

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/H7/181**

<b><u>Applicant</u></b>	Patchway Holdings (HK) Limited represented by URBIS Limited
<b><u>Site</u></b>	Inland Lot No. 8945, Caroline Hill Road, Causeway Bay, Hong Kong
<b><u>Site Area</u></b>	About 14,802m <sup>2</sup>
<b><u>Lease</u></b>	<p>Inland Lot No. 8945 (the Lot)</p> <ul style="list-style-type: none"><li>(a) sold by public tender for a term of 50 years from 10.6.2021</li><li>(b) for non-industrial (excluding residential, godown and petrol filling station) purposes with a total gross floor area (GFA) of not exceeding 100,000m<sup>2</sup></li><li>(c) development at the Lot shall be completed on or before 30.9.2029</li><li>(d) include conditions relating to preservation of masonry walls and earthenware pipes, carrying out road improvement works, formation of internal access road, preservation of trees, Landscape Master Plan, provision of public open space (POS) of not less than 6,000m<sup>2</sup>, construction of subway, footbridge connection, pedestrian links and walkways, public vehicle park, vehicular access, parking and loading/unloading requirements, provision of government accommodation, and submission of various technical assessments</li></ul>
<b><u>Plan</u></b>	Approved Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/21
<b><u>Zoning</u></b>	<p>“Commercial (2)” (“C(2)”)</p> <ul style="list-style-type: none"><li>(a) restricted to a maximum building height (BH) of 135mPD or the height of the existing building, whichever is the greater</li><li>(b) restricted to a maximum GFA of 100,000m<sup>2</sup>, or the GFA of the existing building, whichever is the greater, and shall include the GFA of Government, institution and community (GIC) facilities as required by the Government</li><li>(c) a public transport facility for minibuses and a public vehicle park of not less than 125 parking spaces shall be provided</li><li>(d) a POS of not less than 6,000m<sup>2</sup> shall be provided</li><li>(e) a layout plan shall be submitted for the approval of the Town Planning Board (the Board)</li><li>(f) minor relaxation of BH/GFA restrictions and the provision of public vehicle parking space requirement may be considered by the Board on</li></ul>

application based on its individual merits

**Application**

Submission of Layout Plan and Proposed Minor Relaxation of GFA Restriction for Permitted ‘Eating Place’, ‘Office’, ‘Shop and Services’, ‘Place of Recreation, Sports or Culture’, ‘Public Clinic’, ‘Public Transport Terminus or Station’, ‘Public Vehicle Park (excluding container vehicle)’ and ‘Social Welfare Facility’ Uses

**1. The Proposal**

- 1.1 The applicant seeks planning permission for the submission of a layout plan for approval by the Board in accordance with the Notes of the OZP for a proposed composite commercial development at the application site (the Site). Planning permission from the Board is also sought for proposed minor relaxation of GFA from 100,000m<sup>2</sup> to 102,000m<sup>2</sup> (+2%) to facilitate the additional GIC facilities (performing arts and cultural facilities of 2,000m<sup>2</sup>) in the proposed development. The Site falls within an area zoned “C(2)” on the approved Wong Nai Chung OZP No. S/H7/21 (**Plan A-1**). According to the Notes of the OZP, ‘Office’, ‘Eating Place’, ‘Shop and Services’, ‘Place of Recreation, Sports or Culture’, ‘Public Clinic’, ‘Public Transport Terminus or Station’, ‘Public Vehicle Park (excluding container vehicle)’ and ‘Social Welfare Facility’ are Column 1 uses always permitted within the “C(2)” zone. However, the Notes of the OZP stipulates that for any new development at “C(2)” zone, a layout plan shall be submitted for the approval of the Board. Minor relaxation of GFA restriction within the “C(2)” zone may also be considered by the Board based on its individual merits.
- 1.2 According to the applicant, two tower blocks (namely Tower 1 and Tower 2) and one tower block (Tower 3) are proposed at the western and eastern portions of the Site respectively (**Drawing A-1**). A new internal access road would be constructed by the applicant in-between the eastern and western portions of the Site as required by the lease. GIC facilities including a child care centre (CCC), a day care centre for the elderly (DCCE) and a district health centre (DHC) is proposed to be located at LG/F, G/F and 1/F of Tower 3. All parts of the Grade 3 masonry wall (including the earthenware pipes) and the Old Valuable Tree (OVT) at the Site will be preserved. The layout plan showing the overall disposition of the development is in **Drawing A-1** and the artist’s impression submitted by the applicant is at **Drawing A-21**. Floor plans, sections and landscape plans submitted by the applicant are shown from **Drawings A-2 to A-11, A-12 to A-13, A-14 to A-16** respectively. Major development parameters of the proposed development are as follows:

<b>Development Parameters</b>	
Total Site Area	About 14,802m <sup>2</sup>
Maximum Total GFA	102,000m <sup>2</sup>
(a) Office	- About 85,000m <sup>2</sup>
(b) Eating Place and Retail	- About 10,000m <sup>2</sup>
(c) GIC facilities required under the OZP	- About 3,000m <sup>2</sup>
(d) Light Bus Lay-bys	- About 2,000m <sup>2</sup>
(e) Performing Arts and Cultural Facilities	- About 2,000m <sup>2</sup>
Plot Ratio	About 6.89

<b>Development Parameters</b>	
Maximum Site Coverage	65%
No. of Towers	3
Maximum BHs	135mPD (Tower 1 & 2) 90mPD (Tower 3)
No. of Storeys	24 (Tower 1 & 2) 16 (Tower 3) (excluding 5-storey of basements)
Total Provision of POS <b>(Drawings A-18 and A-19)</b>	6,000m <sup>2</sup>
(a) G/F	About 3,000m <sup>2</sup> (with 700m <sup>2</sup> covered open space)
(b) 2/F	About 3,000m <sup>2</sup> (with 1,750m <sup>2</sup> covered open space)
Total Greenery Coverage	About 2,970m <sup>2</sup>
Anticipated Completion Year	Q3 2029

- 1.3 The main uses by floor for the proposed development (**Drawings A-2 to A-11**) are summarised as follows:

<b>Tower 1 &amp; Tower 2</b>		
<b>Floor (level at mPD)</b>		<b>Main Uses</b>
B3 - B5/F		Private Vehicle Park/ Public Vehicle Park (at B3/F)
B2/F		Loading/Unloading (L/UL) Bays
B1/F		Commercial, Light Buses Lay-bys, E&M
G/F		POS (Banyan Garden), 24-hour covered pedestrian walkway (with widths of about 3m and 6m), Commercial, E&M
1/F		Commercial, 24-hour covered pedestrian walkway (with a width of about 6m), E&M
2/F	(+17.5mPD)	Footbridge and 24-hour covered pedestrian walkway (with a width of about 6m) connecting the Site and Lee Garden Six
	(+18.25mPD)	Commercial, Urban Park/Landscape Bridge (with widths from about 15.5m to 25.4m), 24-hour covered pedestrian walkway (with a width of about 3m), E&M
3/F		Commercial, E&M
5/F (4/F omitted)		GIC Facilities (Performing Arts and Cultural Facilities), Commercial, E&M
6/F – 27/F (13/F, 14/F and 24/F omitted)		Commercial, E&M

