

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/H6/97

<u>Applicant</u>	Century Shiner Limited represented by Llewelyn-Davies Hong Kong Limited
<u>Application Site</u>	4, 4A, 4B and 4C Tai Hang Road, Hong Kong
<u>Site Area</u>	About 1,711m ²
<u>Lease</u>	Inland Lot (IL) No. 9097¹ (the Lot) - governed by a Condition of Exchange (“C/E”) dated 7.8.2026 for a term of 50 years for private residential development - subject to, inter alia, a maximum gross floor area (GFA) of 9,730m², parking, loading and unloading requirements and maintenance of the Green Hatched Black Area
<u>Plan</u>	Approved Causeway Bay Outline Zoning Plan (OZP) No. S/H6/17
<u>Zoning</u>	“Residential (Group B)” (“R(B)”) <i>[Restricted to a maximum plot ratio (PR) of 5 and a maximum building height (BH) of 30 storeys including carports, or the PR and the height of the existing building, whichever is the greater]</i>
<u>Application</u>	Proposed Minor Relaxation of PR Restriction for Permitted Flat Use

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed minor relaxation of PR from 5 to 5.687 (+13.74%) to facilitate a 30-storey residential development at the application site (the Site) (**Plan A-1**). According to the Notes of the OZP, ‘Flat’ use is always permitted within the “R(B)” zone. Minor relaxation of PR within the “R(B)” zone may be considered by the Town Planning Board (the Board) on its individual merits.

¹ The Site was previously falling within IL No. 7426 at the time of submission. A land exchange application concerning the Site has been processed and the C/E has been executed in August 2026. The current lot is known as IL No. 9097.

- 1.2 The Site is the subject of a previous application (No. A/H6/91) for minor relaxation of PR from 5 to 5.687 for permitted flat use submitted by the same applicant (**Plan A-1**)². The previous application was approved with conditions by the Metro Planning Committee of the Board (the Committee) on 14.1.2022 (the Approved Scheme) on the grounds that the lease provision of the applicant's lot permits private residential development over the entire lot, which currently encroaches upon a minor portion of the "Green Belt" ("GB") zone, while the proposed development would only be confined within the "R(B)" portion and would therefore result in a higher PR³; the proposed BH complied with the corresponding restriction under the OZP; the increase in building bulk was not incompatible with the surroundings; and there would be no adverse impact from the proposed development as confirmed by relevant government departments. A set of general building plans (GBP) complying with the Approved Scheme was subsequently approved by the Building Authority (BA) in January 2024⁴.
- 1.3 According to the current application, the Site would be developed into a 30-storey residential tower with a PR of 5.687 (the Current Scheme). Compared with the Approved Scheme, the major changes under the Current Scheme are the increase in the number of flats from 61 to 176 (+115 flats/ +188.5%)⁵ and corresponding decrease in average flat size, increase in area of private open space and decrease in private car parking provision. There are no changes in GFA, PR and the number of storeys under the Current Scheme as compared with the Approved Scheme. The block plan, floor plans, sections and landscape plans submitted by the applicant are shown at **Drawings A-1 to A-13**.

Major Development Parameters	Approved Scheme (A/H6/91)	Current Scheme (A/H6/97)	Difference(s)
Site Area (about)	1,711m ²	1,711m ²	No Change
GFA (about) ^(a)	9,730.12m ²	9,730.12m ²	No Change
Proposed PR	5.687	5.687	No Change

² The relevant MPC paper could be accessed through (https://www.tpb.gov.hk/en/meetings/MPC/Agenda/687_mpc_agenda.html).

³ The Lot, which is solely owned by the applicant, is about 1,946.024m², of which about 1,711m² (about 87.9%) falls within an area zoned "R(B)" and about 235m² (about 12.1%) falls within an area zoned "GB". The Lot was zoned "Residential" ("R") without PR restriction on the first draft Causeway Bay OZP No. LH6/22 gazetted on 20.12.1968. Subsequently, the majority of the Lot was zoned "R(B)" (i.e. the Site) and the remaining portion was zoned "GB" in 1976. As advised by Lands Department (LandsD), the previous IL No. 7426 was governed by a Government Lease for a term of 75 years from 22.9.1958 (i.e. before it was covered by the first draft Causeway Bay OZP) for private residential purposes. The applicant argued that as the proposed GFA calculated from the entire lot (i.e. lot area of 1,946m² x PR of 5 = 9,730m²) would only be developed on the Site zoned "R(B)", minor relaxation of PR for the proposed development was therefore required.

