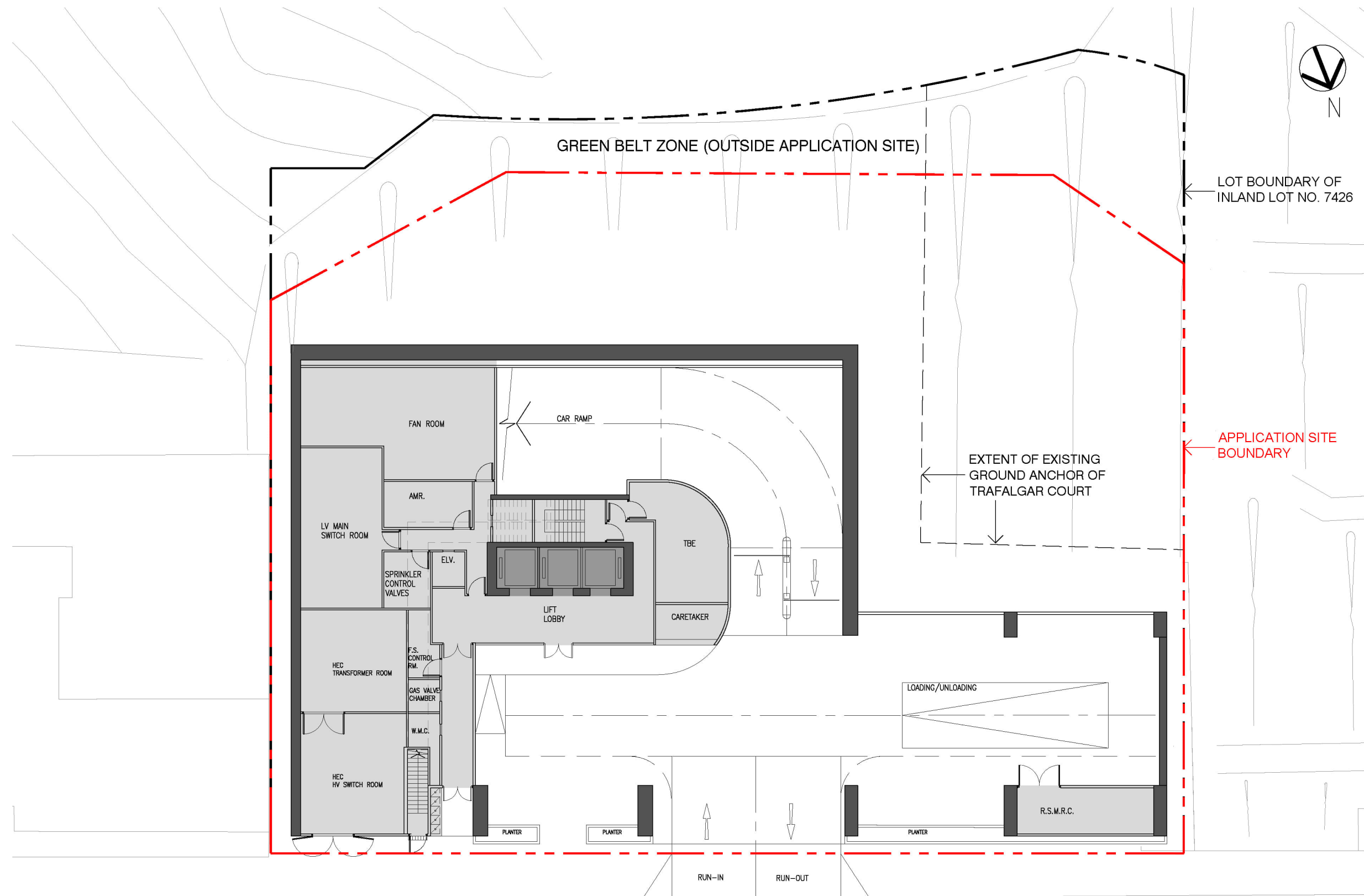
**Table 2.1 Indicative Development Schedule of the Proposed Development**

|                                                                                                             | Approved Scheme<br>(No. A/H6/91)         | Proposed Scheme                          | Difference                       |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------|------------------------------------------|----------------------------------|
| Site Area (about)                                                                                           | 1,711m <sup>2</sup>                      | 1,711m <sup>2</sup>                      | -                                |
| GFA (about)                                                                                                 | 9,730.12m <sup>2</sup>                   | 9,730.12m <sup>2</sup>                   | -                                |
| Plot Ratio (about)                                                                                          | 5.687                                    | 5.687                                    | -                                |
| No. of Block                                                                                                | 1                                        | 1                                        | -                                |
| No. of Storeys <sup>(1)</sup>                                                                               | 30 (including 4 levels of carports)      | 30 (including 3 levels of carports)      | -                                |
| Maximum Site Coverage <ul style="list-style-type: none"> <li>57mPD or below</li> <li>Above 57mPD</li> </ul> | Not more than 60%<br>Not more than 30.5% | Not more than 60%<br>Not more than 30.5% | -<br>-                           |
| No. of Flats                                                                                                | 61                                       | 176                                      | +115<br>(+188.5%)                |
| Average Flat Size (about)                                                                                   | 159.5m <sup>2</sup>                      | 55.3m <sup>2</sup>                       | -104.2m <sup>2</sup><br>(-65.3%) |
| Anticipated Population (about)                                                                              | 165 <sup>(2)</sup>                       | 458 <sup>(3)</sup>                       | +293<br>(+177.6%)                |
| Private Open Space (not less than) <sup>(4)</sup>                                                           | 165m <sup>2</sup>                        | 458m <sup>2</sup>                        | +293m <sup>2</sup><br>(+177.6%)  |

Remarks:

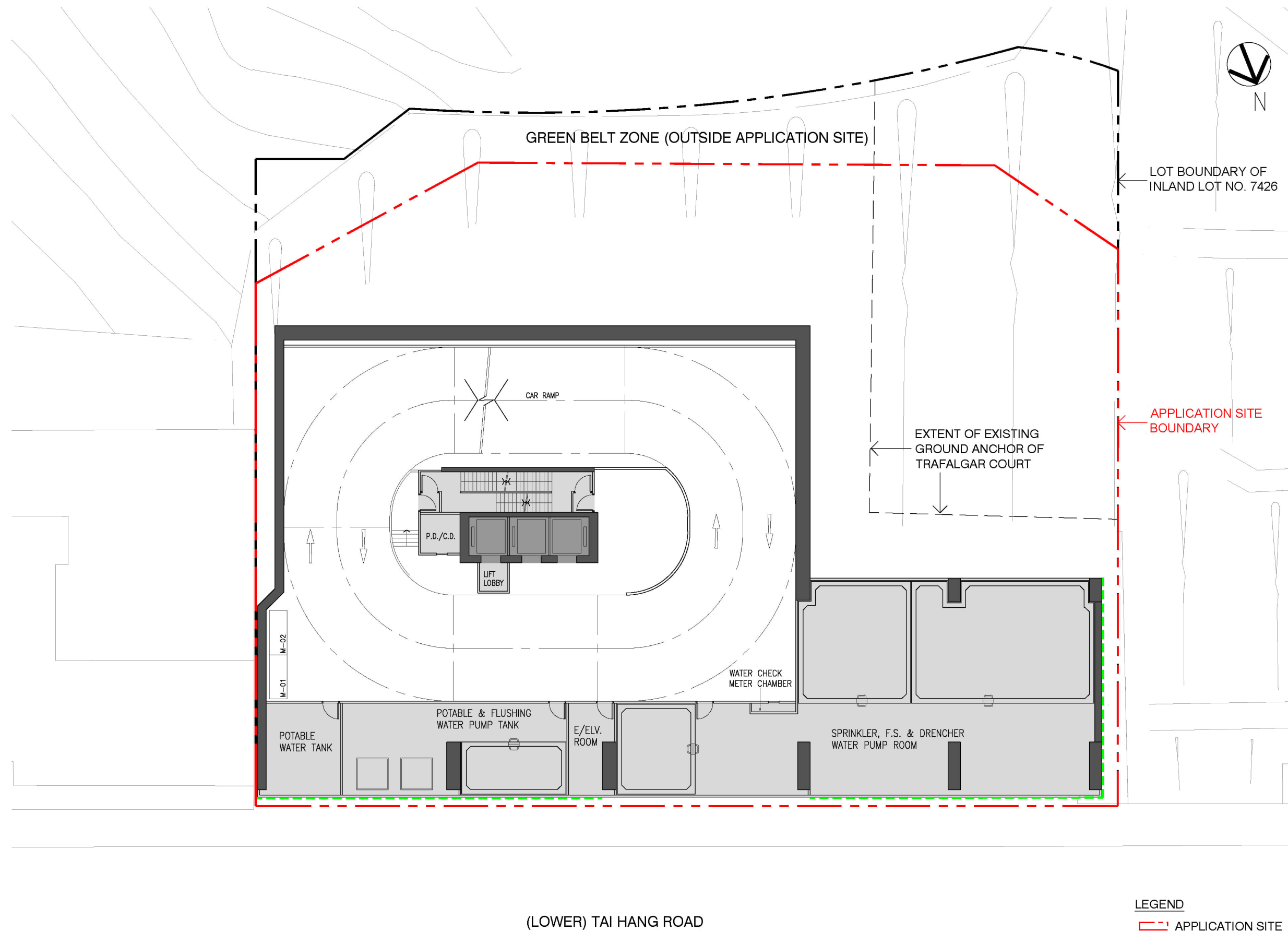
- (1) Excluding transfer plate.
- (2) Based on a person-per-flat ratio of 2.7 for Wan Chai District as per the 2016 Population By-census.
- (3) Based on a person-per-flat ratio of 2.6 for Wan Chai District as per the 2021 Population Census.
- (4) Not less than 1m<sup>2</sup> per person according to HKPSG.

