

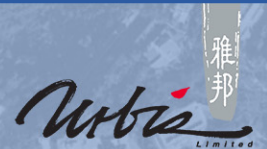
# 銅鑼灣



# Causeway Bay

**Submission of Layout Plan and Application for  
Commercial Development on IL No. 8945  
Causeway Bay, Hong Kong**

**Planning Statement**



February 2025

## Patchway Holdings (HK) Limited

# Submission of Layout Plan and Application for Commercial Development on IL No8945 Causeway Bay, Hong Kong under s16 of the Town Planning Ordinance (Cap.131)

## Planning Statement

Document No. 005

**URBIS Limited**

February 2025


In association with  
**Ronald Lu & Partners (Hong Kong) Ltd.**  
**ARUP**  
**WSP**  
**Otherland Limited**  
**MVA Hong Kong Ltd.**  
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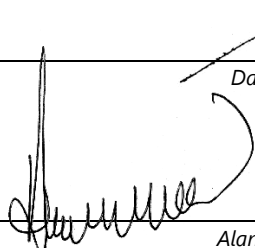
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25 February 2025  
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## Executive Summary

This planning application relates to Inland Lot No. 8945, Caroline Hill Road, Causeway Bay, Hong Kong. It is prepared and submitted under Section 16 of the Town Planning Ordinance (Cap.131) on behalf of Patchway Holdings (HK) Limited (the Applicant), to seek approval from the Town Planning Board (TPB/the Board) for amendment of an approved Layout Plan for a proposed commercial and social welfare facility project.

The Application Site is zoned "Commercial (2)" ("C(2)") on the approved Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/21. It covers the majority of the "C(2)" zone in the OZP and has an area of about 14,802m<sup>2</sup>. All the proposed uses in the approved Layout Plan, including 'Office', 'Shop and Services', 'Eating Place', 'Social Welfare Facility', 'Public Clinic', 'Place of Recreation, Sports or Culture', 'Public Transport Terminus or Station' and 'Public Vehicle Park (excluding container vehicle)', are Column 1 uses which are always permitted in the "C(2)" zone. According to the Remarks of the Notes of the "C(2)" zone in the OZP, for any new development within the zone, a Layout Plan shall be submitted for the approval of the Board.

A Layout Plan for the Application Site submitted as a Section 16 application (No. A/H7/181) was approved by the TPB on 6 May 2022. The approved Layout Plan includes three commercial towers with five levels of basements including lay-bys for light buses at B1/F, public and private vehicle park at B2/F to B5/F, and 25 storeys at Towers 1 and 2 and 16 storeys at Tower 3. Social welfare facilities, which include a Child Care Centre, a Day Care Centre for the Elderly and a District Health Centre, are located at G/F to 1/F of Tower 3. Commercial uses are located at B1 to 3/F and 5/F to 27/F of Towers 1 and 2 with performing arts and cultural facilities (PACF) proposed on 5/F. The open space on podium level with a covered Landscape Bridge that spans the new internal access road is proposed at 2/F, which is integrated with an elevated walkway connected over Leighton Road to Lee Garden Six. The 2/F podium and Landscape Bridge, together with a public open space (POS) in the form of a semi-internal corridor and an area around the Old and Valuable Tree (OVT) (Registration No. LANDSD(LEASED) WCH/1)(Previous Registration No. HKP WCH/1) on G/F, will provide a POS of at least 6,000m<sup>2</sup> in total, as required in the Notes of the OZP. The approved Project will yield a total of 102,000m<sup>2</sup> countable GFA, the maximum allowable under the OZP.

This Application proposes *one key amendment* to the approved Layout Plan as follows:

The Application Site contains a large Fig tree (*Ficus elastica*) abutting Leighton Road, partly supported by an existing masonry wall. Although affected by Brown Root Rot Disease (BRRD), the tree is recognized as an OVT (Registration No. LANDSD(LEASED) WCH/1). A tree protection zone (TPZ), which is currently covered by an extensive hard, impermeable concrete slab, is identified in the Lease. In the previous approved Section 16 application (No. A/H7/181) for this project, a 'Banyan Garden' surrounding the OVT, along with an entrance plaza and internal street, were proposed as part of the POS at the G/F level.

Through collaboration with an independent tree expert, landscape architects, architects, and structural engineers, an enhanced scheme has been developed that will:

- Improve Growing Conditions for the OVT;
- Mitigate BRRD Threats; and
- Enhance Cultural Placemaking, Circulation and Safety.

It is proposed to reduce the extent of slab removal around the OVT to minimize the impact on it. In addition, there will be only minimal excavation at the far end periphery of the TPZ for circulation purposes. The retained slab will act as an impermeable separation layer within the TPZ, mitigating the spread of the BRRD. Retaining more of the existing concrete slab will allow for a greater area of paving to be retained which will offer an opportunity for users to experience the magnificent tree in close proximity and provide a flexible and multi-functional open space beneath it. As well as enhancing circulation and access, this space has the potential for positive community and placemaking benefits as a space for temporary non-commercial cultural events and activities. To comply with Buildings Department's (BD's) requirements and ensure a safe POS environment, a new balustrade is proposed along the edge of the proposed open lawn area which will be accessible to the

public. This will act as a protective barrier to address the level difference between the proposed Banyan Garden and Leighton Road, and as the physical barrier to restrict public access to the OVT root zone to prevent the spread of BRRD. This will also offer an opportunity to provide a flexible and multi-functional open space beneath the OVT, with space for temporary non-commercial art installations, outdoor performances, arts and cultural events and light shows for the public. This will ensure that the tree continues to serve as a landmark, a natural heritage resource and an element of the public collective memory.