⁴ With the approval of the GBP in 2024, Application No. A/H6/91 has commenced in accordance with the Town Planning Guidelines on Extension of Time for Commencement of Development (TPB PG-No.35E).

⁵ As the extent of the increase in flat numbers does not fall within Class A nor Class B amendments specified in the Board's Guidelines on Class A and Class B Amendments to Approved Development Proposals (TPB PG-No. 36C), a fresh planning application under section 16 (s.16) of the Town Planning Ordinance is required.

Major Development Parameters	Approved Scheme (A/H6/91)	Current Scheme (A/H6/97)	Difference(s)
No. of Storeys ^(b)	30 (including 6 levels of podium)	30 (including 5 levels of podium and a level of covered landscape area)	No Change
BH (Main Roof)	+145.6mPD	+142.2mPD	-3.4m (-2.3%)
No. of Blocks	1	1	No Change
Maximum Site Coverage (SC)	Non-domestic: Not exceeding 60% (between 24.3mPD to 57mPD, i.e. G/F to 6/F) Domestic: Not exceeding 30.516%	Non-domestic: - Not more than 61.6% (Below 15m) - Not exceeding 53.1% (Above 15m) Domestic: Not exceeding 30.5%	- -
No. of Flats	61	176	+115 (+188.5%)
Average Flat Size (about)	159.5m ²	55.3m ²	-104.2m ² (-65.3%)
Parking Spaces - Private Car	54 53 (including 2 accessible parking spaces)	44 42 (including 2 accessible parking spaces)	-11 (-20.8%)
- Motorcycle	1	2	+1 (+100%)
Loading/Unloading (L/UL) Bay (Heavy Goods Vehicle (HGV))	1	1	No Change
Provision of Private Open Space ^(c)	Not less than 165m ²	Not less than 458m ²	+293 (+177.6%)
Anticipated Completion Year	2025	2030	-

Remarks:

- (a) The applicant indicates that the clubhouse GFA would not be more than 5% of the domestic GFA and would be exempted from GFA calculation. All features to be exempted/ disregarded from GFA calculation will be submitted at the GBP submission stage for BA's approval.
- (b) Excluding the transfer plate.
- (c) According to the applicant, not less than 1m² of private open space per person will be provided within the proposed development.

- 1.4 The main uses by floors for the proposed development (**Drawings A-2 to A-10**) are summarised as follows:

Floor	Main Uses
G/F	Lift Lobby, L/UL Bay, Ingress/Egress and E&M Facilities
1/F to 3/F and 5/F (4/F omitted)	Car Park, E&M Facilities, and Private Open Space (only on 3/F)
6/F	Covered Landscape Area
7/F to 27/F*	Flats
28/F	Sky Garden
29/F	Residents' Recreational Facilities
30/F to 33/F	Flats

(*13/F, 14/F and 24/F omitted)