<b>Tower 3</b>		
<b>Floor (level at mPD)</b>		<b>Main Uses</b>
B3-B5/F		Private Vehicle Park/ Public Vehicle Park (at B3/F)/ Parking for GIC Facilities (at B3/F)
B2/F		Loading/Unloading (L/UL) Bays, E&M
LG/F		GIC Facility (DHC), POS, E&M
G/F		GIC Facility (DCCE), POS, E&M

<b>Tower 3</b>	
<b>Floor (level at mPD)</b>	<b>Main Uses</b>
1/F	GIC Facility (CCC), POS, E&M
2/F	Covered POS/Communal Podium Garden, Commercial, E&M
3/F – 17/F (4/F, 13/F and 14/F omitted)	Commercial, E&M

- 1.4 The provision of internal transport facilities is summarised as follows and their locations and circulation routes are in **Drawings A-2 to A-6** and **A-27 to A-29** respectively:

<b>(1) Public Vehicle Park and Lay-by</b>		
Private Car Parking Spaces	100	125 parking spaces (total)
Light Goods Vehicle Parking Spaces	15	
Medium/Heavy Goods Vehicle Parking Spaces	5	
Coaches Parking Spaces	5	
Light Bus Lay-bys	4	
<b>(2) Private Parking &amp; L/UL</b>		
<b>(I) Parking and L/UL for commercial development</b>	Office	Retail and Performing Arts & Cultural Facilities
Private Car Parking Spaces	450	60
Motorcycle Parking Spaces	45	6
L/UL Spaces and lay-bys		
(a) Private Car/Taxi	5	-
(b) Light Goods Vehicle	27*	10
(c) Heavy Goods Vehicle	15	6
<b>(II) Parking and L/UL for GIC Facilities</b>		
Light Buses Parking Spaces (DCCE)	3	
Private Car Parking Space (DHC)	1	
Light Bus Parking Space (DHC)	1	

\* including 1 L/UL bay shared with the CCC and the DCCE

- 1.5 To enhance accessibility between the western and eastern parts of the Site, multi-level access is proposed by the applicant. In terms of at-grade access on street level, pedestrian access points, including one from Caroline Hill Road (east) at +5.6mPD and from Leighton Road at +8.25mPD and the internal access road (**Drawing A-6**) would be available. An elevated landscape bridge is proposed at 2/F (**Drawings A-8** and **A-16**) spanning across the internal access road to connect the western and eastern parts of the Site. To facilitate pedestrian circulation, a 24-hour covered pedestrian walkway on 2/F of Tower 2 would be connected to a future footbridge linking up the Site with Lee Garden Six (**Drawing A-8**). A potential subway connection will also be reserved at B3/F (**Drawing A-3**) near the northern corner of the Site.
- 1.6 Regarding the POS, a Banyan Garden is proposed as entrance plaza from Leighton Road at G/F of the proposed development and an Urban Park at 2/F (including the landscape bridge portion) is proposed to serve as an open space and a recreational

facility for the local community (**Drawings A-14 to A-16**). The POS will be accessible to the public 24-hours a day with barrier-free access.

- 1.7 According to the applicant, instead of providing a 25m building gap (BG) across the central portion of the Site as proposed in the conceptual layout (**Appendix II**) by the Planning Department (PlanD) in the OZP amendment stage, the towers are combined into a twin tower and located near to the south-western boundary of the site with a view to integrating the fragmented POS in the conceptual layout in the OZP amendment stage. A visual corridor of 6m wide and 3-storey high (**Drawings A-6 and A-13**) is proposed at the G/F of Towers 1 and 2 to preserve views of the two OVTs at street level (one within the Site and one in the adjacent district court site). It also serves as a POS and an internal street. Building setbacks and elevated tower design for the three towers (**Drawings A-12, A-13 and A-22**) are proposed to enhance air ventilation at street level and to allow a higher degree of visual openness, including (a) for Tower 1, a building setback of average 5m from the south-western boundary of the Site fronting Caroline Hill Road (west) with an at-grade void of 15m(W) x 8.5m(H); (b) for Tower 2, a building setback of 4m from north-eastern boundary of the Site fronting Caroline Hill Road (east) and tower setback of 23m starting from 2/F; and (c) for Tower 3, 7.5m setback from south-western boundary abutting the District Court site and elevated tower design at 2/F (18m(W) x 10m(H).
- 1.8 Apart from the various commercial and GIC uses, the applicant proposes to accommodate additional performing arts and cultural facilities for the community with a GFA of 2,000m<sup>2</sup> at the Site in view of the Explanatory Statement (ES) of the OZP. It would be constructed and operated on a non-profit making basis by non-governmental organisation(s) (NGOs) to be awarded by the Applicant. Minor relaxation of GFA restriction for the proposed development is therefore sought on application to the Board.
- 1.9 In support of the application, the applicant has submitted the following documents:
- (a) Applicant's letter and application form received on 9.3.2022 (**Appendix I**)
  - (b) Supplementary planning statement with architectural drawings, Traffic Review Report (TRR), Landscape Master Plan (LMP), Tree Preservation and Removal Proposal (TPRP), Air Ventilation Assessment (AVA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA) and Geotechnical Planning Review Report (GPRR) (**Appendix Ia**)
  - (c) Further Information (FI) received on 21.4.2022 submitting responses to departmental comments, technical clarifications, revised TRR, SIA, AVA, GPRR, planting proposal and tree root assessments, revised floor plans/diagrams for pedestrian links and walkways, and responses to public comments# (**Appendix Ib**)
  - (d) FI received on 28.4.2022 submitting responses to departmental comments, revised floor plans, revised (**Appendix Ic**)

LMP and provision of greenery, technical clarifications and revised AVA<sup>#</sup>

- (e) FI received on 29.4.2022 submitting responses to departmental comments, technical clarifications and replacement pages to GPRR and AVA<sup>#</sup> **(Appendix Id)**
- (f) FI received on 3.5.2022 submitting revised figures and replacement pages to AVA<sup>#</sup> **(Appendix Ie)**

*<sup>#</sup> exempted from publication and recounting requirements*

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in Section 6 of the supplementary planning statement at **Appendix Ia** and FIs submission at **Appendices Ib to Ie**. They are summarised as follows:

### Proposed Layout Plan which Complied with the OZP requirements

- 2.1 Whilst the application includes the proposed minor relaxation of GFA, the proposed layout plan complies and the planning intention of the “C(2)” zone as stated in the Notes and ES of the OZP, which include the maximum BH, provision of GIC facilities, public transport facilities, internal transport facilities, POS, urban design/landscape/tree preservation, pedestrian circulations and the submission of AVA as required in the ES of the OZP.

### Provision of GIC Facilities and Minor Relaxation of GFA

- 2.2 The proposed CCC, DCCE and DHC, as required in the ES of the OZP, are situated in Tower 3. The provision of DHC at the Site would act as the core centre among other satellite centres in the district in future to fulfil the aspiration of the Government to move forward to prevention-focused healthcare, whereas that of CCC and DCCE can meet the service demand of centre-based community care services. These GIC facilities are well integrated with the POS, opening up to the green landscape and natural daylight and providing a pleasant and comfortable environment for users of the GIC facilities is integrated in an efficient and organised manner.
- 2.3 The proposed performing arts and cultural facilities on 5/F of Towers 1 and 2 are responding to the demand/suggestions from the District Council and the Board with a view to providing additional cultural facilities suggested during the OZP amendment stage, which has subsequently been incorporated in the ES of the OZP. The applicant will work with NGOs on a non-profit making basis to operate exhibition venues and theatre for various types of cultural activities for the public to enjoy. This can foster cultural development by supporting local artists and community groups and respond to the deficit of GIC facilities in Wan Chai district. The facilities will be constructed, operated, and maintained by the applicant’s costs and be accessible by the public.