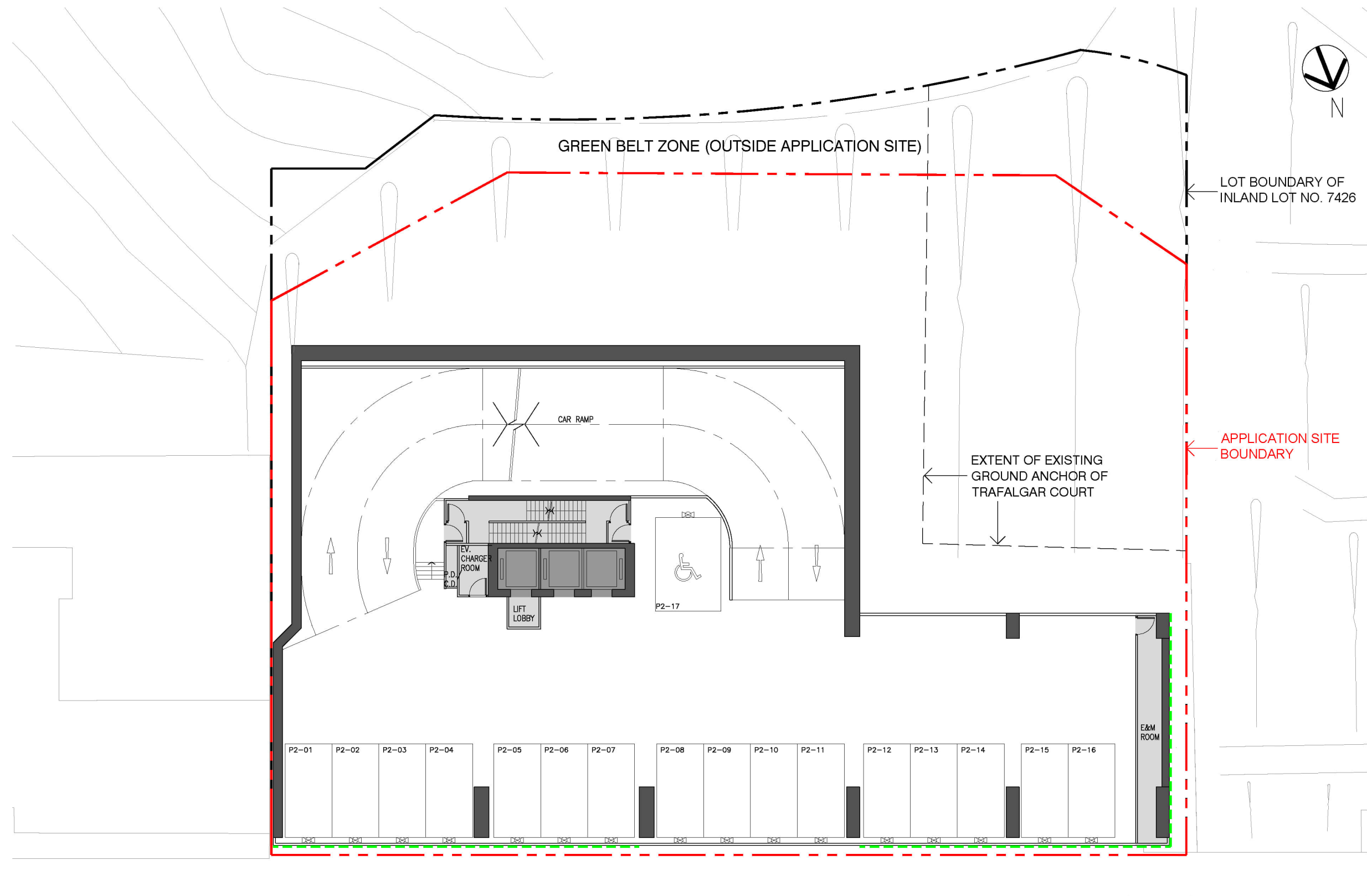




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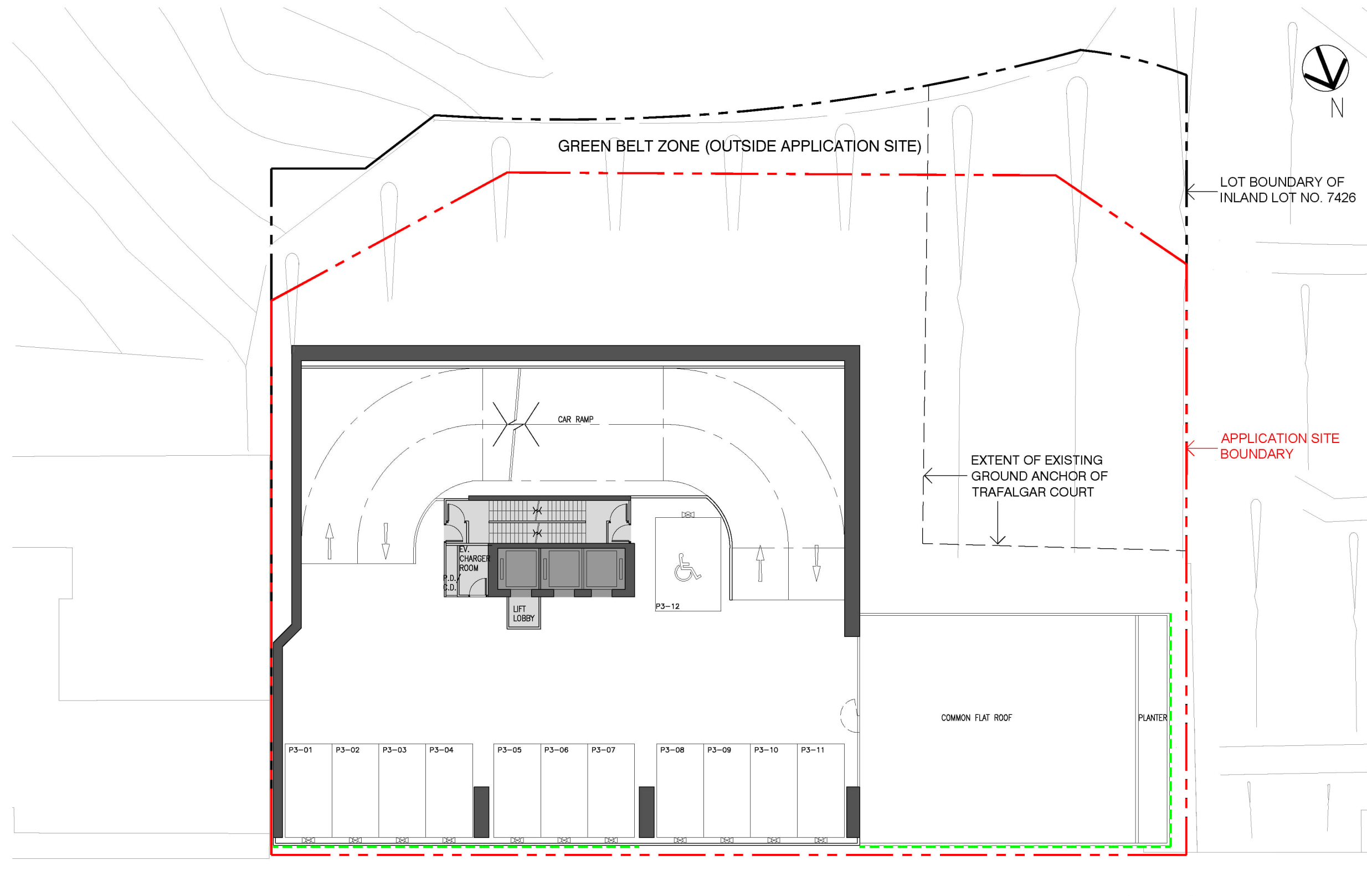
- APPLICATION SITE
- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES





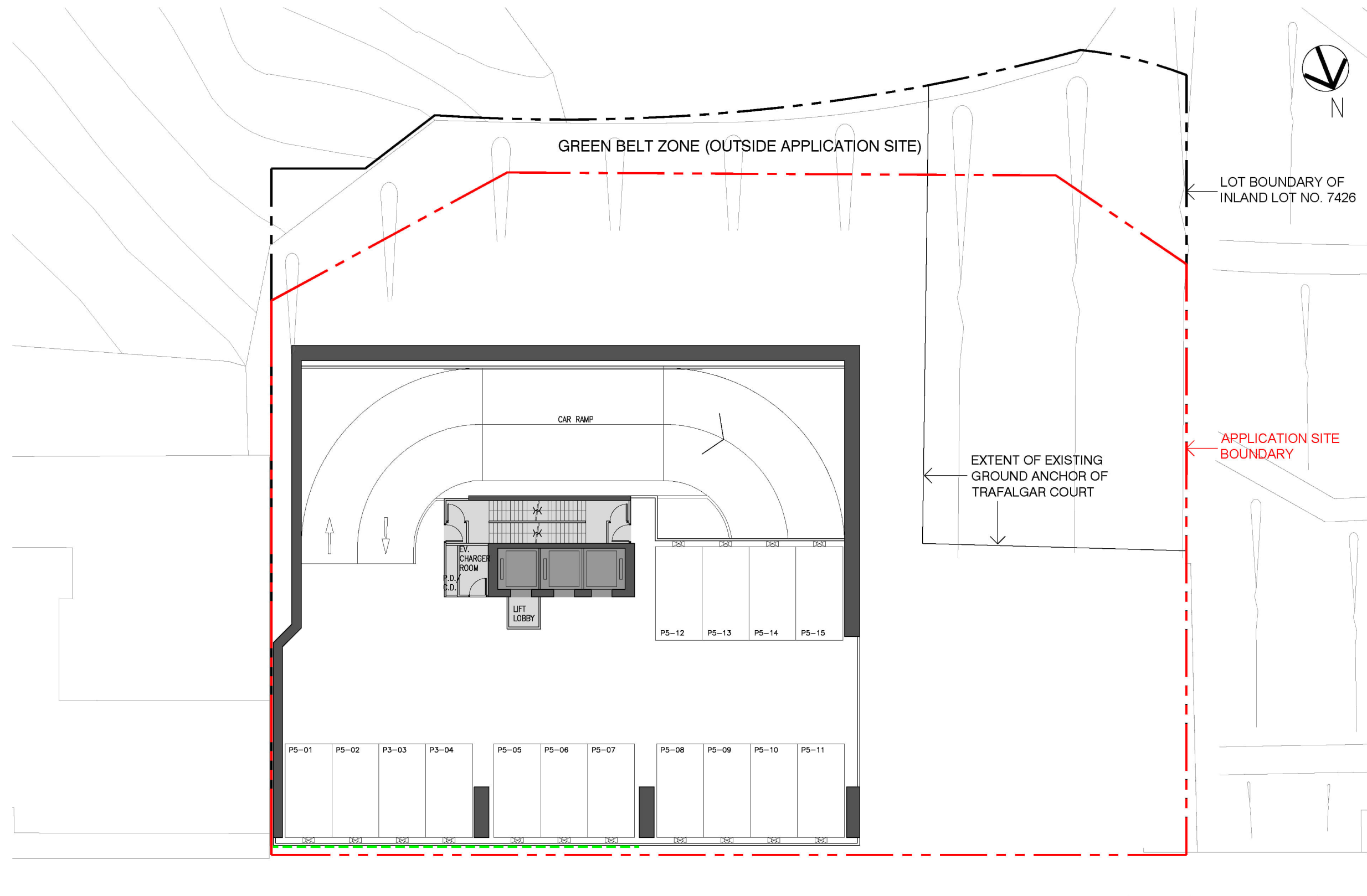
# LEGEND

- APPLICATION SITE
- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM



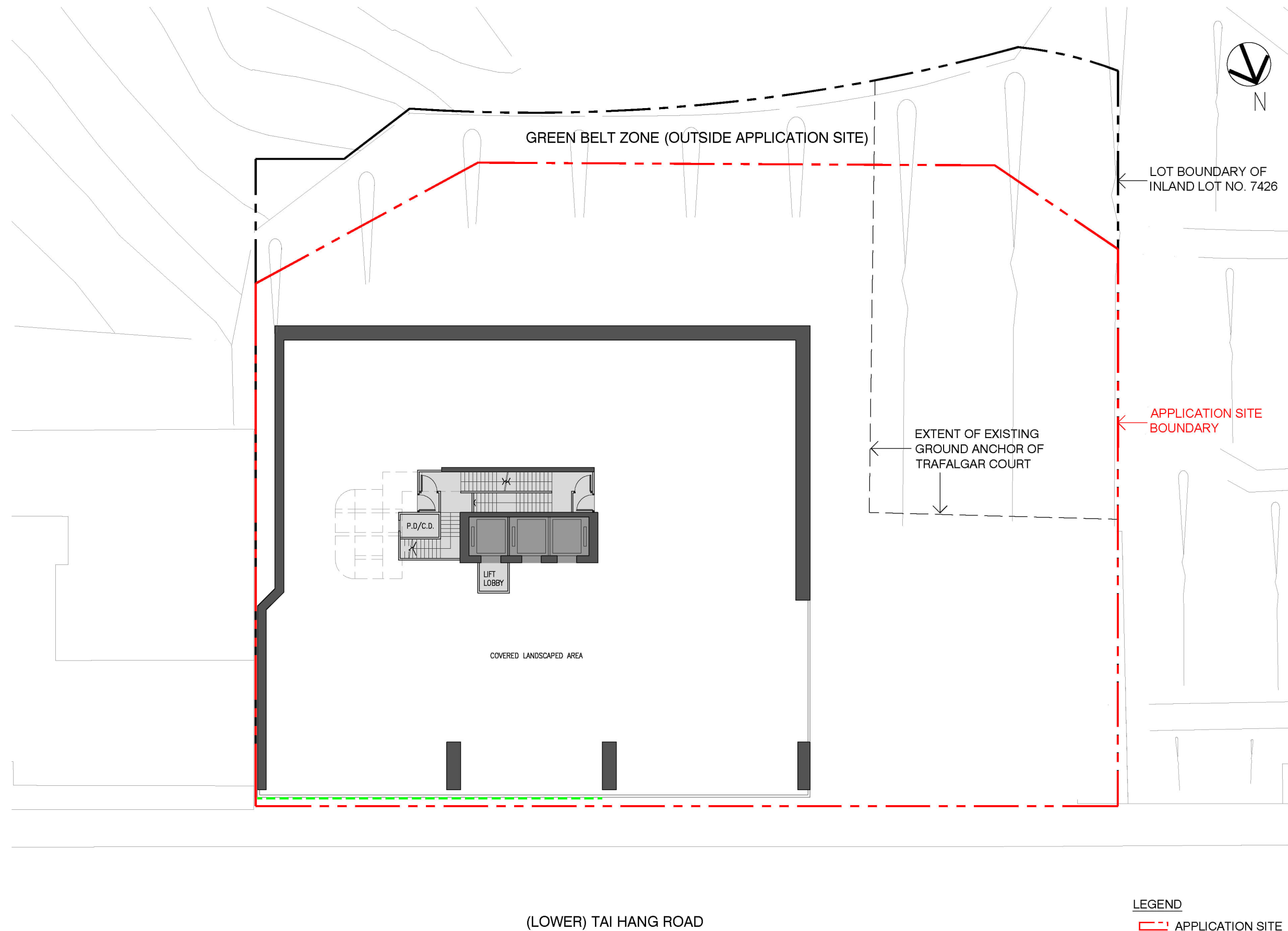
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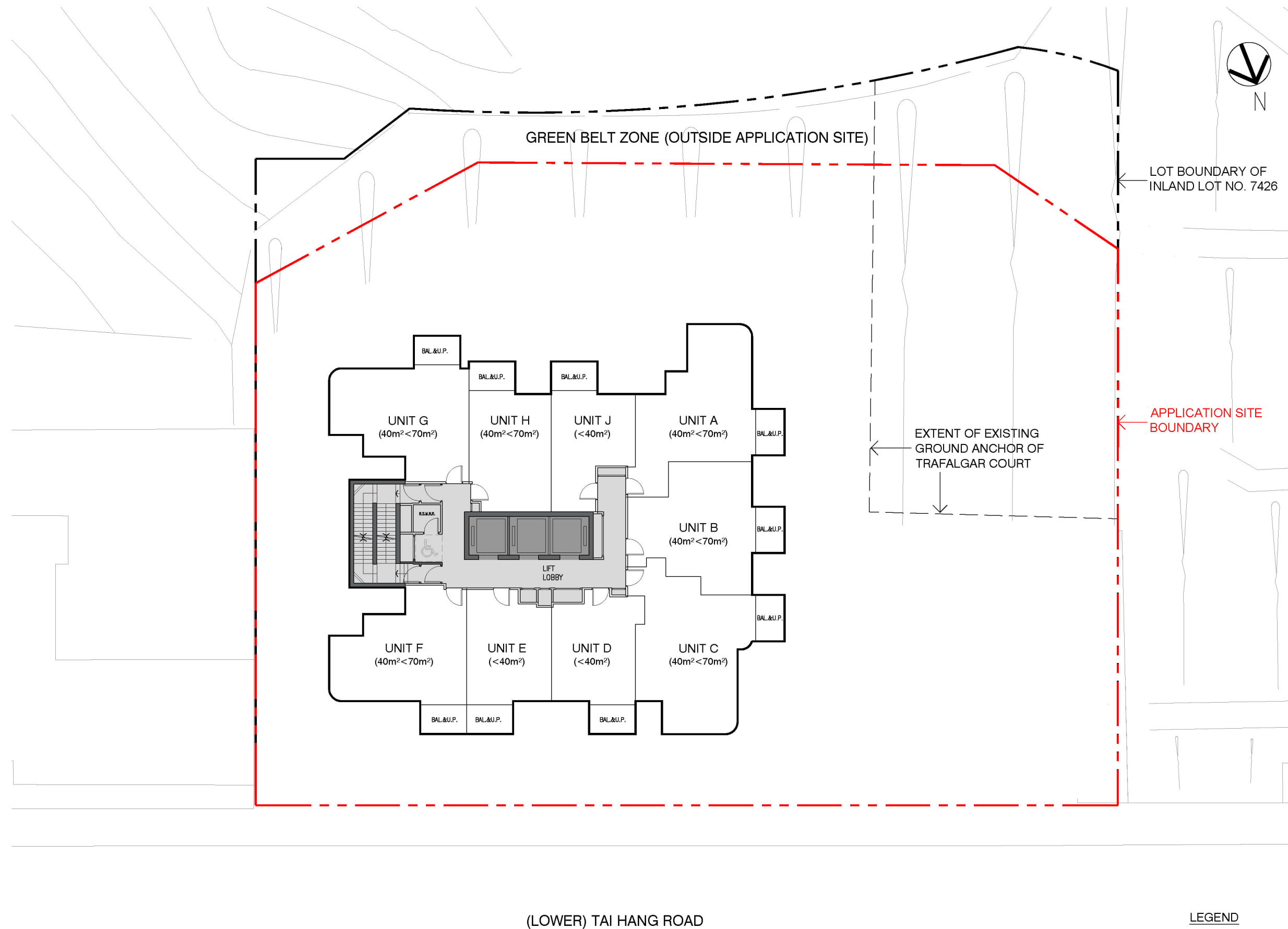