- 1.5 The main pedestrian entrance and vehicular ingress/egress are proposed at lower Tai Hang Road (**Drawing A-2**). According to the applicant, private open spaces (of not less than 458m²) will be provided on the 3/F, 6/F and 28/F (**Drawings A-11 to A-13**). To serve as a visual relief and enhance the street environment, vertical greening is proposed on the northern side (i.e. facing Tai Hang Road) and the western side of the building façade of the podium (**Drawings A-9 to A-10**). As compared with the Approved Scheme, the following design improvements have been introduced under the Current Scheme: (i) a reduction in the overall BH from 145.6mPD to 142.2mPD; (ii) a reduction of podium height from 57mPD to 45.2mPD by adjusting the floor-to-floor height from 4.5m to 3.5m; (iii) the adoption of a stepped podium design; (iv) improved air ventilation through the introduction of a covered landscape area on 6/F in addition to the sky garden on 28/F; (v) enhanced landscaping through introducing periphery planters and vertical greening at the lower portion of the podium; (vi) the provision of a greater buffer between the podium and the “GB” zone to its south (**Drawings A-14 to A-18**).
- 1.6 The applicant has submitted a Traffic Impact Assessment (TIA), an Environmental Assessment (EA), a Sewerage Impact Assessment (SIA), and a Geotechnical Statement (GS) to demonstrate that the proposed development will not generate adverse traffic, environmental, sewerage and geotechnical impacts on the surrounding area. According to the TIA, the traffic generated by the proposed development can be accommodated by the existing road network, and all critical junctions and the critical pedestrian section will still operate within their capacities. The public transport survey and analysis also demonstrate that the existing public transport services have ample capacity for future passenger demand, including that from the proposed development. 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 still has generous capacity to cater for the increase in sewage generation. Regarding the geotechnical impact, a natural terrain hazard assessment has been carried out. Installation of soil nails and provision of surface channels will be conducted as the natural terrain hazard mitigation measures to meet the current slope safety standards.

1.7 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 19.5.2026 **(Appendix I)**
- (b) Consolidated Supporting Planning Statement (SPS) **(Appendix Ia)**
received on 15.9.2026

[SPS received on 19.5.2026, and Further Information (FI) received on 10.7.2026[@], 24.7.2026[@], 7.8.2026[@], 21.8.2026[#], 28.8.2026[#] and 9.9.2026[#] were superseded and are attached at **Appendices Ib** to **Ih** respectively.]

[@] *accepted but not exempted from recounting requirement*

[#] *accepted and exempted from recounting requirement*

1.8 On 10.7.2026, the Committee agreed to defer making a decision on the application for two months in order to allow time for the applicant to prepare FI to respond to departmental comments.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application detailed in the consolidated SPS at **Appendix Ia** are summarised as follows:

- (a) the Site is the subject of a previous Application No. A/H6/91 for minor relaxation of the same proposed PR (5.687) for the same permitted use approved by the Committee in 2022. According to the previous approved application, the minor relaxation of PR from 5 to 5.687 was considered acceptable by the Committee taking into account, among other things, the lease provision and the zoning history of the Site. As there is no change in the magnitude of minor relaxation of PR sought in the current application, approving the current application is in line with the Board's previous decision;
- (b) the Current Scheme comprises a residential development of 30 storeys which complies with the BH restriction of the "R(B)" zone on the OZP. As shown in the illustrative photomontage (**Drawing A-19**), the proposed development will be visually compatible with the surrounding areas;
- (c) compared with the Approved Scheme, the Current Scheme mainly involves an increase in the number of flats to meet the latest market trend and to address Hong Kong's housing demand. There is no change in GFA, PR and number of storeys, and the overall development bulk is largely maintained;
- (d) apart from maintaining the planning and design merits of the Approved Scheme, the Current Scheme also introduces a number of improvements including a lower BH and a lower podium height; the provision of more landscape area and greening; and a greater buffer between the podium and the adjoining "GB" zone;
- (e) in support of the application, the applicant has conducted relevant technical assessments including a TIA with public transport survey, an EA, a SIA and a GS

to demonstrate the feasibility of the Current Scheme. The assessments conclude that there will not be any insurmountable or adverse impacts from the proposed development. 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 Current Scheme is largely similar to the Approved Scheme with only changes to the number of flats, the findings of the previous DIA would remain valid; and

- (f) subsequent to the approval of the previous planning application, the applicant has been actively proceeding with the detailed design and implementation of the residential development. The current application is submitted to propose minor amendments to the Approved Scheme in response to the latest market trend and to address the continuous housing demand in Hong Kong. The applicant will proceed with implementation of the proposed development after the approval of the current application and the approval of the GBP submission.

