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**Section 16 Application for Proposed Access Road at Government Land
adjoining Inland Lots No. 6621 S.A and 6621 RP and Ext for the
Permitted Residential Redevelopment at 58 Tai Hang Road,
Causeway Bay, Hong Kong**

Planning Statement

Prepared by

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Report : 4.0

EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This Planning Statement is submitted on behalf of the Applicant, to the Town Planning Board (“**the Board**”) in support of a section 16 planning application under the Town Planning Ordinance (“**the Ordinance**”) for proposed access road (“**the Proposed Access Road**”) at Government Land adjoining Inland Lots 6621 S.A and 6621 RP (“**the Application Site**”) ancillary to the adjacent permitted residential redevelopment at 58 Tai Hang Road, Causeway Bay.

With an area of about 652m², the Application Site falls majorly within “Green Belt” (“**GB**”) zone (about 93.4%) with a minor portion in “Residential (Group B)” (“**R(B)**”) zone (about 2.15%) and an area shown as ‘Road’ (about 4.45%) while the permitted residential redevelopment of 58 Tai Hang Road also falls within the “R(B)” zone on the approved Causeway Bay Outline Zoning Plan No. S/H6/17 (“**the OZP**”). The Proposed Access Road serves as an ancillary development connecting to the permitted residential development at 58 Tai Hang Road, Causeway Bay. The Proposed Access Road within the “GB” zone, which forms part and parcel of the residential development in the adjoining “R(B)” zone requires planning permission from the Town Planning Board (“the Board”).

The Proposed Access Road is an elevated connecting bridge over a steep slope to the west of 58 and 60 Tai Hang Road. The Proposed Access Road is fully supported by the planning justifications below:

- Difficulties in obtaining consents from 60 Tai Hang Road for 58 Tai Hang Road’s redevelopment proposal;
- Providing necessary vehicular access for 58 Tai Hang Road redevelopment;
- Providing separate and private access for the residential redevelopment at 58 Tai Hang Road;
- Reprovisioning of proper pedestrian access along Tai Hang Road serving the public;
- Enhancing road safety by separating vehicles and pedestrian access to the residential development at 58 Tai Hang Road;
- Compatible with the surrounding environment regarding land use and development intensity;
- Aligning with TPG PG No. 10 Application for Development with “GB” zone under section 16 of the Ordinance; and
- No adverse impacts from traffic, geotechnical, visual and environmental aspects.

On the basis of the above justifications, we sincerely wish that the Board can give favourable consideration to this Application.

內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請謹代表申請人，根據《城市規劃條例》第 16 條，於香港銅鑼灣大坑道 58 號毗連政府土地 (下稱「申請地點」)，向城市規劃委員會 (下稱「城規會」) 提交規劃許可申請，發展擬議用作准許住宅發展的附屬高架行車通道 (下稱「擬議發展」)。

申請地點位於《銅鑼灣分區計劃大綱核准圖編號 S/H6/17》(下稱「核准圖」) 上大部分劃作「綠化地帶」(約 93.4%) 及小部分位於「住宅 (乙類)」(約 2.15%) 及顯示為「道路」(約 4.45%) 的土地範圍內，面積約 652 平方米。擬議發展作為連接香港銅鑼灣大坑道 58 號以作准許住宅發展的附屬發展。因此，擬議發展被視為住宅發展的一部分。根據核准圖的《註釋》，「分層住宅」屬「綠化地帶」的第二欄用途，須向城規會申請規劃許可。

擬議發展為一座高架連接橋，位於大坑道 58 號和 60 號西面的陡坡上。擬議發展的理據充分，包括以下規劃考量因素：

- 58 號發展要取得大坑道 60 號擁有人的同意具備一定難度；
- 為大坑道 58 號住宅重建項目提供必要的車輛通道；
- 為大坑道 58 號住宅重建項目提供獨立的私人通道；
- 為公眾重建沿大坑道的行人通道；
- 通過人車分隔，改善大坑道 58 號住宅重建項目的行人和交通安全；
- 在土地用途和發展密度方面與周邊環境相容；
- 符合《城市規劃委員會規劃指引編號 10》有關在綠化地帶進行發展而按照城市規劃條例第 16 條提出的規劃申請；及
- 從交通、土力工程、視覺和環境方面不會帶來不良影響。