### Enhanced Pedestrian Connectivity and Provision of POS

- 2.4 With the proposed walkway and a landscape bridge as mentioned in paragraph 1.5 above, the proposed development will provide a seamless pedestrian connection between the western and eastern parts of the Site and allow easy access to the GIC facilities in Tower 3. The proposed scheme can significantly improve walkability in the area, enhance pedestrian connectivity within the district, and provide a synergy between the Site and the commercial heart of Causeway Bay.
- 2.5 The POS will be open to public 24 hour per day and form an integrated open space network. The urban park on 2/F would integrate the Site and act as a community node to pull in pedestrian flows via the elevated walkway. It also emphasises biophilic design and allow the development to provide healthy and comfortable outdoor space for the public. The Banyan Garden is also designed around an OVT. The applicant will follow the requirements of the “Public Open Space in Private Developments Design and Management Guidelines” promulgated by the Development Bureau. Stepped terraced design at POS adjacent to Tower 3 would be adopted and a setback of 7.5m from the southern boundary of the Site would be provided to maximise at-grade greening (**Drawings A-15 and A-20**).

### Preservation of OVTs and Heritage Features

- 2.6 All parts of the Grade 3 masonry wall (including the earthenware pipes) and the OVT at the Site will be preserved and maintained as an important part of the streetscape and as an expression of the history of the Causeway Bay area. Prior consultation with the Antiquities and Monuments Office (AMO) of the Government has been conducted. The proposed scheme will not pose any impact on the Grade 3 historic structures.

### Enhanced Air Ventilation

- 2.7 The visual corridor and setbacks mentioned in paragraph 1.7 above could enhance air ventilation at street level and allow higher degree of visual openness. To further enhance air ventilation flow, Tower 3 is proposed to be raised above adjacent level at 2/F with the provision of a covered podium garden underneath.

### Traffic Improvements and No Unmitigated Technical Impacts

- 2.8 The proposed two-way internal access road connecting the west and east of Caroline Hill Road can facilitate different users of the Site. Concentration of traffic at particular junctions will be avoided. Besides, road improvement works at the Caroline Hill Road (west) will be conducted by the applicant as required under the lease. With the road improvement works to be completed by mid-2026, traffic congestion in the area will be alleviated and traffic flows could be improved.
- 2.9 Various technical assessments have been conducted. The proposed scheme will not create adverse drainage, sewerage, noise, air quality, geotechnical, traffic and air ventilation impacts.

### 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. Background

4.1 The Government commissioned consultancy studies in 2013 to review the development options and assess the development potential of a site at the junction of Caroline Hill Road and Leighton Road (the Caroline Hill Road site) which was previously occupied by the recreation clubs of the Post Office and PCCW, the ex-headquarters building and vehicle depot of the Electrical and Mechanical Services Department, as well as office buildings of Highways Department and Civil Aid Services. The 2017-18 Budget indicated that to maintain Hong Kong’s status as an international financial centre, it was necessary to ensure a continuous supply of office space, especially Grade A office space. Therefore, while the consultancy Study identified the southern portion of the Caroline Hill Road site for the provision of district court for future expansion of judiciary, the rest of the Caroline Hill Road site (i.e. the Site) was rezoned from “Other Specified Uses” annotated “Sports and Recreation Club” (“OU(SRC)”) and “Government, Institution or Community” (“G/IC”) to “C(2)” on the draft Wong Nai Chung OZP No. S/H7/20 which was gazette on 24.5.2019 under section 5 of the Town Planning Ordinance (the Ordinance) for commercial use. The conceptual layout demonstrating the feasibility of the rezoning of the Caroline Hill Road site for the Board’s consideration on 8.3.2019 is in **Appendix II**.

4.2 On 19.6.2020, after giving consideration to the representations and comments on representations, the Board decided to amend the OZP by incorporating the submission of a layout plan for the Board’s approval in the Notes of the “C(2)” zone to partially meet some representations with a view to allowing the Board to scrutinise the design and layout of the proposed commercial development with GIC facilities and open space. Besides, having remarked that there was a lack of cultural, arts and performing facilities in Causeway Bay, the Board also considered that an integrated design with cultural facilities, open space and commercial development could be appropriate at the Site, and agreed to revised the ES of the draft OZP to highlight the intention of providing additional GIC facilities at the Site such as DCCE and that performing arts and cultural facilities were also compatible uses at the “C(2)” site.

4.3 The further proposed amendment to the draft OZP was published on 10.7.2020. After giving consideration of further representations on 11.9.2020, the Board decided to amend the draft OZP by the proposed amendment (i.e. submission of a layout plan under section 16 of the Ordinance for the Board’s approval). The Board also agreed to revise the ES of the draft OZP to reflect the Board’s views on the design requirements of the open space particularly covering the aspects of easy accessibility and public enjoyment of the built environment and the special features of the Site, including the OVT and stone retaining walls. The draft OZP No. S/H7/20 was subsequently approved by the Chief Executive in Council on 24.11.2020 and the approved Wong Nai Chung OZP No. S/H7/21 was exhibited public inspection on 4.12.2020.

4.4 The Site was sold by public tender to Patchway Holdings (HK) Limited (i.e. the applicant) for a term of 50 years from 10.6.2021.

## 5. Previous Application

The Site is not the subject of any previous application.

## 6. Similar Application

There is no similar application on the Wong Nai Chung OZP.

## 7. The Site and Its Surrounding Areas (Plans A-1 to A-7)

7.1 The Site is:

- (a) located at the south/southeast of the major commercial cluster of Causeway Bay and having a distance of about 500m from the Causeway Bay Mass Transit Railway (MTR) station;
- (b) partly used as a temporary vaccination centre to be terminated in June 2022 and partly vacant;
- (c) fronting Caroline Hill Road at the northeast and southwest and abutting Leighton Road at the northwest. An OVT is located at the northern fringe of the Site abutting Leighton Road subject to preservation required under lease; and
- (d) adjoining a site zoned "G/IC(2)" at its immediate east for a committed district court development.

7.2 The surrounding areas have the following characteristics:

- (a) to its north and northwest across Leighton Road are predominantly office/commercial developments subject to maximum BH restrictions ranging from 30 to 135mPD with Hysan Place and Lee Garden One having a BH restriction of 200mPD;
- (b) five covered footbridges connecting the Lee Gardens Two, Three, Five, Six and the Site are committed for construction by a private developer (**Plan A-2**). The covered footbridge L5 above Leighton Road is planned to link up Lee Garden Six and the Site;
- (c) various GIC and recreation-related uses are surrounding the Site, including Po Leung Kuk, St. Paul's Hospital, the South China Athletics Association, So Kon Po Recreation Ground and the Disciplined Services Sports and Recreation Club;

- (d) to its east adjoining the eastern Caroline Hill Road and Haven Road, are some residential developments with some shop and services on the ground floor and are zoned “OU(Mixed Use)” on the Causeway Bay OZP, such as the Caroline Hill Court, Lei Kwa Court, Lei Ho Court, Lei Wen Court, Leishun Court, Haven Court and Park Haven (**Plan A-2**); and
- (e) to its further southwest are various residential developments zoned “R(B)”/“R(C)1” along Link Road and Caroline Hill Road, such as the Leighton Hill, the Beverly Hill and the Happy View Terrace.