3. **Compliance with the “Owner’s Consent/Notification” Requirements**

The applicant is the sole “current land owner” of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

4. **Previous Applications**

- 4.1 The Site, in whole or in part, is the subject of two previous applications (No. A/H6/87 and A/H6/91) submitted by the same applicant. Application No. A/H6/87, covering an area along the eastern fringe of the Site and to its northeast and southwest, for an access road and pedestrian link for permitted residential development at the Site, was rejected by the Committee and by the Board upon review on 18.1.2019 and 14.8.2020 respectively, mainly on the ground that the proposed access road and pedestrian link were not in line with the planning intention of the “GB” zone.
- 4.2 Application No. A/H6/91 for minor relaxation of PR from 5 to 5.687 for permitted flat use was approved with conditions by the Committee of the Board on 14.1.2022 mainly on the considerations as detailed in paragraph 1.2. Details of the previous applications are set out at **Appendix II** and their locations are shown on **Plan A-1**.

5. **Similar Application**

There is one similar application for minor relaxation of PR (from 5.04 to 5.06) for permitted flat use at No. 5 and 7 Tai Hang Drive (No. A/H6/61) (**Plan A-1**) which was approved by the Committee on 10.10.2003 mainly on the grounds that the proposed PR relaxation was for improvement of communal facilities at the entrance lobbies without changing the building bulk of the two existing residential buildings; the magnitude of relaxation was minor; and the proposed use would not have any adverse impact on the

transport and infrastructural provisions in the area.

6. The Site and Its Surrounding Areas (Plans A-1 to A-5)

6.1 The Site:

- (a) abuts Tai Hang Road to its immediate north and is currently fenced off and vacant;
- (b) forms the major part of private lot No. 9097 (about 1,946m²) which also covers an area of about 235m² falling within an area zoned “GB”;
- (c) is partly occupied (about 15.2% of the Site, about 260m²) by the ground anchor of the adjacent residential development, namely Trafalgar Court (**Drawing A-1**); and
- (d) is easily accessible by public transport including buses and mini-buses.

6.2 The surrounding areas have the following characteristics:

- (a) predominantly residential uses in the vicinity of the Site. To the north of the Site across Tai Hang Road is a cluster of high-density residential developments (such as No.1 Tai Hang Road, Warrenwoods, Winway Court and Illumination Terrace) which is zoned “Residential (Group A) 1” (“R(A)1”) and is subject to maximum BH restrictions from 100mPD to 165mPD;
- (b) to the immediate east, southeast and southwest of the Site are some medium-density residential developments (such as Jolly Villa, Cherry Court, The Elegance and Trafalgar Court) which is zoned “R(B)” and is subject to a maximum PR of 5 and maximum BH of 30 storeys;
- (c) to the immediate west and south is a stretch of hillslope with some vegetation zoned “GB”; and
- (d) to the further south and east of the Site are other residential areas zoned “R(C)” for low-density residential developments, including the Grandview Mansion and developments abutting Li Kwan Avenue and Fuk Kwan Avenue.

7. Planning Intention

- 7.1 The planning intention of “R(B)” zone is primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 7.2 According to the Notes and Explanatory Statement of the OZP, minor relaxation of the PR may be considered by the Board. Consideration of such application

for minor relaxation would be on individual merits, taking into account site constraints, innovative architectural design and planning merits that would enhance the amenity of the locality.

8. Comments from Relevant Government Departments

- 8.1 The following government departments have been consulted and their views on the application and public comments received are summarised as follows:

Land Administration

- 8.1.1 Comments of the District Lands Officer/Hong Kong East, Lands Department (DLO/HKE, LandsD):

- (a) the Site falls within Inland Lot No. 9097 which is governed by a Condition of Exchange dated 7.8.2026 for a term of 50 years. The Lot is restricted to private residential purposes and subject to, inter alia, a maximum GFA of 9,730m², and parking, loading and unloading requirements; and
- (b) it is noted that the Site is subject to a s.16 planning application (Application No. A/H6/91) approved by the Committee on 14.1.2022 for minor relaxation of PR restriction from 5 to 5.687. According to Section 2.2 of the consolidated SPS, the proposed amendment to the Approved Scheme under the current application includes (i) an increase in number of flats from 61 to 176, (ii) adjustments to parking and L/UL provisions, and (iii) increased provision of private open space.