基於上述規劃考量因素，懇請城規會委員給予考慮並批准是次規劃申請。

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1 INTRODUCTION

1.1 Purpose of the Application

- 1.1.1. PlanPlus Consultancy Limited is commissioned by the Applicant to submit this section 16 Planning Application under the Town Planning Ordinance (“**the Ordinance**”). This planning application serves to seek permission from the Town Planning Board (“**the Board**”) for a proposed access road (“**the Proposed Access Road**”) at Government Land adjoining Inland Lots 6621 S.A and 6621 RP and Ext (“**the Application Site**”) ancillary to the adjacent permitted residential redevelopment at 58 Tai Hang Road, Causeway Bay.
- 1.1.2. The Application Site falls within an area majorly zoned as “Green Belt” (“**GB**”) (about 93.4%) with a minor portion in “Residential (Group B)” (“**R(B)**”) zone (about 2.15%) and an area shown as ‘Road’ (about 4.45%) while the permitted residential redevelopment of 58 Tai Hang Road also falls within the “R(B)” zone on the approved Causeway Bay Outline Zoning Plan No. S/H6/17 (“**the OZP**”). The Proposed Access Road serves as an ancillary development, providing a direct road connection from Tai Hang Road to the residential development at 58 Tai Hang Road. The Proposed Access Road within the “GB” zone, which forms part and parcel of the residential development in the adjoining “R(B)” zone requires planning permission from the Board.
- 1.1.3. The Applicant intends to redevelop 58 Tai Hang Road into a multi-storey residential building, which will comply with the development restrictions of not exceeding the plot ratio of 5 and 30 storeys including carports. The preliminary redevelopment scheme will provide about 15 nos. of flats with 6 to 11 nos. of private car parking spaces to fulfil the car park provision requirement under the Hong Kong Planning Standards and Guidelines (“**HKPSG**”). A new loading/unloading space is also designated within the building for light goods vehicles at 58 Tai Hang Road. Since the redevelopment at the “R(B)” site does not form part of this application, the aforementioned development parameters are therefore for reference only and should not be associated with the current application for the Proposed Access Road.
- 1.1.4. While the current right-of-way (“**ROW**”) of 58 Tai Hang Road is shared with 60 Tai Hang Road, the Applicant also takes this opportunity to propose a new footpath to serve the future redevelopment of 58 Tai Hang Road in order to improve the pedestrian access and safety to the residential site. The proposed footpath will also be open to public use to serve as a reprovision of the existing abandoned stairs at the Application Site. The Applicant intends to extend the footpath to connect with the downhill section of Tai Hang Road near 16 Tai Hang Road, providing a more efficient route for the public to access the upper and lower sections of Tai Hang Road.
- 1.1.5. In view of the above, this planning application is submitted to the Board for consideration.

1.2 Structure of the Planning Statement

- 1.2.1. In support of this planning application, this Planning Statement is divided into six chapters as follows:
- | | |
|------------------|---|
| Chapter 1 | Introduction |
| Chapter 2 | The Application Site and Its Surroundings |
| Chapter 3 | Planning Context |
| Chapter 4 | The Development Proposal |
| Chapter 5 | Planning Justifications |
| Chapter 6 | Conclusion |
- 1.2.2. Other supplementary information and detailed technical assessments are attached in **Annexes 1 to 8**.

2 THE APPLICATION SITE AND ITS SURROUNDINGS

2.1 The Application Site

- 2.1.1. The Application Site is located at Government Land adjoining 58 and 60 Tai Hang Road to the east in the Tai Hang Mid-levels of Wan Chai District, abutting Tai Hang Road. It comprises a cut-slope and a steep slope, which has a 20m level difference, ranging from about 50mPD in the north to 70mPD in the south. It is currently covered by vegetation and attached to a dilapidated staircase, which has no direct entrance/exit to Tai Hang Road.
- 2.1.2. The ROW of 58 Tai Hang Road is shared with 60 Tai Hang Road, which is occupied by a 17-storey residential building known as The Elegance. The current building entrance of 58 Tai Hang Road is inside the car parking area of 60 Tai Hang Road; therefore, residents of 58 Tai Hang Road have to pass through the car parking entrance in order to enter the building. Therefore, the Proposed Access Road will be a separate access from 60 Tai Hang Road where the vehicular access road will serve the residents of 58 Tai Hang Road, and the footpath will also be open to public use. The location plan and the lot survey plan are attached at **Annex 1** and the site photos reflecting the current site condition are at **Annex 2**.