In addition to the amendment to the Banyan Garden, this application proposes the *following three minor amendments* to the approved Layout Plan:

- (1) As detailed architectural design has continued to develop, the lift lobby on 2/F level of Tower 3 needs to be enlarged to allow more space for the circulation and unimpeded flow of office users. As discussed in the Air Ventilation Assessment, the proposed extension of the lift lobby will result in insignificant ventilation impacts on the wind performance established in the Approved Layout Plan;
- (2) The design development of the POS during detailed design stage has resulted in the need for an amendment to the demarcation of the POS from that shown in the Approved GBPs. The total area of POS provided remains unchanged; and
- (3) The provision of vegetation / greenery needs to be slightly reduced in order to diversify the functionality of the elevated spaces and optimise the development potential of the Site. This remains in compliance with the minimum requirement of a 20% greenery coverage for a site of less than 20,000m<sup>2</sup> as stipulated in BD's Practice Note on "Sustainable Building Design Guidelines" (PNAP APP-152).

In addition to the above, the Application includes a number of minor changes to the approved Layout Plan - which do not require permission from either the TPB or their delegated authority - with regard to distribution of GFA, number of building storeys and internal transport facilities.

In summary, as with the Layout Plan previously approved by TPB (the 'Approved Scheme'), this Amended Scheme proposed by the Applicant:

- fulfills the requirements of layout plan submission under Remarks of the Notes of the "C(2)" zone on the approved Wong Nai Chung OZP No. S/H7/21;
- complies with material requirements and development parameters of the approved Wong Nai Chung OZP No. S/H7/21;
- preserves designated features of historical and natural value located on the site;
- results in an enhanced provision and distribution of POS;
- aligns with Government policy objectives in fostering arts, culture and tourism development;
- enhances air ventilation through building design and layout;
- enhances pedestrian connectivity to the surrounding area and walkability in the wider area;
- integrates the required GIC facilities with the commercial Project for the benefit of the public;
- alleviates traffic congestion in the area through incorporation of the gazetted 'Proposed Road Improvement Works at Caroline Hill Road, Link Road, Hoi Ping Road and Leighton Road'; and
- poses no insurmountable adverse impacts in terms of technical aspects.

However, importantly, this Application **provides significant enhancements** to the previously Approved Scheme. Specifically it:



- minimizes disturbance to the root zone / TPZ of the OVT by removing a smaller area of concrete slab than that in the Approved Scheme;
- mitigates the spread of BRRD with the retained impermeable concrete slab, and at the same time, allowing the public to enjoy the POS at the TPZ physically; and
- includes an enhanced cultural placemaking and circulation proposal furthering community cultural and arts enjoyment of the Banyan Garden; (compared to the rezoning and approved schemes).

This Application also:

- ensures that any changes to the lift lobby of Tower 3 will not negatively affect air ventilation on and around the Site;
- ensures that any changes to the demarcation of the POS will not affect the total area of POS provision;
- ensures that any changes to the provision of vegetation / greenery remain in compliance with PNAP APP-152; and
- ensures that other minor changes to the Approved Scheme are not of significance in planning terms and therefore do not require permission from the Planning Board or their delegated authority.

In light of the abovementioned merits of the proposed amendments to the Approved Scheme, favourable consideration of this application is respectfully requested from the Town Planning Board.

## 內容摘要

(內容如有差異，請以英文版本為準)

本規劃申請位於銅鑼灣加路連山道內地段 8945 號，博威控股 (香港) 有限公司 (下稱「申請人」) 現按第 131 章城市規劃條例第 16 條，向城市規劃委員會 (下稱「城規會」) 提交對已核准發展藍圖的修訂以供核准，以發展商業、社會福利設施項目。

申請地點位於黃泥涌分區計劃大綱核准圖編號 S/H7/21 (下稱「大綱圖」) 的「商業 (2)」地帶，並覆蓋「商業 (2)」地帶大部分範圍，面積為 14,802 平方米。已核准發展藍圖中的所有擬議用途，包括「辦公室」、「商店及服務行業」、「食肆」、「社會福利設施」、「政府診所」、「康樂文娛場所」、「公共車輛總站或車站」及「公眾停車場 (貨櫃車除外)」，皆為「商業 (2)」地帶內經常准許的第一欄用途。根據大綱圖內有關「商業 (2)」地帶下註釋的備註，在地帶範圍內，任何新發展或現有建築物的重建，都必須提交一份發展藍圖，以供城規會核准。