Traffic

- 8.1.2 Comments of the Commissioner for Transport (C for T):

- (a) no objection to the application;
- (b) based on the submitted TIA (**Appendix Ia**), he has no adverse comment on the findings of the TIA from traffic engineering and transport operation viewpoints
- (c) the proposed provision of 42 private car parking spaces, 2 motorcycle parking spaces, and 1 L/UL bay is considered acceptable from traffic engineering perspective; and
- (d) should the application be approved by the Board, the following approval condition should be imposed:

the design and provision of vehicular access, internal transport facilities including car parking spaces and L/UL facilities for the proposed development to the satisfaction of the C for T or of the

Board.

Geotechnical

- 8.1.3 Comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD):

No objection to the application and no adverse comment on the submitted GS. He noted that a natural terrain hazard study (NTHS) for the natural slope to the immediate south of the Site was completed and mitigation measures have been proposed.

Environment

- 8.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) no objection to the application from air quality and noise planning perspectives;
- (b) no comment on the submitted SIA; and
- (c) should the application be approved by the Board, the following approval condition is required:

the submission of the revised Environmental Assessment and implementation of the mitigation measures identified therein to the satisfaction of the DEP or of the Board.

Sewerage

- 8.1.5 Comments of the Chief Engineer, Hong Kong & Islands, Drainage Services Department (CE/HK&I, DSD):

In view of the submitted SIA concluding that there are no adverse impacts to the existing sewerage system, he has no adverse comment on the application.

Urban Design and Landscape

- 8.1.6 Comments of the Chief Town Planner/ Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) no adverse comments on the application from urban design and landscape perspectives;
- (b) the applicant seeks planning permission for minor relaxation of PR restriction from 5 to 5.687 for permitted flat use in the “R(B)” zone, which involves one residential tower of 30 storeys including 3 storeys of carports (about 142.2mPD). According to Table 2.1 of the consolidated SPS, there is no major change in development

parameters, except for the number of flats, the maximum non-domestic site coverage and those on building design as detailed in the responses to departmental and public comments when compared with the Approved Scheme under Application No. A/H6/91. Given that there is no exceedance of the BH restriction of 30 storeys including carports and the perceivable building bulk would be generally the same as the Approved Scheme, it is unlikely that the proposed development would induce any significant adverse visual impact on the surrounding areas; and

- (c) based on the aerial photos taken in 2022, 2025 and 2026, the Site is situated in an area of residential urban fringe landscape character comprising high-rise residential development, recreation/ sports grounds, slopes and tree clusters. The proposed use is not incompatible with the landscape setting in the proximity. With reference to the above aerial photos, the Site is fenced-off and largely formed. Sparse wild plants are observed on the man-made retaining structures without any trees. According to the Application Form (**Appendix I**), no tree felling will be involved. A significant adverse landscape impact arising from the proposed use is not anticipated.

Building Matters

8.1.7 Comments of the Chief Building Surveyor/Hong Kong East & Heritage, Buildings Department (CBS/HKE&H, BD):

- (a) no objection in principle to the application for minor relaxation of PR under the Buildings Ordinance (BO);
- (b) the applicant should note that GFA concessions (i.e. excluding/ disregarding green/ amenity features and non-mandatory/ non-essential plant rooms and services from GFA and/or SC calculation) under Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151 will only be considered when the pre-requisites in paragraph 6 of PNAP APP-151, including the Sustainable Building Design Guidelines as stated in PNAP APP-152, have been complied with;
- (c) GFA concession for private car parking spaces and L/UL areas may be considered when the relevant requirements as laid down in PNAP APP-2 have been complied with;
- (d) for the proposed SC, application for flexible site coverage under PNAP APP-132 should be made and fully justified, if applicable; and
- (e) detailed comments on compliance with the BO can only be

provided at the plan submission stage.