2.2 Surrounding Context

- 2.2.1. The surrounding area of the Application Site is predominantly a low-to-medium-density residential neighbourhoods and greenery areas zoned "GB".
- 2.2.2. To the immediate east are two residential developments of 58 and 60 Tai Hang Road, falling within an area zoned "R(B)", subject to maximum plot ratio of 5 and maximum building height of 30 storeys including carports. To the further east of the Application Site is a vegetated slope zoned "GB" and a cluster of low-rise residential buildings, including Fuk Kwan House, Yik Kwan Villa, Harmony Court and Jade Court, falling within an area zoned "Residential (Group C)" ("**R(C)**"), subject to a maximum plot ratio of 2 and maximum building height of 6 storeys including carports. To the south of the Application Site immediately across Tai Hang Road is a 6-storey residential building within the "R(C)" zone, namely Fuk Kwan Mansion.
- 2.2.3. To the west of the Application Site are a 3-storey residential building within "R(C)" zone and a 30-storey residential estate within "R(B)" zone, namely Grandview Mansion and Trafalgar Court respectively. To the north of the Application Site along the lower section of Tai Hang Road is a cluster of medium-rise residential buildings, including Cherry Court, Y.I. and Jolly Villa, falling within an area zoned "R(B)". An existing staircase is located between Cherry Court and Harmony Court providing a pedestrian uphill access.
- 2.2.4. **Figure 2.1** shows the Application Site and its surrounding context.

Figure 2.1 The Site and Its Surroundings (Indicative)



2.3 Land Administration

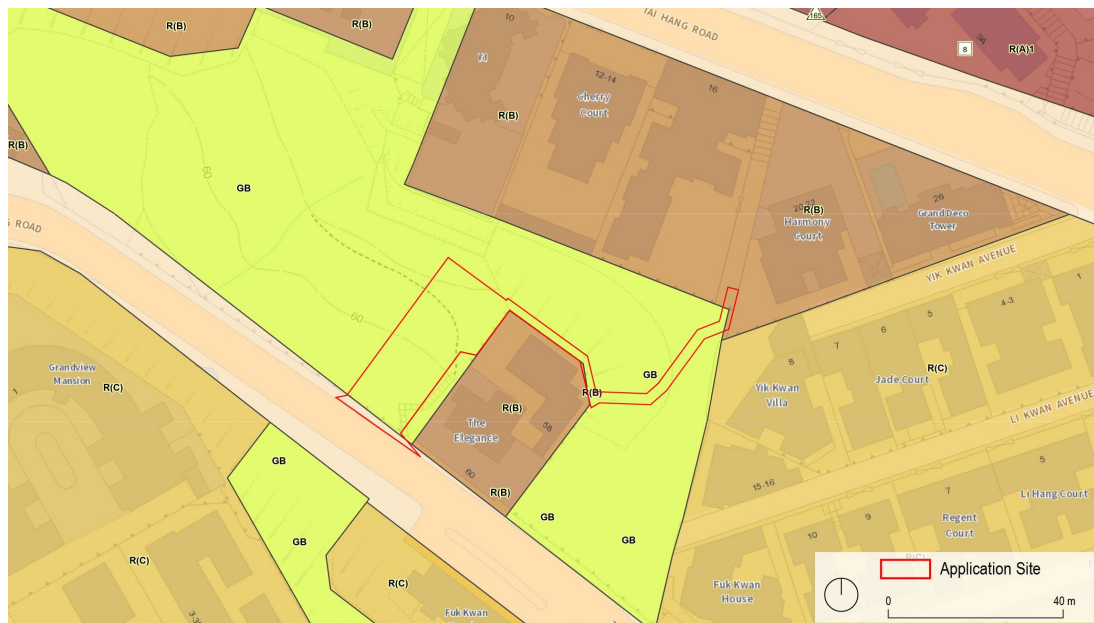
- 2.3.1 The Application Site falls on Government land. The Proposed Access Road shall serve the future owners and visitors of the permitted residential development at IL 6621 S.A, which is currently governed by the Lease of IL 6621 dated 18.8.1954 and the subsequent conditions of extension, modified letters and waivers.
- 2.3.2 In terms of the ROW matter at IL 6621 S.A, according to DMC on December 20, 1986, the current ROW of 58 Tai Hang Road shall obtain consent from the owners and developer of 60 Tai Hang Road. However, the Applicant was unable to obtain consent from the developer of No. 60 Tai Hang Road, namely RINCON LIMITED (另安有限公司), due to its deregistration on 25.6.2010. This status has rendered the developer uncontactable and without a legal entity to provide the necessary permissions.
- 2.3.3 Additionally, according to the approved GBP granted on 28 March 2024, the Buildings Department requires the demolition of the staircase at the ROW for the formation of vehicular access to 58 Tai Hang Road. However, the staircase falls within the lot boundary of 60 Tai Hang Road and the owners' consent of 60 Tai Hang Road shall be obtained for the demolition work. The Applicant has formally written to the incorporated owners ("IO") of 60 Tai Hang Road to seek such consent. Yet, the said permission for the dismantling of the staircase and the construction of the vehicular access were denied by the IO (the letter is attached at **Annex 3**). As a result, the access road to 58 Tai Hang Road as shown in the approved GBP cannot be implemented.
- 2.3.4 In view of that, the Applicant has demonstrated that all reasonable steps to obtain the subject consents (i.e. the access right and demolition work) have been taken but neither of the consents was granted. To facilitate the proposed residential redevelopment at 58 Tai Hang Road, the Applicant has no alternative but to propose a new road to connect the redevelopment site to Tai Hang Road.