## **8. Planning Intention**

8.1 The planning intention of “C” zone is primarily for commercial developments, which may include uses 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). These areas are usually major employment nodes.

8.2 Apart from various development restrictions as stated in paragraph 1.2 above, the Notes of the OZP also stipulates that for any new development or redevelopment of an existing building on land falling within the “C(2)” zone, a layout plan shall be submitted for the approval of the Board. The layout plan should include the following information:

- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings (including structures) to be erected on the Site;
- (ii) the proposed total GFA for various uses and facilities;
- (iii) the details and extent of GIC facilities, parking, loading/unloading and public transport facilities, and open space to be provided within the Site;
- (iv) the alignment, widths and levels of any podium, footbridges, elevated walkways and roads to be constructed within the Site;
- (v) the landscape and urban design proposals within the Site;
- (vi) an AVA report to identify the exact alignment of the building gap(s) and/or other enhancement measures for design improvements; and
- (vii) such other information as may be required by the Board.

8.3 Paragraphs 8.13 and 8.14 of the ES of the OZP also specified that:

- (i) development is restricted to a maximum non-domestic GFA of 100,000m<sup>2</sup> of which not more than 10,000m<sup>2</sup> shall be allocated to retail uses, with due consideration of the traffic capacity in the area;
- (ii) a DHC with a Net Operating Floor Area (NOFA) of about 1,000m<sup>2</sup>, a CCC

with NOFA of about 531m<sup>2</sup> and a DCCE with NOFA of about 358m<sup>2</sup> shall be provided. The project proponent of the Site is encouraged to provide more GIC facilities taking into account the current deficit in Wan Chai District and for the benefit of the community. Performing arts and cultural facilities are also compatible uses in the “C(2)” site;

- (iii) a public car park (underground) of not less than 100 private car parking spaces and 25 commercial vehicles parking spaces shall be provided;
- (iv) the design of the POS should well be integrated with the facilities provided in the “C(2)” site and be user friendly and easily accessible. It should be designed as a quality place for the public to interact and enjoy the built environment and its special features, including the OVTs and stone retaining walls. To enhance visual openness and to ensure easy accessibility by public, the open space shall be provided in the eastern portion facing Caroline Hill Road and at-grade in the northern portion fronting Leighton Road. The OVT (No. HKP WCH/1) shall be preserved with sensitive protection method throughout the development process. The stone retaining walls along the northern and eastern peripheries of the Site (except the portions being affected by the road improvement works) shall be preserved. Existing trees found within the Site and trees situating on and/or abutting the stone retaining walls shall also be preserved as far as possible;
- (v) according to the findings of AVA 2018, a BG of not less than 25m in width across the central portion of the site (assuming podium-free design) in a northwest-southeast direction involving the OVT (No. HKP WCH/1) shall be provided to facilitate better air ventilation in the area. The future developer shall undertake a quantitative AVA at the detailed design stage to identify the exact alignment of the building gap and/or other enhancement measures and to ascertain their effectiveness. Podium-free design is also encouraged with a view to maximising the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level;
- (vi) the future developer shall reserve an underground connection point within the Site for the possible pedestrian subway to MTR Station which is subject to further feasibility study; and
- (vii) the layout plan should set out the proposed mix of land uses, open space, vehicular access, pedestrian circulation and connection, landscaping and tree preservation, etc.

## **9. Comments from Relevant Government Departments**

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

## **Land Administration**

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

- (a) The area of the Inland Lot No. 8945 (the Lot) is about 14,802m<sup>2</sup>. It was sold by public tender to Patchway Holdings (HK) Limited (i.e. the applicant) for a term of 50 years from 10.6.2021. The use and development of the Lot is governed by the Conditions of Sale No. 20379 dated 10.6.2021 (“the Conditions”) which restricts the Lot for non-industrial (excluding residential, godown and petrol filling station) purposes with a total GFA of not exceeding 100,000m<sup>2</sup>. The development shall be completed on or before 30.9.2029.
- (b) There are other salient conditions/restrictions relating to Preservation of the Masonry Walls and Earthenware Pipes, carrying out road improvement works within Green Areas, formation of internal access road within Pink Hatched Blue Stratum and Pink Hatched Blue Stippled Green Stratum as defined in Special Condition (SC) 10(a) of the Conditions and shown on the Sale Plan, preservation of trees including OVTs, LMP, provision of POS of not less than 6,000m<sup>2</sup>, provision of babycare room and lactation room, construction of subway connection and footbridge connection, provision of pedestrian links, pedestrian walkways, government accommodation and public vehicle park, vehicular access, parking and L/UL requirements, and submission of traffic review and various technical assessments/features/review.

### Minor relaxation of GFA to 102,000m<sup>2</sup>

- (c) As indicated in Table 4.1 of the planning statement (**Appendix Ia**), the total GFA of the proposed development on the Lot is 102,000m<sup>2</sup> which would exceed the maximum permitted GFA of 100,000m<sup>2</sup> under SC(16)(c)(i) of the Conditions. There is no requirement on provision for performing arts and cultural facilities of 2,000m<sup>2</sup> (“Additional GIC facilities”) stipulated in the Conditions.
- (d) As stated in the Information Statement attached to the Tender Notice for sale of the Lot, the Government may at his sole discretion, upon application by the Purchaser of the Lot for a lease modification for the provision of additional GIC facilities, consider such application and agree to adjust the maximum GFA as provided in the Conditions. In the event that the planning application is approved by the Board, the applicant is required to apply for a lease modification from LandsD to implement the proposal. LandsD would process such lease modification application in the capacity of a landlord and if the application is approved, it will be subject to such terms and conditions, including payment of premium and administrative fees as considered appropriate. There is no guarantee that the lease modification application will be approved by LandsD.

Landscape bridge over the internal access road

- (e) As stated in paragraph 4.3.3 of the planning statement (**Appendix Ia**) and indicated in **Drawings A-8** and **A-12**, a proposed landscape bridge on 2/F would be built over portion of the internal access road and this landscape bridge would serve as a major part of the covered POS. If the design and layout of the landscape bridge/covered POS over the internal access road is acceptable by the Board and the concerned departments, the applicant is required to apply for the prior written consent of the Director of Lands under SC(10)(a) of the Conditions to permit the erection and subsequent maintenance of the proposed landscape bridge.
- (f) Pursuant to SC(10)(b) of the Conditions, the Purchaser shall on or before 30.6.2026 lay and form portion of the internal access road within the Pink Hatched Blue Stratum and Pink Hatched Blue Stippled Green Stratum and when called upon to do so by the Director of Lands under SC(10)(h)(i) of the Conditions, the purchaser shall at his own expense and without any consideration, payment or compensation whatsoever surrender and deliver up vacant possession of the Pink Hatched Blue Stratum and Pink Hatched Blue Stippled Green Stratum (collectively referred as the “PHB Strata”) together with the relevant structures, facilities, services and installations, provided always that the Government shall be under no obligation to accept surrender of the PHB Strata or any part(s) thereof at the request of the Purchaser, but may do so as and when it sees fit and by stages on such date(s) as it decides.
- (g) Other detailed comments are in **Appendix III**.