根據第 16 條提出規劃許可申請 (編號：A/H7/181) 的發展藍圖已於 2022 年 5 月 6 日獲城規會批准。已核准發展藍圖包括三座商業大廈及五層地庫，第一及二座為 25 層高，第三座為 16 層高，而地庫一層設小巴停車處、地庫二層至五層設公眾及私人停車場。第三座地下至一樓將設三間社會福利設施，包括一間地區康健中心、一間幼兒中心及一間長者日間護理中心。第一及二座的地庫一層至三樓及五樓至二十七樓將作商業用途，五樓部分作演藝及文化設施。已核准發展藍圖的二樓平台上的休憩用地將設有蓋景觀橋，橫跨地盤內的擬議道路，並延伸至通往利園六期的擬議行人天橋。已核准發展藍圖包括於二樓平台及有蓋景觀橋、地面的綠走廊及近古樹名木的範圍提供約 6,000 平方米作公眾休憩用地，以符合大綱圖內註釋的備註中的要求。本申請下的已核准發展藍圖達至大綱圖上訂明的最高准許總樓面面積，為 102,000 平方米。

此申請旨在對已核准發展藍圖提出一項主要修訂，詳情如下：

申請地點包括一棵大型榕樹 (印度榕)，毗鄰禮頓道，部分由現有石牆支撐。儘管受到褐根病的影響，該樹木被列入為古樹名木 (編號：LANDSD(LEASED) WCH/1)。契約內列明的樹木保護範圍，目前被大面積、堅硬、不可滲透的混凝土板覆蓋。在先前根據第 16 條提出並已核准的規劃許可申請 (編號：A/H7/181) 中，擬議項目在地下設置一個環繞該古樹名木的「榕樹花園」，以及一個入口廣場和內部街道，作為公眾休憩用地的一部分。

透過與獨立樹木專家、園境師、建築師和結構工程師的合作，現提出一項優化方案，該方案將：

- 改善該古樹名木的生長條件；
- 減輕褐根病的威脅；以及
- 加強文化地方營造、人流和安全。

修訂項目建議減少移除該古樹名木周圍的混凝土板範圍，以盡量減少對其的影響。此外，僅會在樹木保護範圍的邊緣進行最小程度的挖掘，以提供足夠空間作人流通行。保留的混凝土板將充當樹木保護範圍內不可滲透的分隔層，減輕褐根病的蔓延。保留更多的現有混凝土板將允許保留更大的鋪砌面，為使用者帶來一個在近距離體驗這棵宏偉樹木的機會，並在其下方提供一個靈活和多功能的休憩用地。除了提升人流通行外，這個空間可作為臨時非商業文化活動場地，為社區與地方營造帶來裨益。為符合屋宇署的要求和確保安全的休憩用地環境，修訂項目建議沿著向公眾開放的草坪邊緣設置一個新的欄杆作為保護屏障，以解決擬議「榕樹花園」與禮頓道之間的高差問題，並作為物理屏障，限制公眾進入該古樹名木的根部範圍，以防止褐根病擴散。這將提供一個機會，在該古樹名木下方提供靈活和多功能的開放空間，為公眾提供臨時非商業藝術裝置、戶外表演、藝術和文化活動，以及燈光表演的場地。這將確保該樹木繼續成為地標、自然遺產資源和公眾集體記憶的元素。

除了對「榕樹花園」的修訂外，此申請建議對已核准發展藍圖進行以下三項輕微修訂：

- (1) 隨著詳細建築設計的發展，第三座二樓的電梯大堂需要擴大，以便為辦公室使用者提供暢通無阻的通行空間。正如在空氣流通評估中所討論的，擬議的電梯大堂擴建將對已核准發展藍圖中的表現產生微不足道的通風影響；
- (2) 公眾休憩用地的設計隨著詳細設計階段的發展而需要修訂其劃分，使其與已核准的建築圖則所顯示的不同，項目提供的公眾休憩用地總面積將維持不變；以及
- (3) 需要稍微減少綠化提供，以使高架空間的功能多樣化，並優化此項目的發展潛力。這仍然符合屋宇署作業備考「可持續建築設計指引」（PNAP APP-152）所規定，對小於 20,000 平方米的地盤，綠化覆蓋率至少達到 20% 的最低要求。

此外，本申請包括對已核准發展藍圖的一些輕微修訂，包括就總樓面面積分配、建築層數和內部運輸設施的改動，無須獲得城規會或其授權部門的批准。

總括而言，如同已核准發展藍圖，本申請人提出的修訂項目：

- 符合大綱圖內《註釋》下的備註中有關提交發展藍圖的要求；
- 遵守大綱圖內的發展參數及所有重要要求；
- 完全保留申請地點內具自然及歷史價值的特徵；
- 提供更多具質素及更妥善分佈的公眾休憩用地；
- 符合政府在促進藝術、文化和旅遊發展方面的政策目標；
- 透過建築設計及佈局，改善地區的空氣流通；
- 提高地區內的行人連接性及易行度；
- 有效地融合所需要的政府、機構或社區設施；
- 透過已刊憲的加路連山道、連道、開平道及禮頓道擬建道路改善工程，舒緩地區交通擠塞問題；以及
- 於技術層面不會產生不可克服的負面影響。

而此申請對已核准項目提供了**顯著的改進**。具體而言，它：

- 通過移除相比已核准項目範圍更小的混凝土板，最大限度地減少對該古樹名木根部區域 / 樹木保護範圍的干擾；
- 透過建立一個不可滲透的分隔層，鋪設於混凝土板之上，以減緩褐根病的蔓延；以及
- 提供一個優化文化與地方營造和人流通行的建議，進一步促進社區於「榕樹花園」的文化和藝術享受（與修訂圖則和已核准項目相比）。