3 PLANNING CONTEXT

3.1 Statutory Planning Context

- 3.1.1. With an area of about 652m², the Application Site falls majorly within an area zoned as “GB” (about 93.4%) with a minor portion in “R(B)” zone (about 2.15%) and an area shown as ‘Road’ (about 4.45%) on the OZP, as shown in **Figure 3.1**. The Proposed Access Road within the “GB” zone, which forms part and parcel of the residential development in the adjoining “R(B)” zone, requires planning permission from the Board.

Figure 3.1 Extract of the OZP (Indicative)



3.2 Previous Planning Application

- 3.2.1 There is no previous planning application covering the Application Site.

3.3 Similar Planning Applications

- 3.3.1 There is one similar planning application found on the same OZP, which is located to the northeast of the Application Site. Application No. A/H6/87 applied for proposed access road for the adjacent residential development and public pedestrian link. However, the application was rejected by the Metro Planning Committee (“**the Committee**”) of the Board on 18.1.2019 on the grounds that the proposed development was not in line with the planning intention of “GB” zone. Also, the applicant failed to demonstrate that the proposed road development would be the only viable option and would not result in adverse visual and landscape impacts. The Board also questioned the implementability of the proposed pedestrian linkage under the proposed road development and its potential visual and landscape impacts. Although the applicant submitted a review application for the proposed road development, the Board rejected the application on 14.8.2020 based on a similar ground that the proposed development was not aligned with the planning intention of “GB” zone.
- 3.3.2 There are also several similar applications (No. A/H14/48, A/H14/55, A/H14/61, A/H14/66 and A/H14/69) in the Peak Area. Those applications applied for proposed access road for the adjacent residential development. A summary of the similar applications is in **Table 3.1**.
- 3.3.3 Application No. A/H14/48 was for a proposed road with “GB” zone serving a proposed residential development within “R(B)2” at 44 Stubbs Road. Application No. A/H14/55 was for proposed driveway/staircase access and other ancillary structures with “GB” zone serving a proposed residential

development within “R(C)3” at 28 Baker Road. Application No. A/H14/61 was for an access road with guardhouse and gate within “GB” zone for the house within “R(C)3” at 3 Barker Road. These applications were approved by the Committee of the Board with conditions on 14.1.2005, 28.3.2008 and 24.7.2009 respectively.