**Provision of GIC Facilities**

9.1.2 Comments of the Secretary for Food and Health (SFH):

- (a) The location of the DHC on the LG/F of Tower 3 in the proposed layout plan is noted.
- (b) The applicant is reminded that the details of the DHC should comply with the Technical Schedules for the government accommodation as required under the lease conditions. The applicant is also advised to address her comments in **Appendix III** at detailed design stage.

9.1.3 Comments of the Director of Social Welfare (D of SW):

- (a) The premises for the development, including the CCC and DCCE concerned, should be provided as an integral part of the development and will be assigned back to the Financial Secretary Incorporated as a government accommodation upon construction completion. Following the established practice, the maintenance and management in respect of the building structure of the government accommodation should be handled as “development common

facility” by future building management office, whereas the internal fitting-out within the premises will be maintained by the service operators of the CCC and DCCE.

- (b) He notes the proposed provision of CCC and DCCE under the layout plan. His detailed comments are in **Appendix III**.

### **Traffic**

#### 9.1.4 Comments of the Commissioner of Transport (C for T):

- (a) No objection to the application subject to the detailed comments in **Appendix III**.
- (b) Should the application be approved by the Board, the following approval condition should be imposed:
  - the design and provision of vehicular access, car parking and L/UL facilities for the proposed development to the satisfaction of the C for T or of the Board.

#### 9.1.5 Comments of the Chief Highways Engineer/Hong Kong, Highways Department (CHE/HK, HyD):

- (a) No comments on the TRR and the provision/design of parking spaces, L/UL bays and internal transport facilities.
- (b) No comment at this stage as further submission on the proposed landscape bridge would be provided later and the proposed landscape bridge (including the support and the lighting and ventilation) would be maintained by the applicant. His office reserves comments from highways maintenance and landscape viewpoint upon receipt of the detailed proposals of the landscape bridge (including the support and the lighting and ventilation) and the internal access road submitted by the applicant for review and approval.
- (c) Regarding the traffic and junction improvement works at Caroline Hill Road immediately adjoining the Site, the proposed improvement works should be designed by the applicant.

#### 9.1.6 Comments of the Commissioner of Police (C of P):

- (a) No specific comment on the proposed development from security and regional traffic police perspectives.
- (b) It is advised that the proposal/site construction of vehicle access should not cause adverse traffic obstruction in or beyond the site of works and each temporary traffic arrangement involving works on footpath and/or carriageway, if any, has to be submitted to Road Management Office of the Police for detailed comment prior to its

implementation.

### **Urban Design, Visual and Air Ventilation**

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

#### Urban Design and Visual

- (a) The proposed minor relaxation of GFA restriction does not involve additional BH beyond the permissible 135mPD under OZP. Given the surrounding development context, the proposed development with an increase of 2,000m<sup>2</sup> will unlikely induce adverse effects on the intended scale and visual character of the area.
- (b) According to submission, the tower disposition, with twin towers (Tower 1 & Tower 2) located in the northwestern portion and the POS integrated at the eastern portion facing Caroline Hill Road (East) in form of landscaped bridge and at-grade at the northern portion facing Leighton Road as shown in the artist's impression (**Drawing A-21**), is planned to respond to the ES of the OZP for enhancing the visual openness and ensuring easy accessibility by public. To soften the perceivable building mass of the twin towers, the applicant is advised to consider adopting permeable elements and other articulations of the building façade at the detailed design stage.
- (c) Multi-level pedestrian links are proposed to promote the pedestrian connectivity and walkability. The landscape bridge in the proposed Urban Park at 2/F (about 18.25mPD) linking up Towers 1 and 2 with the communal podium garden under Tower 3 allows better connection within the Site and to Lee Gardens Six across Leighton Road without disturbing the masonry wall. It also provides a seamless weather-proof, barrier-free and grade-separated connection.

#### Air Ventilation

- (d) An AVA – Initial Study using computational fluid dynamics has been carried out to compare the pedestrian-level air ventilation of the Baseline Scheme (i.e. the conceptual layout by PlanD at the OZP amendment stage (**Appendix II**)) and the proposed scheme. Instead of podium free design and a wind corridor at the central of the Site in the Baseline Scheme, the proposed scheme has incorporated a number of mitigation measures including (a) for Tower 1, a building setback of average 5m from the south-western boundary with an at-grade void of 15m(W) x 8.5m(H) at grade; (b) for Tower 2, a building setback of 4m from north-eastern boundary and tower setback of 23m starting from podium (12.75m) above; and (c) for Tower 3, 7.5 tower setback from District Court site and elevated tower design above 2/F (i.e. empty bay of effective width of 18m and height of 10m).

- (e) According to the simulation results, the proposed scheme with the mitigation measures would bring localised improvement on the pedestrian wind environment for certain areas (such as Leighton Road under annual condition, and St Paul's Convent, Eastern Hospital Road sitting area and open space within the Site where the OVT is located under annual and summer conditions), and potential impacts for other areas (such as Link Road and the access road between the District Court and the Site under annual and summer conditions). Overall, with the mitigation measures, the performances of the proposed scheme on pedestrian wind environment are comparable with the Baseline Scheme under both annual and summer conditions.
- (f) The applicant should consider to further enhance the permeability at low level by widening of the internal pedestrian walkway at G/F under Tower 1 and Tower 2 between Leighton Road and access road.

9.1.8 Comments of the Chief Architect, Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) No comment from architectural and visual impact points of view.
- (b) The applicant proposed a pedestrian walkway system (with two new footbridges structure running across Leighton Road) and the new internal access road may have certain visual impact to the surroundings. The footbridges may block natural daylight and ventilation, overshadow the road/street underneath and create overlooking problem. If the footbridges are justified to be absolutely inevitable, the design should be as slender as possible, with a lightweight cover so that the proposed footbridges may blend in better with the surrounding environment and minimise the visual impact to the surrounding.
- (c) For the proposed social welfare/community facilities/POS, the applicant is recommended to create a pedestrian-friendly environment by providing barrier-free access/facilities, adequate shading devices, seating area and greening etc. to enhance enjoyment of the public spaces.

**Landscape**

9.1.9 Comments of the Head of Greening, Landscape and Tree Management Section, Development Bureau (DEVB)

DEVB Technical Circular (Works) No. 5/2020 - Registration and Preservation of OVTs stipulates that OVTs should be given priority protection and preservation throughout different stages of development from planning, design, construction to post-construction. It is understood that two OVTs, namely HKP WCH/1 and EMSD WCH/1, are

located within the site or in its vicinity. They shall be preserved with priority. In particular, any works within Tree Protection Zone (TPZ) should be avoided for tree preservation, and sufficient tree protective measures should be provided for the works in proximity with the TPZ to avoid any adverse impact to the tree health. Please note TPZ is defined as a zone encompassing the tree along its dripline projecting vertically from the tree canopy and extending 2m below the ground level and 2m above the top of an OVT.

9.1.10 Comments of the CTP/UD&L, PlanD:

- (a) Based on aerial photo of 2021 and the planning statement in **Appendix Ia**, the Site is situated in an area of institutional landscape character, surrounded by existing GIC and commercial buildings and roads. The Site is hard paved and mostly vacant. The proposed development under this application involved three commercial towers of 16 to 24 storeys, with an Urban Park proposed on the second floor and a landscape bridge connecting the north-western and eastern portions of the Site.
- (b) Her detailed comments are in **Appendix III**.
- (c) With a view to ensuring the landscape quality of the Site, the following approval condition should be imposed:  
  
the submission and implementation of a revised LMP to the satisfaction of the Director of Planning or of the Board.
- (d) The applicant should also be advised that, approval of this application does not imply approval of tree works such as pruning, transplanting and felling. Tree removal applications should be submitted direct to relevant authority/authorities for approval.