此申請同時：

- 確保對第三座電梯大堂的任何修訂均不會對申請地點內及周圍的空氣流通產生負面影響；
- 確保對公眾休憩用地劃分的任何修訂均不會影響公眾休憩用地的總面積；
- 確保對提供綠化的任何修訂仍然符合屋宇署作業備考「可持續建築設計指引」（PNAP APP-152）；以及
- 確保對已核准項目的其他輕微修訂在規劃層面並不造成重大改變，因此無須獲得城規會或其授權部門的批准。

基於上述擬議修訂對已核准項目的裨益，懇請城規會對本規劃申請作出正面積極的考慮。



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## LIST OF ABBREVIATIONS

AMO	Antiquities and Monuments Office
AVA	Air Ventilation Assessment
BD	Buildings Department
BH	Building Height
CCC	Child Care Centre
C(2)	Commercial (2)
DBH	Diameter at Breast Height

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DE	Day Care Centre for the Elderly
DHC	District Health Centre
ELS	Excavation and Lateral Support
ES	Explanatory Statement
GFA	Gross Floor Area
"G/IC"	"Government, Institution or Community" (zone)
GIC	Government, Institution or Community
HGV	Heavy Goods Vehicle
HyD	Highways Department
LGV	Light Goods Vehicle
LMP	Landscape Master Plan
MGV	Medium Goods Vehicle
MLP	Master Layout Plan
NOFA	Net Operating Floor Area
OVT	Old and Valuable Trees
OZP	Outline Zoning Plan
POS	Public Open Space
PR	Plot Ratio
TPB	Town Planning Board
TPDM	Transport Planning and Design Manual
TPZ	Tree Protection Zone

# 1 Introduction

## 1.1 BACKGROUND AND PURPOSE OF THE APPLICATION

- 1.1.1. URBIS Limited is commissioned by Patchway Holdings (HK) Limited (“the Applicant”) to seek approval under Section 16 of the Town Planning Ordinance (Cap.131) for amendments to a Layout Plan (the ‘Layout Plan’) approved by the Town Planning Board (“TPB”/ the “Board”) (Application No. A/H7/181).
- 1.1.2. The approved application relates to a commercial development with social welfare facilities at Inland Lot (IL) 8945 Caroline Hill Road, Causeway Bay, Hong Kong (**Figure 1.1** refers).
- 1.1.3. The Application Site falls within the Approved Wong Nai Chung Outline Zoning Plan (OZP) No. S/H7/21. **Figure 1.2** depicts the current OZP zonings of the project site and its environs. The Site (or ‘Application Site’) falls within an area zoned as “Commercial (2)” (“C(2)”). According to the Notes of the OZP, ‘Office’, ‘Shop and Services’, ‘Eating Place’, ‘Social Welfare Facility’, ‘Public Clinic’, ‘Place of Recreation, Sports or Culture’, ‘Public Transport Terminus or Station’ and ‘Public Vehicle Park (excluding container vehicle)’ are Column 1 uses which are always permitted in the “C(2)” zone.
- 1.1.4. Notwithstanding that the above uses are permitted as of right, according to the OZP’s Remarks of the Notes of the “C(2)” zone, for any new development within the zone, a Layout Plan shall be submitted for the approval of the Board.
- 1.1.5. A previous Layout Plan for this project, submitted under Section 16 of the Town Planning Ordinance (Cap.131), was approved on 6 May 2022 (Application No. A/H7/181). This is referred to in this Planning Statement as the ‘Approved Scheme’. This ‘Amended Scheme’ application proposes the following amendments to the approved Layout Plan:
- Enhancements to the design of a publicly accessible Banyan Garden forming part of the G/F Public Open Space (POS) to mitigate the spread of an infectious plant disease and to optimise the extent of the accessible POS at the same time;
  - Minor amendment to the lift lobby of one of the commercial towers (Tower 3) to allow more space for the circulation and unimpeded flow of office users;
  - Minor amendment to the demarcation of the POS at 2/F, although the total area of POS provision remains unchanged;
  - Minor amendment to the vegetation / greenery coverage to strike an optimal balance between development potential and the public interest and which, nonetheless, remains in compliance with the minimum requirement as stipulated in Buildings Department’s Practice Note on “Sustainable Building Design Guidelines” (PNAP APP-152).
  - Other minor changes to the Approved Scheme regarding distribution of GFA, number of building storeys, and internal transport facilities.
- 1.1.6. The purpose of this Planning Statement is to present the amended Layout Plan design proposals (referred to in this Planning Statement as the ‘Amended Scheme’) and also relevant technical assessments and to provide supporting planning justifications, for the consideration of the Board.

## 1.2 LAND STATUS

- 1.1.7. In March 2021, the Lands Department announced that the Application Site at Inland Lot No. 8945, designated for non-industrial (excluding residential, godown and petrol filling station) purposes, in the



2020-21 Land Sale Programme would be disposed of by public tender. The Conditions of Sale included specification of the minimum and maximum gross floor area (GFA) which also includes the GFA of the 'Government Accommodation' (a Child Care Centre, a Day Care Centre for the Elderly and a District health Centre) but excludes the GFA of the required public vehicle park, all to be constructed by the purchaser under the Conditions of Sale.