- 3.3.4 Application No. A/H14/66 was for a proposed access road partly within “GB” zone and partly within an area shown as ‘Road’ serving a proposed house redevelopment in the adjoining “R(C)1” zone at 24 Middle Gap Road. The application was approved with conditions by the Committee of the Board on 18.3.2011, with considerations that the proposed road is a ROW realignment. While the scheme might need to be felled some of the existing trees, the concern was relatively small and would not have any adverse impact on the landscape aspect and surrounding environment.
- 3.3.5 Application No. A/H14/69 was for a proposed access road within “GB” zone serving a proposed house redevelopment in the adjoining “R(C)3” zone at 47 Baker Road. The application was approved with condition by the Committee of the Board on 4.11.2011, with considerations that the proposed road was a ROW realignment and generally complied with the relevant planning criteria in TPB PG No. 10, that the application would not have significant impact on the existing natural landscape due to its small size in scale.
- 3.3.6 Comparing these applications to the current application, the proposed connecting bridge will be a construction of a new ROW with relatively small in scale, which will only have neglectable impacts to the existing natural landscape and will be not incompatible with the surrounding environment. As such, the current application will be considered that does not set an undesirable precedent and be in line with the Committee’s previous decisions.

Table 3.1 Similar Planning Applications for Proposed Access Road in “Green Belt” Zones

| No. | Application No. | Applied Use | Zoning | Decision of the Board (Date of Decision) |
|------------|------------------------|---|--------------------------|---|
| 1 | A/H14/48 | Proposed Access Road | “GB” | Approved with conditions (14.1.2005) |
| 2 | A/H14/55 | Proposed forecourt/underground garage/driveway/staircase access structures for house development | ‘Road’ and “GB” | Approved with conditions (28.3.2008) |
| 3 | A/H14/61 | Proposed Access Road with Guardhouse and Gate for Permitted House Development | “GB” | Approved with conditions (24.7.2009) |
| 4 | A/H14/66 | Proposed Access Road for Residential Development | “GB” and ‘Road’ | Approved with conditions (18.3.2011) |
| 5 | A/H14/69 | Proposed Access Road for Residential Development | “GB” | Approved with conditions (4.11.2011) |
| 6 | A/H6/87 | Proposed Access Road for the Residential Development at 4-4C Tai Hang Road and Public Pedestrian Link | “GB”, “R(B)” and “R(A)1” | Rejected (18.1.2019 for s16 application) (20.8.2020 for s17 review application) |

4 THE DEVELOPMENT PROPOSAL

4.1 Development Scheme and Design Considerations

- 4.1.1 The Application Site is located in a low-to-medium-dense neighbourhood sitting on a hillside surrounded by greenery coverage, which is an ideal location for residential development enjoying a private and tranquil living environment.
- 4.1.2 The future redevelopment of 58 Tai Hang Road at the “R(B)” site will comply with the statutory requirements. The preliminary redevelopment scheme intends to provide about 15 nos. of flats. To achieve parking requirements under the HKPSG, about 6 to 11 nos. of private car parking spaces, including two accessible parking spaces (one for the residents and one for the visitors), will be provided for the redevelopment of 58 Tai Hang Road. A loading and unloading space (3.5m x 7m) for light goods vehicles will also be provided within the residential building. The Proposed Access Road is therefore necessary to provide a proper vehicular connection for the residents to the residential redevelopment at 58 Tai Hang Road.
- 4.1.3 The proposed pedestrian footpath at the Application Site is intended to serve both the residents of 58 Tai Hang Road and the public. It is a re-provision of a safe and proper pedestrian access to replace the existing dilapidated staircase on the slope at the Application Site (i.e. upper section of Tai Hang Road). Upon the future redevelopment of 58 Tai Hang Road, the Applicant is also committed to providing a footpath connecting the residential development to the downhill Tai Hang Road near 16 Tai Hang Road (i.e. the lower section of Tai Hang Road). The proposed pedestrian footpath will be open for public access on a 24-hour basis. There will also be no gate or access control imposed at the Proposed Access Road. The Applicant will also be responsible for the future management and maintenance of the Proposed Access Road.
- 4.1.4 In terms of the design, since the Application Site sits on a steep slope abutting Tai Hang Road, the Proposed Access Road will be an elevated bridge cantilevering from Tai Hang Road. The level of the Proposed Access Road begins from 70mPD at Tai Hang Road, gradually sloping down to 68.3mPD to the G/F of the residential building at 58 Tai Hang Road. The Proposed Access Road with a total width of 13.2m will include a 1.5m wide pedestrian walkway and a 1.5 wide area for planters. A turntable with a 12m diameter is provided in open-air on the Proposed Access Road. The detailed architectural drawings of the Proposed Access Road are in **Annex 4**.
- 4.1.5 In respect of the landscape consideration, a Landscape Proposal is prepared with a view to minimising the potential impact on the surrounding landscape brought by the Proposed Access Road. A total of 35 nos. of trees on the steep slope will unavoidably be felled upon the construction of the Proposed Access Road. To compensate for the tree loss, a strip of 1.5m wide planter with 13 nos. of new trees is proposed along the east side of the Proposed Access Road. The compensation ratio to the tree lost in term of quantity is 1:0.37. The detailed landscape and tree assessment is provided at **Annex 5**.