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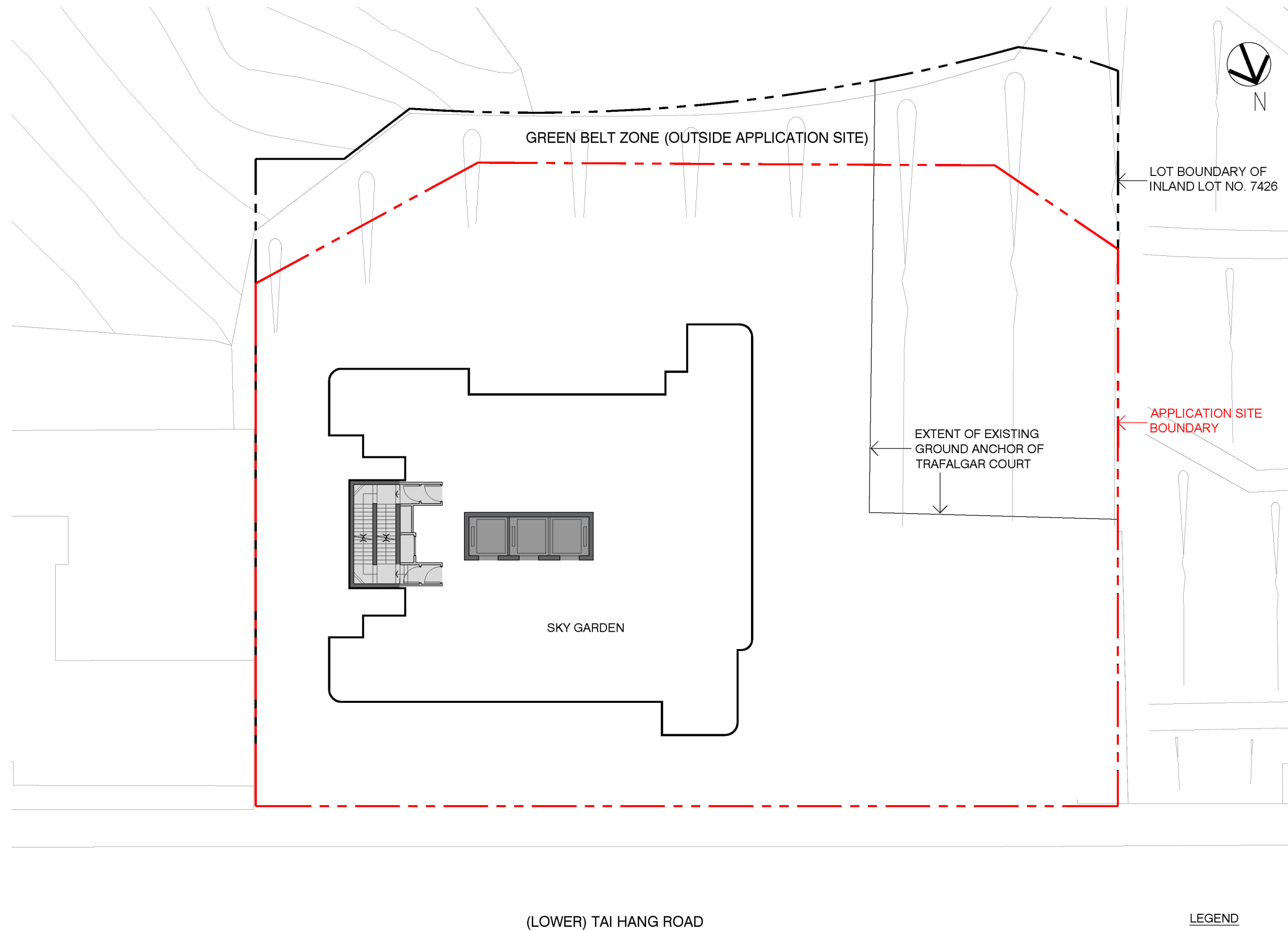
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- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM



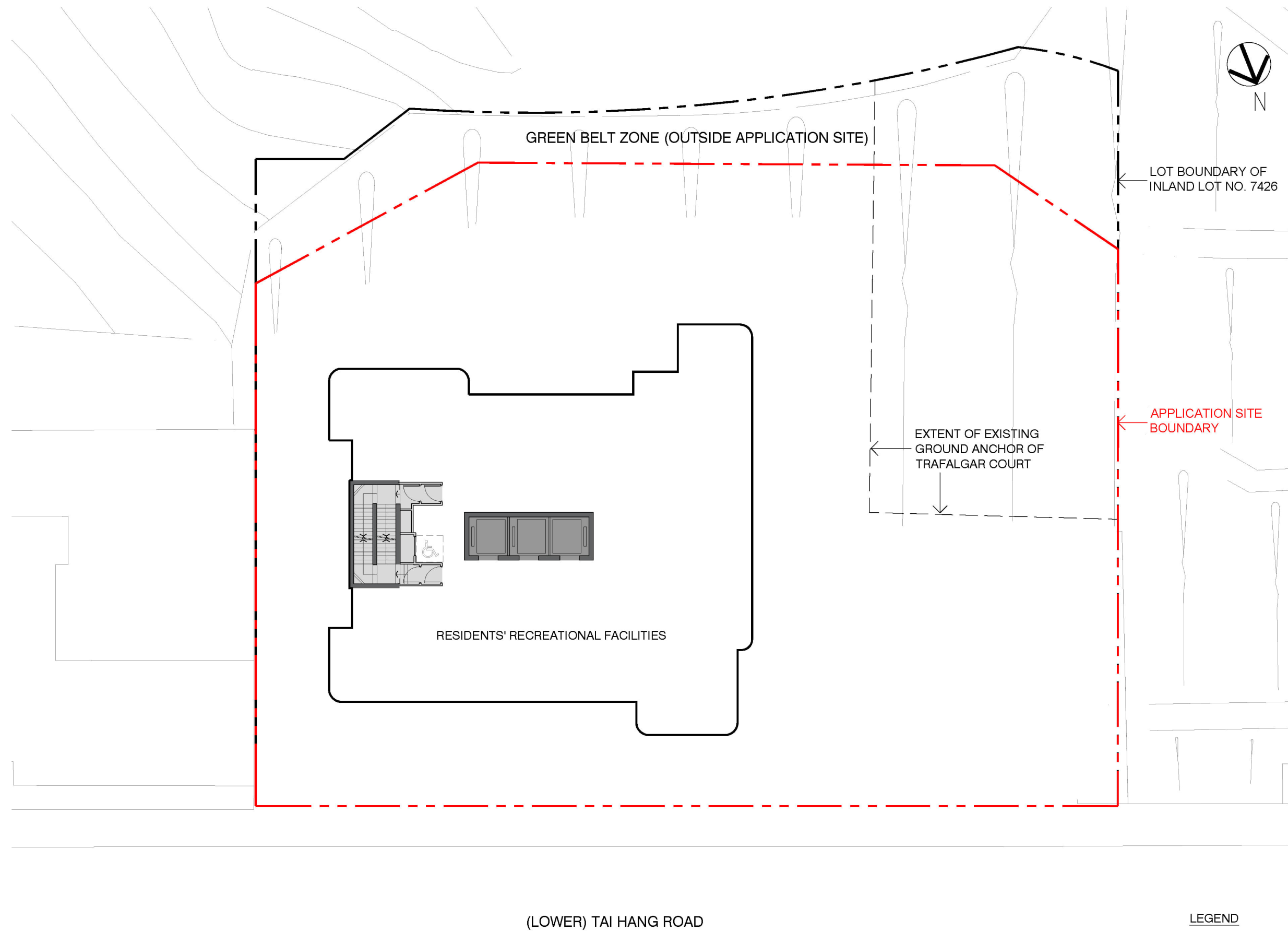
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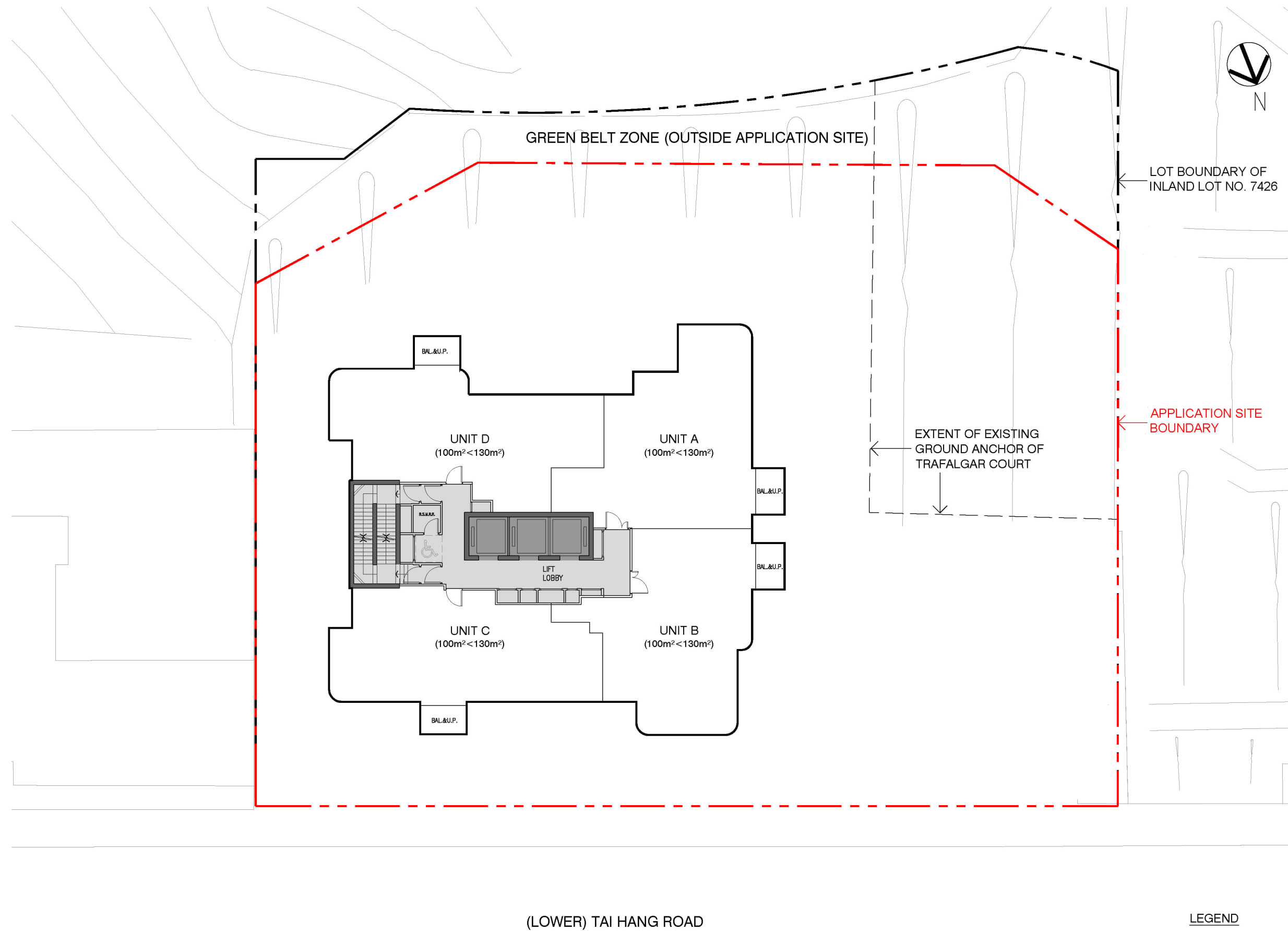
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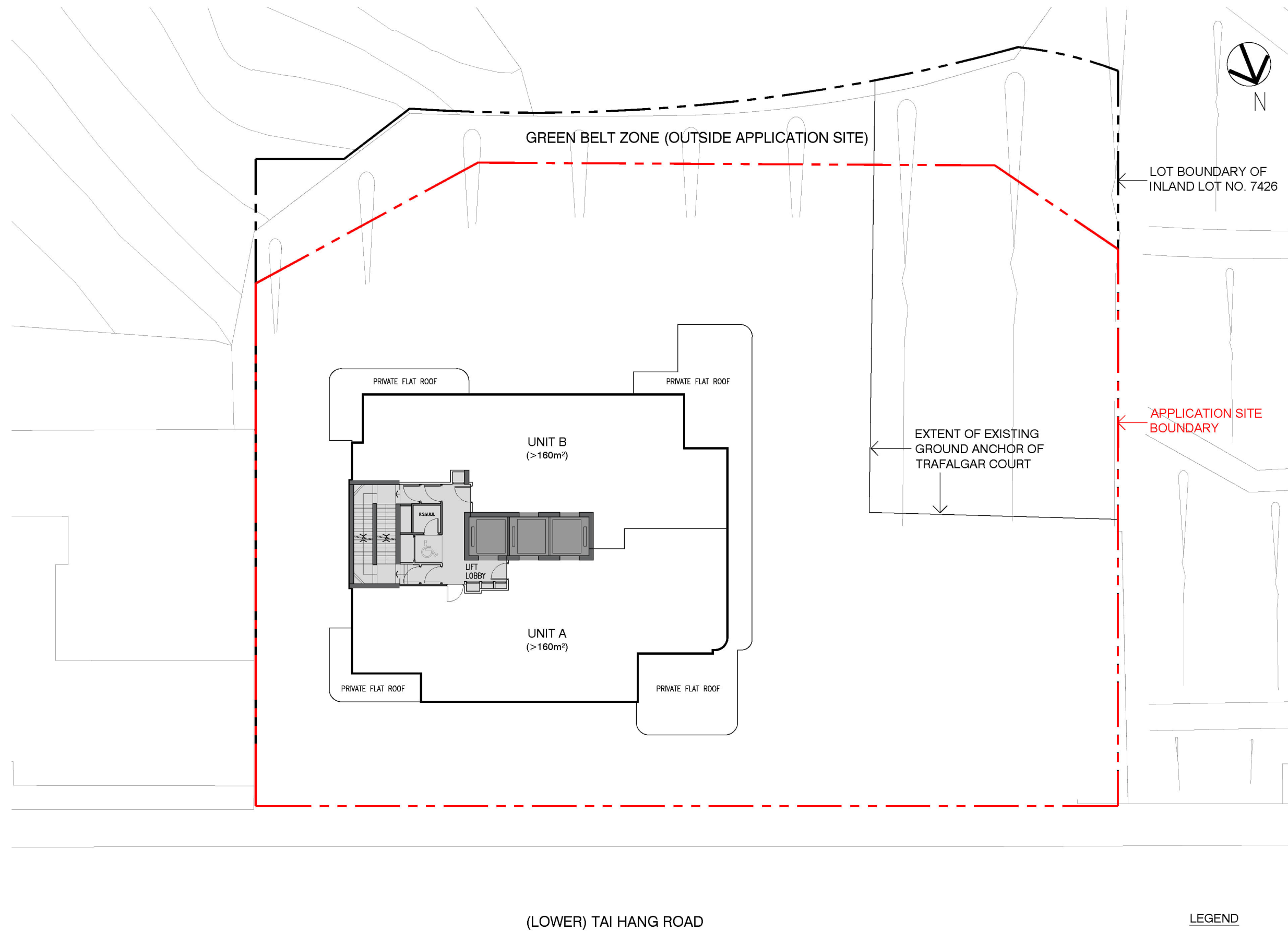
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- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES



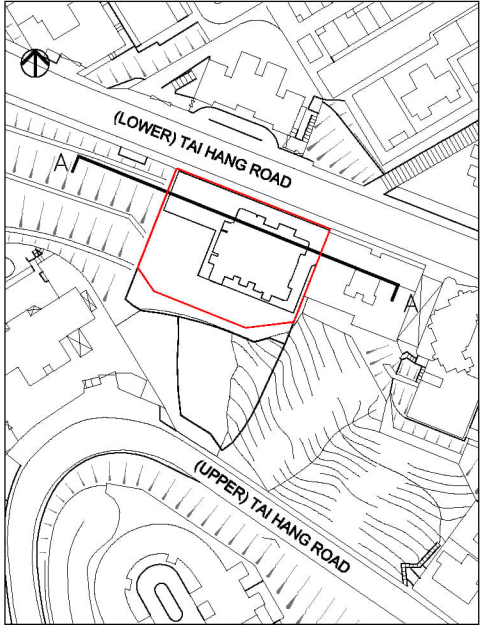
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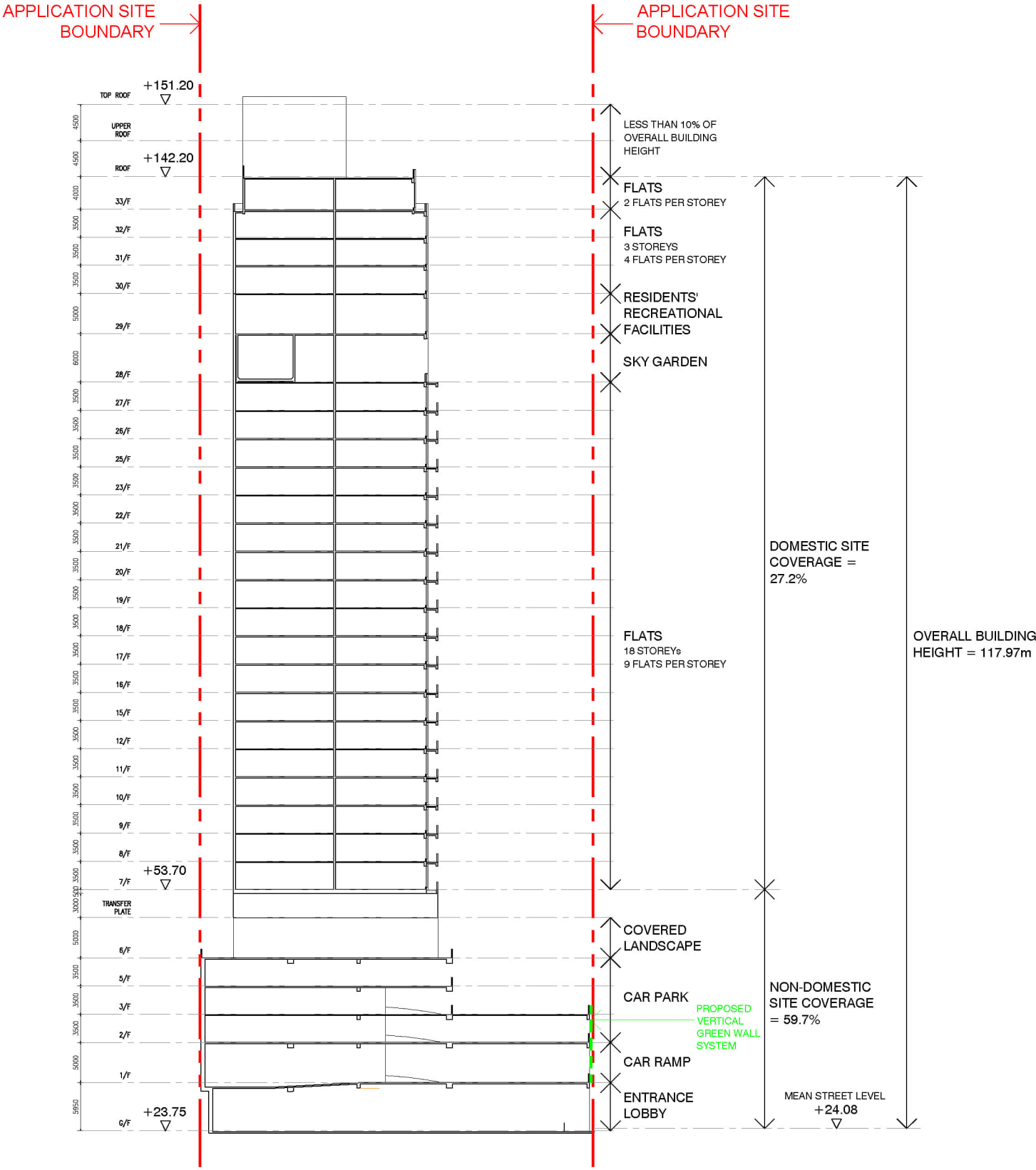