- 1.2.1 In May 2021, the land sale tender was awarded to the Applicant. As the sole landowner of the Application Site, the Applicant is prepared to realise the proposed commercial Project, together with its associated social welfare facilities and additional performing arts and cultural facilities (PACF) presented in this Approved Layout Plan.

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### 1.3 PLANNING HISTORY

- 1.3.1 On the previous Approved Wong Nai Chung OZP No. S/H7/19, the northern portion of the Application Site was zoned "Other Specified Uses" annotated "Sports and Recreation Club" ("OU(SRC)") and was occupied by the recreation clubs of the Post Office and PCCW; and the southern portion was zoned "G/IC" and occupied by the ex-headquarters building and vehicle depot of the Electrical and Mechanical Services Department (EMSD), as well as office buildings of Highways Department (HyD) and Civil Aid Services.
- 1.3.2 The Government commissioned consultancy studies in 2013 to review the development options and assess the development potential of the Application Site. 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 Application Site for the provision of a district court, the rest of the site was proposed to be rezoned from "OU(SRC)" and "G/IC" to "C(2)". Moreover, in the Chief Executive's Policy Address 2017, it was proposed that a district health centre would be set up in each district with a view to enhancing public awareness of disease prevention. The Food and Health Bureau has therefore proposed to have the Wan Chai DHC incorporated into the commercial development at the Application Site.
- 1.3.3 During the rezoning process, the TPB decided to impose a requirement in the OZP for the submission of a layout plan to the Board under the Section 16 planning application system of the Town Planning Ordinance (Cap.131), given that the commercial site is located at a prime location with a future district court development nearby.
- 1.3.4 A notional scheme showing the possible layout of the building blocks and open spaces, without PACF, was presented by Planning Department (PlanD) for the reference of the TPB on the rezoning of the Application Site (**Annexes A-1** and **A-3**). It was prepared to facilitate the preparation of technical assessments to support the amendments of the OZP (**Annex A-1**).
- 1.3.5 At the same time, the TPB raised concerns towards the undesirable residual open space at the south-eastern corner of the Application Site (**Annex A-2**).
- 1.3.6 In the TPB meeting, it was mentioned that an integrated design of the Application Site and the future District Court site can be achieved as demonstrated in the indicative scheme with a deck provided over the internal road, linking the two sites together (**Annex A-1**).
- 1.3.7 During PlanD's consultation with District Council on the rezoning proposal and consideration of representations regarding the OZP amendment, the District Council and TPB noted that there was a strong demand of cultural, arts and performing facilities in Causeway Bay. Therefore, the Explanatory Statement of the OZP states at Clause 8.1.3 that "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. PACF are also compatible uses in the "C(2)".

- 1.3.8 The rezoning of the Application Site was approved by the TPB on 11<sup>th</sup> September 2020 and the OZP incorporating the rezoning of the Application Site was approved by the Chief Executive in Council on 24<sup>th</sup> November 2020.
- 1.3.9 In March 2022, a submission of a Layout Plan for the proposed permitted commercial development (Office, Eating Place, Shop and Services) with Social Welfare Facility, Public Clinic, Place of Recreation, Sports or Culture, Public Transport Station and Public Vehicle Park (excluding Container Vehicle), and minor relaxation of gross floor area restriction (from 100,000m<sup>2</sup> to 102,000m<sup>2</sup> (2%) to accommodate 2,000m<sup>2</sup> of additional PACF on 5/F of Towers 1 and 2) was made by the Applicant to the TPB under Section 16 of the Town Planning Ordinance (Application No. A/H7/181). It was approved on 6<sup>th</sup> May 2022 subject to conditions in the Board's letter of 20<sup>th</sup> May 2022 (ref. TPB/A/H7/181) (**Annex A-3**).
- 1.3.10 The status of compliance with each condition under the approved Section 16 application (No. A/H7/181) is summarised in **Table 1.1** below.

**Table 1.1 Status of Compliance with each condition under the approved Section 16 application (No. A/H7/181)**

Condition		Status
(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 TPB;	The design and provision of vehicular access, car parking and loading/unloading facilities for the proposed development was submitted in the General Building Plans (GBPs) on which Transport Department has been consulted. The latest revision of the GBPs has been approved by Buildings Department on 3 December 2024 ( <b>Annex A-4</b> ).
(b)	The submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the TPB; and	The submission of a revised Landscape Master Plan (LMP) for partial compliance with this approval condition has been accepted by the Director of Planning on 12 August 2022 ( <b>Annex A-5</b> ). The 1st amendment submission of the LMP tallying with the latest GBPs submission was submitted to Planning Department on 10 January 2025. The full compliance with this approval condition rests upon the implementation of the approved LMP (which has not yet been achieved) to the satisfaction of the Director of Planning or of the TPB.
(c)	The submission of a Conservation Management Plan and implementation of the mitigation measures identified therein before commencement of works to the satisfaction of the Commissioner of Heritage or of the TPB.	The submission of Conservation Management Plan (CMP) for partial compliance with this approval condition has been accepted by the Antiques and Monuments Office (AMO) on 18 July 2022 ( <b>Annex A-6</b> ). The full compliance with this approval condition rests upon the implementation of the mitigation measures identified in the CMP before commencement of works (which is still ongoing and has not yet been achieved) to the satisfaction of the Commissioner of Heritage or of the TPB. As advised by AMO, the formal confirmation of full compliance will be provided upon completion of the relevant works to the Grade 3 structures.