5 PLANNING JUSTIFICATIONS

5.1 Difficulties in obtaining consents from 60 Tai Hang Road for 58 Tai Hang Road's redevelopment proposal

5.1.1 As mentioned in Section 2.3, the DMC documents have granted the right to the developer of 60 Tai Hang Road to grant vehicular ROW for 58 Tai Hang Road. Due to the deregistration of the developer of 60 Tai Hang Road, the Applicant was no longer able to obtain their consent. Moreover, the access road shown in the approved GBP cannot be implemented without the owners' consent from 60 Tai Hang Road to remove the staircase for the formation of vehicular access. As a result, to facilitate the proposed residential redevelopment at 58 Tai Hang Road, the Applicant has no alternative but to propose a new road to connect the redevelopment site to Tai Hang Road.

5.1.2 In view of that, the Applicant has demonstrated and taken reasonable steps to obtain the subject consents (i.e. the access right and demolition work).

5.2 Providing necessary vehicular access for 58 Tai Hang Road redevelopment

5.2.1 The future redevelopment of 58 Tai Hang Road is intended to provide a sufficient number of car parking spaces to fulfil the HKPSG standard. In order to facilitate the redevelopment proposal, the Proposed Access Road is considered necessary to allow future vehicles to access the residential building.

5.2.2 Under the current situation, emergency vehicles have to park along Tai Hang Road. Compared to the Proposed Access Road, it will provide sufficient space for emergency vehicles to park in the area and reduce the need to park along Tai Hang Road, which could minimise the traffic flow on Tai Hang Road when an emergency arises. A turntable with a 12m diameter is provided on the Proposed Access Road and the traffic swept path analysis at **Annex 6** has demonstrated its feasibility under the current design scheme.

5.3 Providing separate and private access for the residential redevelopment at 58 Tai Hang Road

5.3.1 58 Tai Hang Road (i.e. IL 6621 S.A) is detached from Tai Hang Road, where 60 Tai Hang Road (i.e. IL 6621 RP and Ext) sits in between. As a result, according to the DMC, there is a ROW allowing residents and visitors of 58 Tai Hang Road passing through 60 Tai Hang Road to access the building property on foot.

5.3.2 The Applicant intends to take the redevelopment opportunity to propose a new access road for future residents to enter/leave the property in a separate private way. This new access road can separate the users of two different private residential properties and address the privacy and security issues of individual buildings so that the future residents and visitors of 58 Tai Hang Road would no longer required to go through the existing access in the residential building at 60 Tai Hang Road. Thus, the Applicant aims to seek the Board's favourable consideration of the Proposed Access Road in order to facilitate the future redevelopment scheme.

5.4 Reprovisioning of proper pedestrian access along Tai Hang Road serving the public

5.4.1 Currently, there is an existing staircase found at the slope near the Application Site which seems to be abandoned and without maintenance. In view of this, the Applicant makes use of the opportunity to provide a proper and safe pedestrian access at the Application Site to replace the current dilapidated access at the slope. The pedestrian walkway will also connect the upper section of Tai Hang Road along the Application Site to the existing staircase at the lower section of Tai Hang Road adjacent to 16 Tai Hang Road. It will serve as a more efficient route for the residents and public to access the upper and lower sections of Tai Hang Road.

5.5 Enhancing road safety by separating vehicles and pedestrian access to the residential development at 58 Tai Hang Road

5.5.1 The existing run-in/out of 58 Tai Hang Road is shared with 60 Tai Hang Road, which is a one-lane-two-way with shared-vehicle and pedestrian access. To enhance the safety of both pedestrians and drivers, the Proposed Access Road is two-lane-two-way with a separated driveway and walkway. This upgrade in the access road design offers more space and creates a safer environment for future residents entering and leaving private property. Moreover, the setting of designated driveway and walkway also improves the visibility of road users, further ensuring the safety of motorists and pedestrians.