8.2 The following departments have no objection/ adverse comment on the application:

- (a) District Officer (Wan Chai), Home Affairs Department (DO(Wan Chai), HAD);
- (b) Director of Fire Services (D of FS);
- (c) Chief Highway Engineer/Hong Kong, Highways Department (CHE/HK, HyD);
- (d) Commissioner of Police; and
- (e) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD).

9. Public Comments Received During Statutory Publication Periods

9.1 During the statutory publication periods, a total of 178 public comments were received, all of which are adverse comments raising objections/concerns (**Appendix III**). Among them, about 146 comments take the form of three templates.

9.2 The 178 comments were submitted by various parties, including various Incorporated Owners (IOs) and residents in the vicinity of the Site, as well as individuals. The major grounds of the objections and/or concerns regarding the application are summarised below:

- (a) there is no planning merit in the redevelopment proposal. The proposed PR is considered disproportionate/excessive and is incompatible with the surrounding neighbourhood. The increased number of residential flats is merely a profit maximisation strategy without public merit;
- (b) the additional traffic generated by the redevelopment will paralyse the local traffic network at Tai Hang and affect the access of emergency vehicles along Tai Hang Road. The increase in the number of flats would also place undue strain on public transport. The applicant has provided an unrealistic TIA and has proposed no measures to mitigate the potential traffic impact arising from the proposed redevelopment;
- (c) the building bulk of the proposed redevelopment and the height of the buildings will create an adverse visual impact and affect natural lighting of the neighbourhood. The proposed aboveground carpark will elevate the residential tower unnecessarily and emit vehicle exhaust and noise to the adjacent residential developments;
- (d) the increase in PR under the proposed redevelopment will create additional stress on the existing slope and pose a potential risk to slope safety. Besides, construction of the building blocks may affect the structural safety of nearby buildings;

- (e) the proposed redevelopment will affect the ventilation of the surroundings and generate adverse impacts, such as air, noise, drainage and sewage pollution. There is not enough evidence to guarantee that there will not be any adverse environmental impact and impact on existing infrastructure. More assessments are required to ascertain the potential environmental impact on the surrounding environment; and
- (f) the applicant is abusing the planning system by repeatedly submitting planning applications. The prolonged redevelopment process will cause serious disturbance to the neighbourhood. Approval of this application will set an undesirable planning precedent. The planning permission for Application No. A/H6/91 should be deemed to have expired, and the applicant should not be permitted to reply on this previous application as the Approved Scheme.

10. Planning Considerations and Assessments

- 10.1 The application seeks planning permission for proposed minor relaxation of PR from 5 to 5.687 (+13.74%) for a 30-storey residential development at the Site (**Plan A-1**). According to the Notes of the OZP, 'Flat' use is always permitted within the "R(B)" zone. Minor relaxation of PR within the "R(B)" zone may be considered by the Board on its individual merits. The Site is the subject of a previous application (No. A/H6/91) for minor relaxation of PR from 5 to 5.687 for permitted flat use submitted by the same applicant.
- 10.2 As compared with the Approved Scheme, the Current Scheme mainly proposes to increase the number of flats from 61 to 176 (+115 flats/ +188.5%) with no change in GFA, PR and the number of storeys. As detailed in paragraph 1.2 above, in considering the previous application No. A/H6/91, the lease provision of permitting private residential development over the entire lot (including a minor portion of the "GB" zone) and the zoning history whereby the Lot was zoned "R" without PR restriction on the first draft Causeway Bay OZP have been taken into account by the Committee. Subsequent to the approval of the previous application in 2022, a set of GBP complying with the approved scheme was also approved by the BA in 2024. As compared with the Approved Scheme, the proposed development under the Current Scheme will also be confined within the "R(B)" portion. The proposed BH of the residential tower also does not exceed the maximum BH stipulated on the OZP. As there is no major change in the planning circumstances, the applicant's proposal for relaxing the PR to the same extent as the previous application to 5.687 for the same permitted flat use is considered acceptable.
- 10.3 The Site adjoins a large cluster of high-density residential developments zoned "R(A)1" (such as No.1 Tai Hang Road, Warrenwoods, Winway Court and Illumination Terrace) to its north across Tai Hang Road (**Plan A-2**). In this regard, the proposed residential development with a PR of 5.687 is considered not incompatible with the surroundings. Apart from maintaining the design merits of the Approved Scheme such as the sky garden, the applicant also