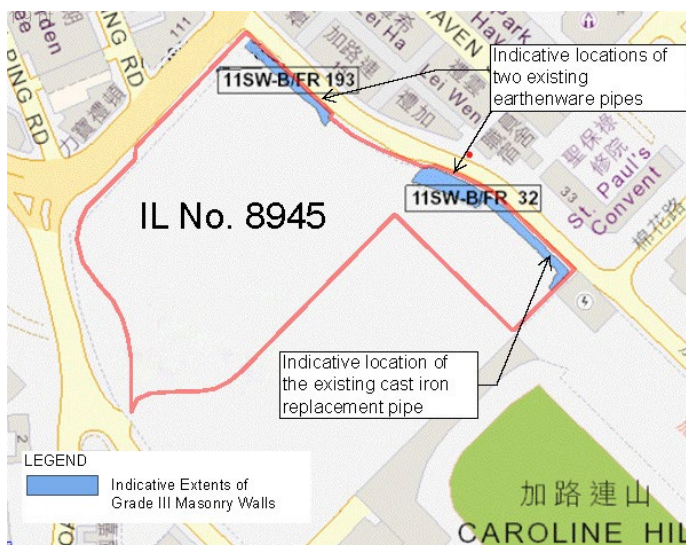
## 2 Site Context and Features

### 2.1 SITE LOCATION, EXISTING CONDITION AND SURROUNDING DEVELOPMENT

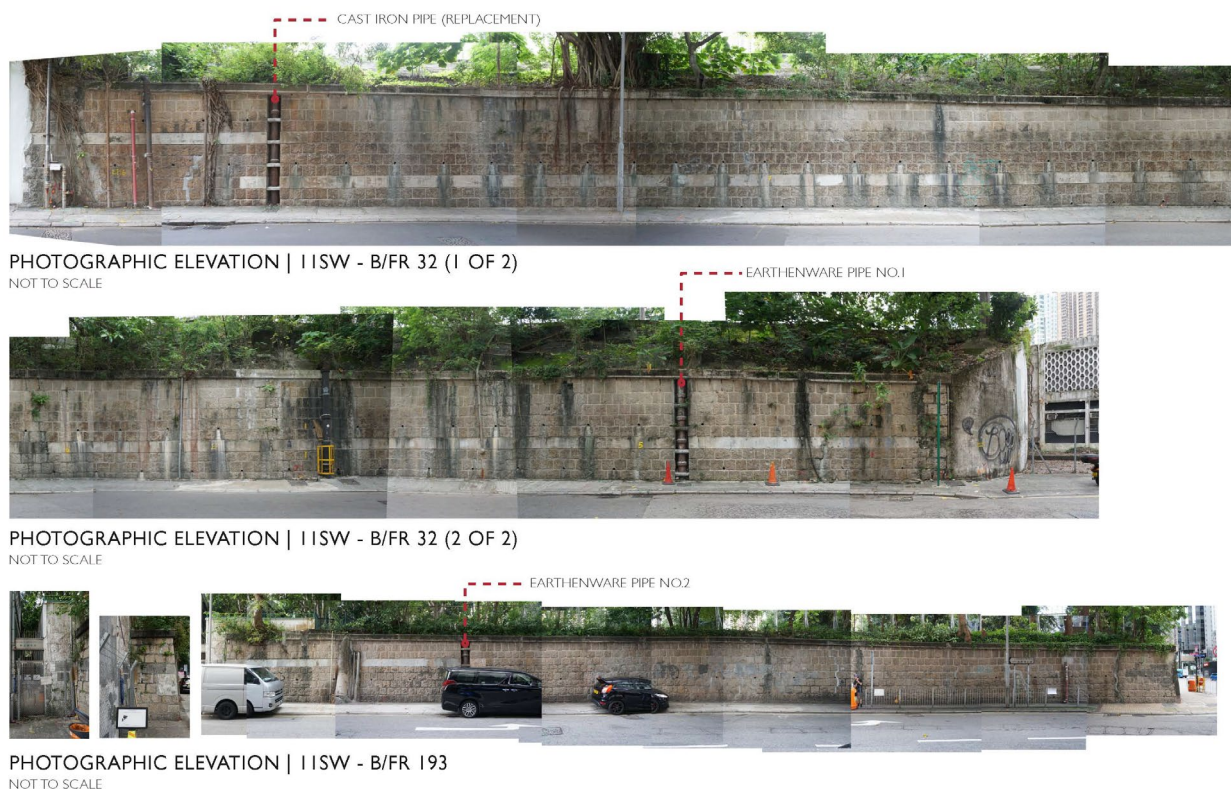
- 2.1.1 The Application Site is located at the junction of Caroline Hill Road and Leighton Road, south of the commercial area of Causeway Bay on Hong Kong Island (**Figure 2.1** refers). The Application Site is bounded by Leighton Road to the northwest, by Caroline Hill Road to the northeast and southwest, and by land designated for the future District Court development and by the South China Athletic Association to its southeast.
- 2.1.2 Prior to commencement of construction works, the Application Site was mostly vacant. Structures and facilities associated with its former use as the recreation clubs of the Post Office and PCCW; the ex-headquarters building and vehicle depot of the Electrical and Mechanical Services Department (EMSD) and offices of the Highways Department (HyD) and Civil Aid Services were disused or demolished, except for the two remaining structures at the south-eastern part of the Site (one structure with one-storey height from level +10.0mPD to +15.0mPD approximately; and the other structure with two-storey height from level +5.0mPD to +15.0mPD approximately) (**Figure 2.3c** refers). The south-eastern part of the Application Site has an elevation of approximately +15.3mPD, while the remaining areas are at approximately +10.3mPD to +9.3mPD. Caroline Hill Road to the northeast of the Application Site has existing levels ranging from approximately +4.9mPD to +6.4mPD. Caroline Hill Road to the southwest of the Application Site has existing levels ranging from approximately +8.1mPD to +11.9mPD. Ground level elevations on Leighton Road to the north-west of the Application Site range from approximately +7.6mPD to +4.9mPD.
- 2.1.3 In terms of surrounding land use context, the areas to the north and northwest of the Application Site across Leighton Road consist mainly of office/commercial developments. Building height restrictions in this area range from 130-135mPD (**Figure 1.2** refers). The Causeway Bay Mass Transit Railway (MTR) Station is located within 500m of the Site (**Figure 2.2** refers). GIC uses of the Po Leung Kuk, residential developments and schools are located to the west and south across Caroline Hill Road (**Figure 2.2** refers). The South China Athletics Association, the Hong Kong Stadium and other sports clubs/recreational grounds are located to the southeast and east. St. Paul's Hospital and approximately 13-storey high residential uses in Haven Street zoned "Other Specified Uses" annotated "Mixed Use" are located to the southeast and east, with some sites undergoing redevelopment/renovation. Car repair workshops and eating places are currently found on the ground floors of developments along the eastern section of Caroline Hill Road near the Haven Street cluster (**Figure 2.3c** refers).
- 2.1.4 Located at the junction of Leighton Road and Caroline Hill Road, the Application Site is within an area subject to occasional heavy traffic and traffic congestion. Leighton Road is a district distributor serving the southern part of Causeway Bay. Several bus stops are located along the road. Caroline Hill Road is a single two-way carriageway that abuts the northern and southern edges of the Application Site. Photos showing the surrounding context are depicted in **Figures 2.3a to 2.3c**.