**Heritage Conservation**

9.1.11 Comments of the Commissioner for Heritage (C of Heritage) and Executive Secretary (Antiquities & Monuments), Antiquities and Monuments Office:

- (a) It is noted the following major elements involving the masonry walls and earthenware pipes at the Site:
  - (i) the applicant will preserve the Grade 3 historic structure (i.e. the two sections of masonry retaining walls with Slope Nos. 11SW-B/FR 193 and 11SW-B/FR 32 and the Earthenware Piper thereon) in-situ; and
  - (ii) one entrance to the proposed Banyan Garden will be opened on the non-graded masonry wall at the northwestern side of the site facing Leighton Road to avoid causing any disturbance to the Grade 3 Historic Structure;

- (b) His office welcomes the in-situ preservation of the Grade 3 historic structure, i.e. the masonry walls with Slope Nos. 11SW-B/FR 193 and 11SW-B/FR32, and the earthenware pipes for public appreciation.
- (c) His detailed comments from heritage conservation perspective are in **Appendix III**.
- (d) It is noted that a five-level underground carpark and three towers will be constructed in close proximity to the Grade 3 Historic Structure. In order to safeguard the Grade 3 Historic Structure, it is necessary to include a planning approval condition, i.e. the applicant is required to submit a Conservation Management Plan for agreement by AMO and to implement it to the satisfaction of AMO or of the Board before commencement of the works if the subject application is approved by the Board.
- (e) AMO would provide comments on the survey/study of the Grade 3 Historic Structure and mitigation/protective measures for the protection of the Grade 3 Historic Structure upon receipt of the relevant submissions/building plans submitted by the applicant and referred to AMO by relevant departments.

### **Environment**

#### 9.1.12 Comments of the Director of Environmental Protection (DEP):

- (a) No comment on the application.
- (b) The applicant/authorised persons should be able to select a proper location for fresh-air intake during detailed design stage to avoid exposing future occupants under unacceptable environmental nuisances/impact.

### **Sewerage**

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

No comment on the application, in view of applicant's SIA (**Appendix Ic**) that the proposed development would not result in any adverse impact to the existing sewerage system.

### **Environmental Hygiene**

#### 9.1.14 Comments of the Director of Food and Environmental Hygiene (DFEH):

- (a) No comment on the proposed development. It is noted that the proposed development involves additional footbridge, light buses

lay-bys and carriageway (including internal access road and associated pavement if any).

- (b) The applicant is reminded to separately consult her department should they be invited to take up the management and/or maintenance responsibility of any part(s) of the proposed development in future.

### **Building Matters**

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

- (a) For any bridge to be built over street, modification for exemption under section 31(1) of the Buildings Ordinance (BO) may be considered on a case-by-case basis when the relevant requirements under Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-38 (Bridges over Streets and Lanes) have been complied with. Favourable consideration will be given if the following requirements are fulfilled:
  - (i) the bridge is required under the lease or approval condition of a planning permission; or consistent with the OZP(s), Outline Development Plan(s) or Layout Plan(s);
  - (ii) the bridge is having an identified public benefit and the proposal is acceptable to the LandsD, TD, HyD and relevant department(s);
  - (iii) the bridge is having other justified special circumstances; and
  - (iv) the width of the bridge is commensurate with the anticipated pedestrian flow with full justifications.
- (b) As the applicant has not provided adequate substantiation to demonstrate the compliance with PNAP APP-38, he reserves his comments on the proposed landscape bridge under section 31(1) of the BO and PNAP APP-38.
- (c) Other detailed comments are in **Appendix III**.
- (d) Detailed comments under the BO will be made at building plan submission stage.

### **Fire Safety**

#### 9.1.16 Comments of the Director of Fire Services (D of FS):

- (a) No comment on the application subject to fire service installations and water supplies for firefighting being provided to his satisfaction. Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans.
- (b) Noted that a CCC and other social welfare facilities are delineated in the proposed layout plan, the applicant is advised to observe relevant height restriction and reminded that licensing requirement will be formulated upon receipt of formal application via the Licensing Authority.
- (c) The applicant is also advised to observe the requirements of emergency vehicular access as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administrated by BD.

### **Project Interface with Government Development**

#### 9.1.17 Comments of the Chief Architect 103, Projects Management Branch, Architectural Services Department (CA 103, PMB, ArchSD):

- (a) It is noted that the internal access road will be constructed to the standard for serving as the emergency vehicular access (EVA) for the Site and the applicant will further coordinate with the District Court site regarding the EVA requirements, which are essential for the statutory compliance of the District Court development. As such, further comments will be given upon receiving the corresponding formal submission submitted by applicant to relevant government departments.
- (b) Other detailed comments are in **Appendix III**.

### **Others**

#### 9.1.18 Comments of the Commissioner for Harbourfront, DEVB

- (a) By referring to SC(20)(a) of the Conditions, unless otherwise approved by Director of Lands, the footbridge connecting the Site and Lee Garden Six and the finished floor level of the footbridge connection should be located between the point/level as specified in the SC. The applicant should demonstrate compliance with the concerned SC and consult LandsD accordingly.
- (b) The applicant should demonstrate that 24-hour barrier-free pedestrian pathway has been allowed linking the footbridge connection to the street level of Leighton Road/Caroline Hill Road

and the proposed route should be agreed by relevant technical departments, i.e. TD and HyD.

9.1.19 Comments of the Director of Leisure and Cultural Services (DLCS):

- (a) No specific comment in general.
- (b) According to SC (15), the purchaser of the Site shall maintain and manage the POS at his own expense. Given that the POS and the OVT HKP WCH/1 are located within the private lot boundary and under the private lot owner's maintenance, he is not in the appropriate position to comment. There is no agreement made by his department and no intention to take up the future management and maintenance of the public open space.
- (c) For the roadside planter to be handed over to his department for future maintenance, it would be subject to comment when detailed landscape plan is available.

**District Officer's Comments**

9.1.20 Comments of the District Officer (Wan Chai), Home Affairs Department (DO(Wan Chai), HAD):

No comment on the application and has not received any comment on the application.

9.2 The following departments has no objection to/no comment on the application:

- (a) Judicial Administrator;
- (b) Project Manager (South), Civil Engineering and Development Department (PM(South), CEDD);
- (c) Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD);
- (d) Director of Electrical and Mechanical Services (DEMS); and
- (e) Chief Engineer/Construction, Water Supplies Department (CE/Construction, WSD).

**10. Public Comments Received During Statutory Publication Period**

10.1 On 18.3.2022, the application was published for public inspection. During the statutory public inspection period, a total of 35 public comments were received. Among them, there are 23 supporting comments (**Appendix IVa**) and 12 adverse comments raising objections and/or concerns on the application (**Appendix IVb**).