5.6 Compatible with the surrounding environment regarding land use and development intensity

5.6.1 The Proposed Access Road is an ancillary use of the residential redevelopment at 58 Tai Hang Road in the "R(B)" zone, subject to a maximum plot ratio of 5 and maximum building height of 30 storeys. Since the residential redevelopment complies with the development restrictions stipulated on the OZP and is always permitted in "R(B)" zone, the residential site does not form part of the current planning application. Given that most of the surroundings areas are clustered with low-to-medium-dense private residential development and surrounded by greenbelt, the Proposed Access Road is considered part of the residential development and is not incompatible with the surrounding land uses and development intensity.

5.7 Aligning with TPG PG No. 10 Application for Development with "GB" zone under section 16 of the Ordinance

5.7.1 The Proposed Access Road is in line with the TPB PG No. 10 in that its scale, design and layout are compatible with the character of the surrounding area, given that most of the surroundings area is clustered with low-to-medium-dense private residential development and surrounded by greenbelt. Moreover, with the proposed landscape treatment along the Proposed Access Road, the Applicant has demonstrated an effort to preserve the surrounding landscape environment. Hence, no insurmountable environmental and landscape impacts on the surrounding "GB" area are anticipated.

5.8 No adverse impacts from traffic, geotechnical, visual and environmental aspects

Traffic

5.8.1 For traffic engineering perspective, the Proposed Access Road facilitates future use by vehicles to the residential development at 58 Tai Hang Road and enhances the Emergency Vehicular Access. The swept path analysis at **Annex 6** has demonstrated that the Proposed Access Road would not obstruct traffic manoeuvring, particularly for emergency vehicles. The sightline analysis is also provided at **Annex 6**.

Geo-technical

5.8.2 According to the Geo-technical Planning Review Report (**Annex 7**), the Proposed Access Road is geotechnically feasible and would have no adverse effect on adjoining grounds, buildings and wall features.

Visual

5.8.3 According to the photomontages at **Annex 8**, three viewpoints have been selected to demonstrate the visual compatibility of the Proposed Access Road with the surrounding environment. The Application Site is surrounded by mature-grown canopies and the existing tree clusters could serve as a visual buffer for the general public using Tai Hang Road (including pedestrians, motorists and other travellers). Hence, no significant adverse visual impact from the public point of view is anticipated.

Environmental

- 5.8.4 According to TPDM Volume 1 Appendix 1 Annex D for the use of Private Housing: Medium-Density / R(B), the additional traffic flow from the Proposed Access Road is anticipated to be 3 vehicles (Generation) / 2 vehicles (Attraction) in AM Peak; 2 vehicles (Generation) / 2 vehicles (Attraction) in PM Peak. Hence, there will be very limited additional traffic flow and no adverse environmental and vehicular emission impact is anticipated. Moreover, the proposed 12m diameter turntable will be powered by electricity, therefore its operation will not involve any air emission, and no adverse environmental impacts will be generated.

6 CONCLUSION

- 6.1.1 This Planning Statement is submitted under section 16 of the Ordinance to seek permission from the Board for Proposed Access Road at Government land adjoining Inland Lots No. 6621 S.A and 6621 RP and Ext for the Permitted Residential Redevelopment at 58 Tai Hang Road, Causeway Bay, Hong Kong on the approved Causeway Bay OZP No. S/H6/17. This Planning Statement aims to provide background information and planning justifications in support of the proposed access road.
- 6.1.2 The Proposed Access Road is well justified on the following grounds:
- Difficulties in obtaining consents from 60 Tai Hang Road for 58 Tai Hang Road's redevelopment proposal;
 - Providing necessary vehicular access for 58 Tai Hang Road redevelopment;
 - Providing separate and private access for the residential redevelopment at 58 Tai Hang Road;
 - Reprovisioning of proper pedestrian access along Tai Hang Road serving the public;
 - Enhancing road safety by separating vehicles and pedestrian access to the residential development at 58 Tai Hang Road;
 - Compatible with the surrounding environment regarding land use and development intensity;
 - Aligning with TPG PG No. 10 Application for Development with "GB" zone under section 16 of the Ordinance; and
 - No adverse impacts from traffic, geotechnical, visual and environmental aspects.
- 6.1.3 In view of the above detailed planning justifications in this Planning Statement, we respectfully request the Board Members to give favourable consideration to this planning application.

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PlanPlus Consultancy Limited