### 2.2 HERITAGE FEATURES

- 2.2.1 The Application Site contains two sections of existing masonry retaining walls (Slope Feature Nos. 11SW-B/FR 193 and 11SW-B/FR 32) and two associated earthenware pipes which are on the northeast side of the Application Site and are Grade 3 historic structures (N339) designated on 12 December 2019 (**Figure 2.4** refers). The walls are important historic features of the streetscape (**Figures 2.5** refers).



**Figure 2.4 Location of Grade 3 Masonry Walls and Earthenware Pipes**



**Figure 2.5 Photos of Grade 3 Masonry Walls and Earthenware Pipes**

2.2.2 The graded masonry walls are built of roughly dressed granite blocks in stretcher bond with concrete bond courses and weep holes at different levels. The copings are finished in framed vermiculated rustication with drainage provision above. There are also two earthenware pipes (known as vitrified clay pipe) installed vertically in recessed setbacks within the masonry walls.

2.2.3 There are a number of other historic buildings in the proximity of the Application Site, including St. Paul's Convent Church (Grade 1), Po Leung Kuk, Main Building (Grade 2), Confucius Hall (Grade 1),



Shing Kwong Church (Grade 2), S.K.H. St. Mary's Church (Grade 1), Tung Wah Eastern Hospital (Grade 2), St. Margaret's Church (Grade 1) and the Racecourse Fire Memorial (Declared Monument). **Table 2.1** and **Figure 2.6** show the detail and location of the historic buildings in the surrounding.

**Table 2.1 Historic Buildings in the Vicinity of the Application Site**

	Historic Buildings	Date	Grading	Original Use	Current Use
1	Masonry Wall and Earthenware Pipes at Caroline Hill Road	1920	3	Site formation of Queen's College	Boundary wall
2	St. Paul's Convent Church	1928	1	Church	Church
3	Po Leung Kuk, Main Building	1932	2	School, dormitory	Museum, Headquarters office, Memorial Hall
4	S.K.H. St. Mary's Church	1937	1	Church	Church
5	S.K.H. St. Mary's Church, General Office	1954	3	Office, vicarage, school	Activity centre, study room
6	Shing Kwong Church, The Church of Christ in China	1927	2	Church	Church
7	St. John Ambulance Brigade Hong Kong Island Area Headquarters	1935	2	Headquarters office	Headquarters office
8	Confucius Hall	1935	1	Public place and community hall	Cultural venue, assembly hall, staff quarters
9	St. Margaret's Church	1923	1	Church	Church
10	Tung Wah Eastern Hospital	1929	2	Hospital	Hospital