**Supporting Comments**

10.2 23 public comments were submitted by individuals who support the application on the grounds summarised below:

- (a) The provision of GIC facilities would address the current shortfall of community facilities and meet the local needs. The proposed cultural performance venue could strengthen the local network of cultural facilities, and benefit the public.
- (b) The proposed POS could provide great public urban oasis with variety of spatial quality and additional open space in Causeway Bay. The pedestrian connection between the western and eastern parts of the Site could be enhanced. The multi-level pedestrian links would offer better pedestrian flow and accessibility to MTR station.
- (c) The provision of car parking spaces, a mini-bus station, and the proposed road widening works could ease the traffic conditions, divert traffic flow and alleviate current traffic congestion in Causeway Bay in the long run.
- (d) The total number of trees to be retained/transplanted is over 50%. The proposed greenery provision, tree preservation proposal and POS could create a great public park for public enjoyment.

#### Objecting Comments and/or Raising Concerns

10.3 12 comments were submitted by various parties, including a Wan Chai District Council (WCDC) member, Designing Hong Kong Limited, Best Epoch Holdings Limited, the Chairman of the Owner's Committee of Caroline Garden and individuals. Their major grounds of the objections and/or concerns/views on the application are summarised below:

- (a) The podium-free design advocated during the OZP amendment stage is virtually abandoned in the current application. The design concept should be reinstated to improve accessibility and minimise the wall effect created by the massive podium façade.
- (b) Tower 3 is not necessary but deviates from the design which is a large open space presented during the OZP amendment stage. The 25m-building gap/air corridor previously proposed between two commercial blocks is reduced, which will create further adverse visual and air ventilation impacts to the neighbourhood.
- (c) Traffic and ventilation will be worsened with the additional GFA. Such additional GFA to be used for arts and culture can be easily accommodated in the permitted floor area. Also, with over 200 parking space within the Site and the relocation of District Court nearby, the traffic in the area will be worsen.
- (d) The design of the open space is different from the one during the OZP amendment stage, which is against the public will and disregards the original plan by the Government to provide a vibrant public space to the general public. The open space at ground level is significantly reduced and is relocated to the podium level, or provided at the periphery of the Site which are in pockets, segmented and narrow left-over spaces. It can be easily fenced off as private space of the commercial development.

- (e) The open space at the Site shall be mainly located at the south-western side of the Site such that it may have visual and functional linkages with the adjoining District Court and the South China Athletics Association. Besides, locating the open space at south-western side of the Site may be pursued so that the OVT at the north-western side of the Site may be visually linked to create a coherent greenery strip facing Leighton Road and Caroline Hill Road.
- (f) The proposed GIC facilities are provided in isolated and inaccessible locations. The users of the GIC facilities would have to pass through the commercial towers or the POS to the facilities, which is considered inconvenient to elderly and children. Besides, the GIC facilities should share the visual frontage at the south-western side of the Site such that the general public may aware their existence.

## **11. Planning Considerations and Assessments**

- 11.1 As set out in the background in paragraph 4, the Site was rezoned to “C(2)” zone to facilitate commercial development. The proposed uses of the proposed development, including offices, retail, various GIC facilities (a CCC, a DCCE, a DHC, and performing arts and cultural facilities) and public vehicle park, are always permitted under the “C(2)” zone and are in line with the planning intention of the zone. The proposed development would have a total GFA of 102,000m<sup>2</sup> and maximum BHs of 90mPD to 135mPD. A POS of 6,000m<sup>2</sup>, light bus lay-bys, public vehicle park with 125 parking spaces are proposed within the development. Except the additional 2,000m<sup>2</sup> GFA for performing arts and cultural facilities, other development parameters comply with the development restrictions as stipulated on the OZP. The application is for submission of layout plan requirement as stipulated in the Notes for the “C(2)” zone and for minor relaxation of GFA restriction from 100,000m<sup>2</sup> to 102,000m<sup>2</sup> (+2%).

### **Minor Relaxation of GFA for Performing Arts and Cultural Facilities**

- 11.2 Minor relaxation of GFA restriction at the Site is sought for proposed additional performing arts and cultural facilities (**Drawing A-10**) of 2,000m<sup>2</sup> with a view to maximising public gain and responding to deficit of GIC facilities in the district. Whilst the additional facilities is proposed to be accommodated at Tower 1, its maximum BH remains as 135mPD which does not exceed the permissible BH at the Site stipulated on the OZP. The proposed minor relaxation of GFA of 2% is considered acceptable as it is intended to address the recommendation in the ES of the OZP as stated in paragraph 8.3 above without compromising the GFA dedicated for commercial and various GIC uses required under OZP and the permissible BH. The scale of development is also considered compatible with the surrounding areas. In this regard, CTP/UD&L, PlanD considers that the proposed development would unlikely induce adverse effects on the intended scale and visual character of the area. CA/CMD2, ArchSD has no comment on the scale of the development from architectural and visual impact points of view
- 11.3 As claimed by the applicant, they will work with NGOs to operate exhibition

venues and theatre on a non-profit making basis for various types of cultural activities for the public to enjoy. Floor space will be provided for interactive workshops between artists and participants.

### Proposed Layout and Design Principles

- 11.4 Various responsive building design features have been adopted to respect the overall setting of the Causeway Bay area, as well as to enhance visual and air permeability and promote pedestrian connectivity and functional diversity.

#### *Dispositions of Towers and Open Space Provision (Drawing A-14)*

- (a) Compared with the conceptual layout (**Appendix II**) at the OZP amendment stage, Tower 1 and 2 are combined into a twin tower. The layout of tower blocks is intended to integrate the originally fragmented open spaces proposed during the OZP amendment stage and to create a larger open space (i.e. Urban Park) at the eastern part of the Site for the public enjoyment. The concept of multi-layers of POS allows most convenience of the public either from Leighton Road or Lee Garden Six via the proposed footbridge to enjoy the open space.
- (b) A Banyan Garden is proposed as entrance plaza from Leighton Road at G/F and an Urban Park at 2/F (including the landscape bridge portion) in the eastern portion of the Site. The Banyan Garden designed around the OVT will provide the public with a chance to interact with and appreciate the OVT. The Urban Park would benefit the public by providing various type of open space facilities, including a multi-purpose open lawn, active zones for family and kids, and more intimate spaces for people in a group or as individuals. The proposed landscape bridge would serve as a major part of covered POS with a design to provide landscaped area with ample greenery (**Drawing A-20**). The disposition is also responding to the ES of the OZP that the POS should be provided at the eastern portion of the Site facing Caroline Hill Road (east) and provided at-grade at the northern portion of the Site facing Leighton Road with a view to enhancing visual openness and pedestrian access.

#### *Visual and Air Permeability*

- (c) While it is noted that the original 25m BG is not adopted in the current design, the applicant has conducted a quantitative AVA to demonstrate that the current scheme would perform no worse than the conceptual layout in the AVA at the OZP amendment stage in ventilation performance. To further enhance visual openness and air permeability, building setback and elevated tower design (**Drawing A-13**) as mentioned in paragraph 1.7 are proposed. The 20m setback at the side of Leighton Road would act as wind entrance and penetrate through the Site to the surroundings. The ground floor setback of Tower 1 at the northwestern corner of the Site would reduce building footprint at pedestrian level and promote wind penetration towards the junction of Leighton Road and Caroline Hill Road. The elevated design of Tower 3 at 2/F with the provision of a communal

podium garden underneath, could allow passage of air flow underneath to facilitate air ventilation at street level.