#### LEGEND

- APPLICATION SITE
- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

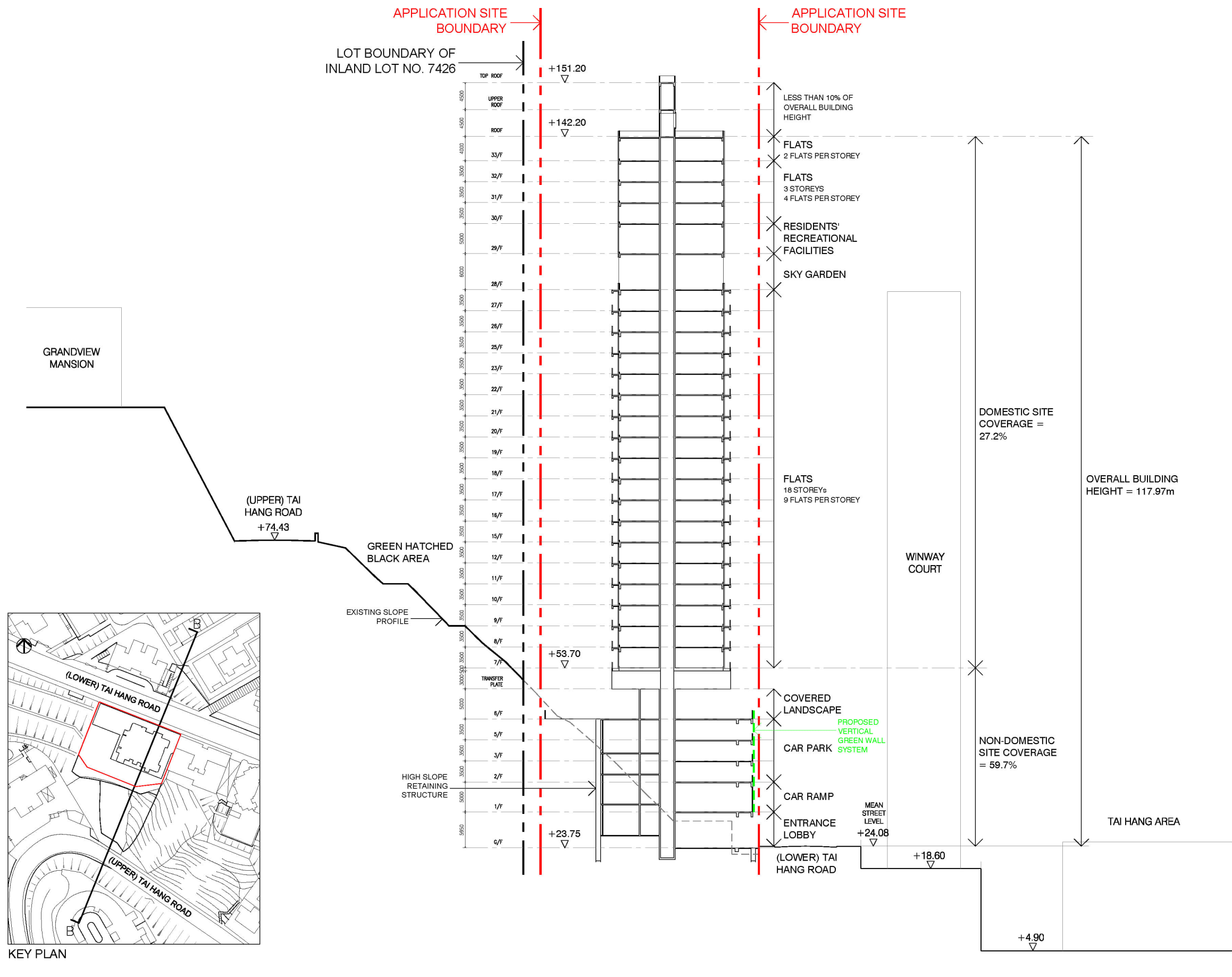


KEY PLAN



LEGEND

APPLICATION SITE



## **2.2 Proposed Amendments to the Approved Scheme**

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

### Increase in Number of Units

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

### Adjustments to Carparking Provision

- 2.2.3 Along with the changes in the number of units and flat mix, adjustments have been made to the carparking provision accordingly. In accordance with the requirements under the Binding Basic Terms Offer, the Proposed Scheme will provide 44 private car parking spaces, 2 motorcycle parking spaces and 1 loading / unloading bay for goods vehicles, based on the current tentative flat mix. The carpark layout has also been updated accordingly.

### Provision of Private Open Space

- 2.2.4 With the increase in number of units in the Proposed Scheme, the population is anticipated to increase from about 165 to about 458. Hence, private open space provision is adjusted correspondingly from not less than 165m<sup>2</sup> to not less than 458m<sup>2</sup> as per the open space requirement in the Hong Kong Planning Standards and Guidelines (HKPSG) i.e. not less than 1m<sup>2</sup> of communal open space provision per resident.

### **3 TECHNICAL CONSIDERATIONS**

#### **3.1 Visual and Air Ventilation Considerations**

- 3.1.1 As shown in **Table 2.1** above, there are no changes to the GFA, PR and number of storeys as compared with the Approved Scheme. The proposed changes under the current application is primarily attributed to the increase in the number of units through adjustments to the average flat size and flat mix, which would not affect the overall development bulk. Therefore, the Proposed Scheme will not create additional visual and air ventilation impacts as compared to the Approved Scheme, and is considered acceptable in visual and air ventilation terms.

#### **3.2 Traffic Consideration**

- 3.2.1 A Traffic Impact Assessment (TIA) has been conducted to assess the traffic impact of the Proposed Scheme. Details of the TIA are provided in **Appendix B**.
- 3.2.2 According to the TIA, the traffic generated by the proposed development can be accommodated by the existing road network, and all critical junctions and critical pedestrian section will still operate within their capacities. In conclusion, the proposed increase in number of units is considered acceptable in traffic engineering point of view.

#### **3.3 Environmental Consideration**

- 3.3.1 An Environmental Assessment (EA) has been conducted to assess the potential noise and air quality impacts of the Proposed Scheme. Details of the EA are provided in **Appendix C**.