proposes to introduce a number of design improvements including a lower BH (from 145.6mPD to 142.2mPD) and a lower podium height (from 57mPD to 45.2mPD); the provision of more landscape area and greening; and a greater buffer between the podium and the adjoining “GB” zone under the Current Scheme (**Drawings A-14 to A-18**). CTP/UD&L, PlanD advises that, given there is no exceedance of the BH restriction of 30 storeys including carports and the perceivable building bulk would be generally the same as the Approved Scheme, it is unlikely that the proposed development would induce any significant adverse visual impact on the surrounding areas.

- 10.4 The applicant has submitted TIA, EA, SIA and GS to demonstrate that the proposed development will not generate adverse traffic, environmental, sewerage and geotechnical impacts on the surrounding area. According to the TIA submitted by the applicant, there would be no adverse impact on the existing traffic conditions of the surrounding road network (including Tai Hang Road) and on the existing public transport services. The provision of parking spaces also meets the requirements under the HKPSG. In this regard, C for T has no objection to the application and considers that the findings of the TIA and the proposed internal transport facilities are acceptable.
- 10.5 According to the SIA submitted by the applicant, the contribution of sewage generation from the proposed development to the existing sewerage system is insignificant, and the respective sewage treatment works remains with generous capacity to cater for the increase in sewage generation. For the geotechnical impact, the applicant has also confirmed that the natural terrain hazard assessment was conducted with proposed mitigation measures to meet the current slope safety standards. DEP, CE/HK&I of DSD and H(GEO) of CEDD have no adverse comment on the application. Other departments including CHE/HK of HyD, CBS/HKE&H of BD, and CE/C of WSD also have no adverse comments on the application. Should the application be approved by the Board, relevant approval conditions as suggested by C for T and DEP are recommended in paragraph 11.2 below.
- 10.6 The previous application (No. A/H6/91) was approved with conditions by the Committee on 14.1.2022 on the grounds as stated in paragraph 1.2 above. The approval of the current application is considered consistent with the Committee’s previous decision.
- 10.7 Regarding the public concerns/objections on the compatibility issue, local traffic, quality of living, infrastructural capacity, geotechnical and environmental impacts and the prolonged redevelopment process detailed in paragraph 9.2, the justifications/responses from the applicant in paragraph 2, the departmental comments in paragraph 8, and planning assessments above are relevant.

11. Planning Department’s Views

- 11.1 Based on the assessments made in paragraph 10 and taking into account the public comments mentioned in paragraph 9 above, the Planning Department has no objection to the application.

- 11.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 25.9.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the design and provision of vehicular access, internal transport facilities including car parking spaces and loading/unloading facilities for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board; and
- (b) the submission of the revised Environmental Assessment and implementation of the mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix IV**.

- 11.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the applicant fails to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of plot ratio restriction for the Site within the "R(B)" zone.

12. Decision Sought

- 12.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 12.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 12.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

13. Attachments

Appendix I	Application Form received on 19.5.2026
Appendix Ia	Consolidated SPS received on 15.9.2026
Appendix Ib	SPS received on 19.5.2026
Appendix Ic	FI received on 10.7.2026

Appendix Id	FI received on 24.7.2026
Appendix Ie	FI received on 7.8.2026
Appendix If	FI received on 21.8.2026
Appendix Ig	FI received on 28.8.2026
Appendix Ih	FI received on 9.9.2026
Appendix II	Previous Applications
Appendix III	Public Comments
Appendix IV	Recommended Advisory Clauses
Drawing A-1	Block Plan
Drawings A-2 to A-8	Floor Plans
Drawings A-9 and A-10	Sections
Drawings A-11 to A-13	Landscape Plans
Drawings A-14 to A-18	Design Merits of the Current Scheme as Compared with the Approved Scheme
Drawing A-19	Illustrative Photomontage
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4 and A-5	Site Photos

**PLANNING DEPARTMENT
SEPTEMBER 2026**