- (d) A visual corridor of 6m (**Drawing A-6**) is proposed at the podium of Towers 1 and 2 with a height of about 3-storey high. It could preserve views of the two OVTs at street level. CTP/UD&L, PlanD notes that the OVT and the Grade 3 historic structure of the masonry wall as well as the tree cluster to be preserved in-situ is intended by the applicant to well respect the unique character of the area in terms of visual connectivity through the creation of the Banyan Garden.
- (e) In order to provide multi-level pedestrian links within the Site without adversely affecting air ventilation, the OVT and masonry walls, the podium design is minimised in order to respond to the ES of the OZP.
- (f) A quantitative AVA has been conducted for the proposed scheme compared with the conceptual layout by PlanD (**Appendix II**) at the OZP amendment stage. With the aforementioned wind enhancement features, the result demonstrated that the ventilation performance will be similar under both scheme under the annual and summer wind conditions and the ventilation performance in the POS within the Site would be enhanced. In this regard, CTP/UD&L, PlanD agrees the result of the AVA.

#### *Pedestrian connectivity*

- (g) In response to the Board's concern on pedestrian connectivity, multi-level pedestrian links and walkways system as mentioned in paragraph 1.5 are proposed. In addition to the at-grade pedestrian access at street levels of Leighton Road, Caroline Hill Road and new internal access road, the proposed landscape footbridge at 2/F over the internal access road would provide a seamless weather-proof, barrier-free and grade separated pedestrian connection between the Towers 1/2 and Tower 3 at the east and west of the Site respectively. It is of the view that it would benefit the public, especially the visitors of the proposed GIC facilities by creating a continuous elevated pedestrian link connecting the commercial and GIC facilities within the Site with the future pedestrian walkway system at the Lee Garden area (**Plan A-2**) and then leading to the Causeway Bay MTR Station. CTP/UD&L, PlanD also advised that the landscape bridge allows better connection within the Site and to Lee Gardens Six across Leighton Road without disturbing the masonry wall.
- (h) A potential subway connection will also be reserved at B3/F (**Drawing A-3**) near the northern corner of the Site for a potential future pedestrian subway by the Government, in response to the ES of the OZP.
- (i) Potential obstruction to pedestrian connectivity at street level due to internal transport facilities is also minimised through locating all parking spaces/public transport interchange at basement levels, which also promote a better pedestrian friendly environment.

*OVTs and Masonry Walls*

- (j) The OVT and tree cluster situated on the masonry walls with associated earthenware pipes at the Site would be preserved in-situ as far as practically possible. This proposal has taken into considerations that the OVT and the masonry walls, being a Grade 3 structure, contribute to the unique character to the surroundings and the visual connectivity through the creation of banyan garden. C for Heritage welcomes the in-situ preservation of the masonry walls and earthenware pipes for public appreciation.

*Provision of required GIC Facilities under OZP*

- (k) CCC, DCCE and DHC will be provided at Tower 3 from LG/F to 1/F. It could be accessed from street level on LG/F or from the landscape bridge on 2/F. Drop-off, L/UL bays and parking for these social welfare and community facilities are provided at B3/F of Tower 3 with direct disabled access (**Drawing A-3**). Natural daylight will be allowed from both eastern and western sides of the Site. SFH and D of SW note the proposed location of the DHC, CCC and DCCE at Tower 3 of the proposed development. The applicant will be advised to address their detailed comments at detailed design stage.

11.5 As such, the proposed layout and building design features in paragraph 11.4 above are generally in line with the requirements as stated in the ES of the OZP (paragraph 8.3 above refers). In terms of project interface with the adjoining district court site, the Judiciary Administrator and C of P have no adverse comment on the application.

Technical and Infrastructural Aspects

11.6 It had been demonstrated during the OZP amendment stage that the Site with a maximum GFA of 100,000m<sup>2</sup> and maximum BH of 135mPD for commercial development is technically feasible with no insurmountable problem on traffic and transport, environmental, utility infrastructure, visual, air ventilation and landscape aspect.

11.7 The applicant proposes an increase of GFA for GIC uses by 2% to attain 102,000m<sup>2</sup>. The TRR demonstrated that with the implementation of the proposed road scheme and a new internal access road, the surrounding road network will be adequate to serve the future traffic demand of the proposed development, including the additional performing arts and cultural facilities. C for T has no objection to the application from traffic engineering point of view. Other relevant government departments, including DEP, C for Heritage, CBS/HKE&H of BD, CE/HK&I of DSD, CHE/HK of HyD, H(GEO) of CEDD, DFEH and CE/Construction of WSD have no adverse comments on the application. Should the application be approved by the Board, relevant approval conditions as suggested by government departments are recommended in paragraph 12.2 below.

## Public Comments

- 11.8 The supporting public comments are noted, whereas the grounds of objecting comments and concerns are detailed in paragraph in 10.3 above. The planning assessments in paragraphs 11.2 to 11.7 above, and the departmental comments in paragraph 9 above are relevant. With regard to public comments on the absence of podium-free design and the design of open space, the conceptual layout of the Caroline Hill Road site (**Appendix II**) was only to illustrate the land use distributions serving as the basis of carrying out various technical assessments. The disposition and layout of the proposed developments would be subject to the detailed design.

## **12. Planning Department's Views**

- 12.1 Based on the assessment made in paragraph 11 and taking into account the public comments in paragraph 10 above, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 6.5.2026, 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, car parking and loading/unloading facilities for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board; and
- (c) the submission of a Conservation Management Plan and implementation of mitigation measures identified therein before commencement of works to the satisfaction of the Commissioner of Heritage or of the Town Planning Board.

### Advisory Clauses

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

- 12.3 Alternatively, should the Committee decide to reject the application, the following reasons for rejection are suggested for Members' reference:

the applicant fails to demonstrate that the layout and design of the proposed commercial development would be integrated with open space and GIC facilities within the "C(2)" zone.

### **13. Decision Sought**

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 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.
- 13.3 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.

### **14. Attachments**

<b>Appendix I</b>	Application form received on 9.3.2022
<b>Appendix Ia</b>	Supplementary Planning Statement
<b>Appendix Ib</b>	FI received on 21.4.2022
<b>Appendix Ic</b>	FI received on 28.4.2022
<b>Appendix Id</b>	FI received on 29.4.2022
<b>Appendix Ie</b>	FI received on 3.5.2022
<b>Appendix II</b>	Conceptual Layout of the rezoning of Caroline Hill Road site on draft Wong Nai Chung OZP No. S/H7/20
<b>Appendix III</b>	Detailed Departmental Comments
<b>Appendix IVa</b>	Public Comments - Supporting
<b>Appendix IVb</b>	Public Comments - Objecting /Raising Concerns
<b>Appendix V</b>	Advisory Clauses
<b>Drawing A-1</b>	Layout Plan (All Levels)
<b>Drawings A-2 to A-11</b>	Floor Plans
<b>Drawings A-12 and A-13</b>	Sections
<b>Drawings A-14 to A-16</b>	Landscape Master Plans
<b>Drawing A-17</b>	Landscape Section
<b>Drawings A-18 and A-19</b>	Provision of Public Open Space
<b>Drawing A-20</b>	Provision of Greenery
<b>Drawing A-21</b>	Artist's Impression
<b>Drawing A-22</b>	Setback on Ground Level
<b>Drawings A-23 and A-24</b>	Vehicular Accessibility Plans
<b>Drawings A-25 and A-26</b>	Pedestrian Circulation Plans
<b>Drawings A-27 to A-29</b>	Internal Traffic Arrangement and Circulation
<b>Plan A-1</b>	Location Plan
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plans A-4 to A-7</b>	Site Photos