##### Noise

- 3.3.2 According to the EA, with the implementation of noise mitigation measures, no adverse road traffic noise impact on the proposed development is anticipated. Furthermore, as there is an absence of any above-ground railway system, industrial and fixed noise source in the surroundings, no potential railway and fixed/industrial noise impact is anticipated.

- 3.3.3 In detailed design of the potentially noisy equipment on-site, the noise levels will be controlled in accordance with the HKPSG requirements. In this regard, no adverse fixed noise impact from future operation of the proposed development is anticipated.

#### Air Quality

- 3.3.4 Under the Proposed Scheme, sufficient vertical separation has been provided between the air-sensitive uses and pollutant emission sources at lower levels. Furthermore, the residential tower is more distant from Tai Hang Road as compared with the Approved Scheme. Given that road traffic emissions are not expected to deteriorate in the future, the conclusions of the previous EA in support of the Approved Scheme are considered still valid and applicable to the Proposed Scheme, and the Proposed Development would not be subject to adverse air quality impacts.

### **3.4 Sewerage Consideration**

- 3.4.1 A Sewerage Impact Assessment (SIA) has been conducted to assess the potential sewerage impacts of the Proposed Scheme. Details of the SIA are provided in **Appendix D**.
- 3.4.2 According to the SIA, the contribution of sewage generation from the proposed development to the existing sewerage system is insignificant, and the Stonecutter Island Sewage Treatment Works remains with generous capacity to cater for the increase in sewage generation. In this connection, no adverse sewerage impact is anticipated.

### **3.5 Drainage Consideration**

- 3.5.1 According to the Drainage Impact Assessment (DIA) submitted under the previous application in support of the Approved Scheme, no adverse drainage impact was anticipated from the development at the Application Site. Given that the Proposed Scheme is largely similar to the Approved Scheme with only changes to the number of units, the findings of the previous DIA would remain valid.

### **3.6 Geotechnical Consideration**

- 3.6.1 According to the Geotechnical Statement (GS) submitted under the previous application in support of the Approved Scheme, the development would result in negligible effect to the slope features and existing ground anchors, and was considered acceptable from geotechnical engineering point of view. Given that the Proposed Scheme is largely similar to the Approved Scheme with only changes to the number of units, the findings of the previous GS would remain valid.

## **4 DEVELOPMENT JUSTIFICATIONS**

### **4.1 No Change to the Overall Development Bulk as Compared with the Approved Scheme**

4.1.1 The Application Site is the subject of an approved planning application (No. A/H6/91) for proposed increase in PR from 5 to 5.687 approved by the Board on 14 January 2022. Under the current submission, the Applicant proposes amendments to the Approved Scheme to increase in the number of units from 61 to 176, with no change in GFA, PR, and the number of storeys. The additional units are accommodated solely through adjustments to the average flat size and flat mix, thereby maintaining the overall development bulk of the Approved Scheme.

### **4.2 Compatible with the Surrounding High-rise High-density Developments**

4.2.1 The Application Site is situated within a high-rise, high-density residential neighborhood in Tai Hang. A large "Residential (Group A)1" zone comprising Warrenwoods, Winway Court, Illumination Terrace, among other high-density residential developments, lies to the north of the Application Site across Tai Hang Road (**Figure 1.1** refers). For this reason, the Approved Scheme was considered not incompatible with the surroundings and unlikely to induce any significant adverse visual impact on the surrounding areas <sup>(1)</sup>.

4.2.2 Given that the Proposed Scheme under the current submission has maintained the same GFA, PR, number of storeys, as well as the overall development bulk of the Approved Scheme, the planning considerations and assessments under the previous application as mentioned above remain applicable. The Proposed Scheme is therefore considered fully compatible with the surrounding high-rise high-density developments.

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<sup>(1)</sup> According to Metro Planning Committee (MPC) Paper No. A/H6/91B.

### **4.3 No Change in Magnitude of Minor Relaxation of PR Sought**

- 4.3.1 The Application Site, zoned “R(B)”, and a strip of land to its south, zoned “Green Belt” (“GB”), both fall within Inland Lot No. 7426 governed under the same lease restricted for private residential purposes. Under the Approved Scheme, the Applicant sought minor relaxation of PR from 5 to 5.687 to accommodate all the GFA calculated from the entire lot onto the “R(B)” portion. The minor relaxation of PR was considered acceptable by the Board taking into account the lease provision and zoning history of the site <sup>(2)</sup>.
- 4.3.2 The Proposed Scheme under the current submission has maintained a PR of 5.687 with no change in the magnitude of minor relaxation of PR sought as compared with the Approved Scheme. The planning considerations and assessments under the previous application as mentioned above would therefore remain fully valid and applicable. Approving the current application would be in line with the Board’s previous decision.

### **4.4 Complying with the Building Height Restriction on the Extant OZP**

- 4.4.1 The Application Site is zoned “R(B)” on the extant OZP subject to a BH restriction of 30 storeys (including carports). Same as the Approved Scheme, the Proposed Scheme comprises a residential development with 30 storeys, and therefore fully complies with the BH restriction on the extant OZP.

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<sup>(2)</sup> According to MPC Paper No. A/H6/91B, the “GB” portion of the lot was previously zoned “Residential” on the first OZP No. LH6/22 gazetted on 20.12.1968. In terms of lease provision, the entire lot, including both the “R(B)” and “GB” portions, is permitted for private residential purposes. In view of this zoning background and lease provision, the Approved Scheme was considered acceptable.

#### **4.5 In Line with the Government's Policy Directive to Address the Continuous Housing Demand**

- 4.5.1 Increasing land and housing supply has always been amongst the top priorities of the Government and has been the major highlight of recent Policy Addresses. In the latest 2025 Policy Address, the Government reiterated its goal in continuously enhancing the speed, quantity, quality and efficiency of housing production, as a key to making Hong Kong a better place for living and working.
- 4.5.2 In line with the overarching policy directive of boosting housing production in Hong Kong, the Applicant has taken the initiative to review the Approved Scheme and proposed to increase the number of units to provide 176 units accommodating about 458 residents (i.e. +115 units as compared with the Approved Scheme). The additional housing units to be available in the market upon completion will be able to address the continuous housing demand in Hong Kong.

#### **4.6 Proposed Scheme is Technically Acceptable**

- 4.6.1 The proposed amendments to the Approved Scheme under the current submission are mainly attributed to the increase in number of units from 61 to 176, with no change in GFA, PR, number of storeys and the overall development bulk. As discussed in **Chapter 3** above and detailed in the relevant technical assessment reports, the Proposed Scheme is technically acceptable and shall not generate any significant impacts in terms of visual, air ventilation, traffic, environmental, sewerage, drainage and geotechnical aspects.

## **5 CONCLUSION**

5.1.1 A planning application No. A/H6/91 was submitted to the Board on 4 June 2021 under Section 16 of the Town Planning Ordinance for Proposed Minor Relaxation of PR Restriction for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong. The application sought to relax the PR from 5 to 5.687 (+13.74%) to facilitate a 30-storey residential development providing a total of 61 residential units. The application was approved with conditions by the Board on 14 January 2022.

5.1.2 Subsequent to the approval of the above planning application, the Applicant has been actively proceeding with the detailed design and implementation of the residential development. In response to the latest market trend and to address the continuous housing demand in Hong Kong, the Applicant proposes amendments to the Approved Scheme to increase the number of units from 61 to 176, with no change to other major development parameters including GFA, PR and number of storeys as compared with the Approved Scheme.

5.1.3 The subject application is supported on the following grounds:

- The additional units are accommodated through adjustments to the average flat size and flat mix, with no change in GFA, PR and the number of storeys. The Proposed Scheme would therefore maintain the overall development bulk as compared with the Approved Scheme;
- The Proposed Scheme is fully compatible with the surrounding high-rise high-density developments;
- There is no change in the degree of minor relaxation of PR sought as compared with the Approved Scheme;
- The Proposed Scheme complies with the BH restriction on the extant OZP;
- The proposed increase in number of units is in line with the Government's policy directive to address the continuous housing demand; and
- The Proposed Scheme is proven to be technical acceptable.

5.1.4 In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.