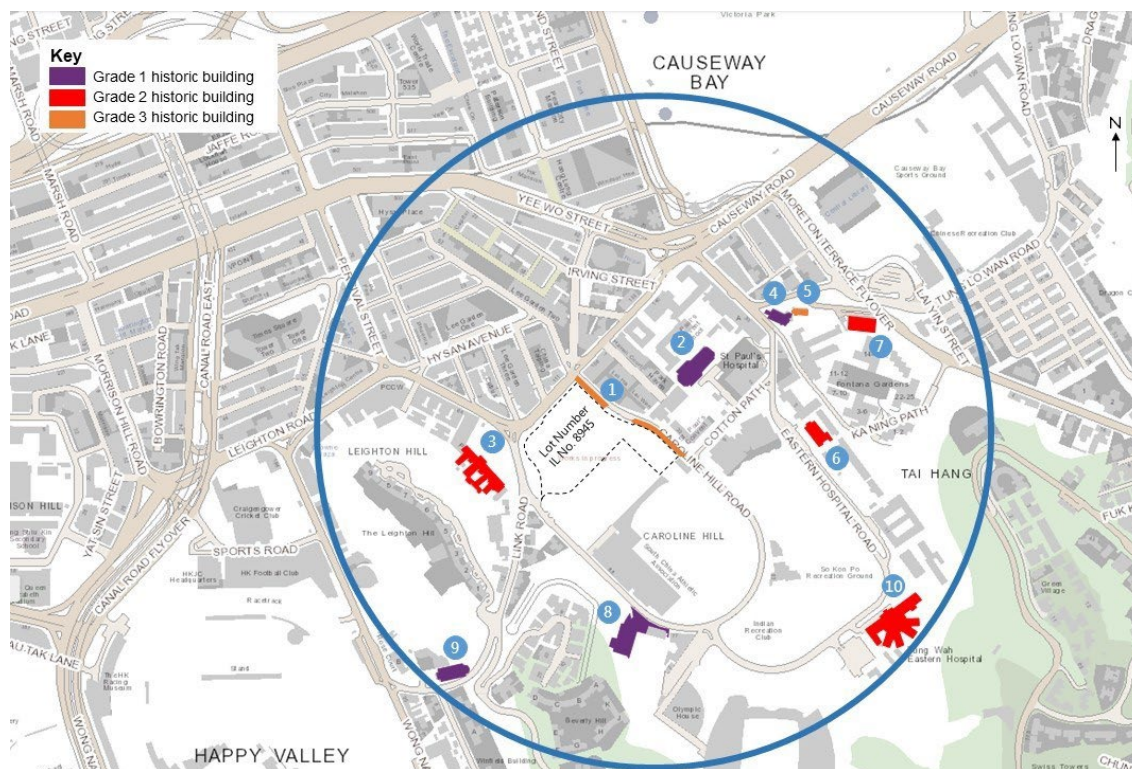


Figure 2.6 Plan Showing Historic Buildings in Vicinity of the Application Site

## 2.3 TREES AND VEGETATION

- 2.3.1 A total of 57 nos. of trees were surveyed on 21 August 2021 within the Application Site boundary, and are illustrated on the Approved Tree Survey Plan. Detailed tree findings are further elaborated in **Annex C**.

## 3 Outline Zoning Plan Provisions, Parameters and Requirements

### 3.1 OZP PLANNING INTENTION

- 3.1.1 Under the Remarks of the current OZP, the "C(2)" zone is stated to be "intended primarily for commercial development, 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. These areas are usually major employment nodes".

### 3.2 DEVELOPMENT PARAMETERS AND FACILITIES PERMITTED UNDER THE OZP

- 3.2.1 According to the OZP Schedules of Uses, the following uses (inter alia) are always permitted within "Commercial" zones of the OZP:

- Office
- Eating Place
- Shop and Services
- Social Welfare Facility
- Public Clinic
- Place of Recreation, Sports and Culture
- Public Transport Terminus or Station
- Public Vehicle Park (excluding container vehicle)

- 3.2.2 The relevant development parameters of the Application Site stipulated on the OZP and in the Remarks of the Notes of the OZP under the "C(2)" zone are as listed as below:

- maximum gross floor area of 100,000m<sup>2</sup>, or the gross floor area of the existing building, whichever is the greater, and it shall include the gross floor area of GIC facilities as required by the Government
- a public transport facility for minibuses shall be provided;
- a public vehicle park of not less than 125 parking spaces shall be provided; and
- a POS of not less than 6,000m<sup>2</sup> shall also be provided.

- 3.2.3 The Remarks of the "Commercial" zone in the OZP state:

"(6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height/gross floor area restrictions"...."may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance."

- 3.2.4 In addition to the above, the Explanatory Statement of the OZP (which is not formally a part of the statutory OZP itself) mentions in the "C(2)" zone the following key development requirements:

- a District Health Centre with a Net Operating Floor Area (NOFA) of about 1,000m<sup>2</sup>;
- a Child Care Centre with a NOFA of about 531m<sup>2</sup>;
- a Day Care Centre for the Elderly with a NOFA of about 358m<sup>2</sup>;

- more cultural GIC facilities (optional);
- a public transport facility for minibuses (underground);
- a public car park (underground) of not less than 100 private cars parking spaces and 25 commercial vehicles;
- a clear building gap of not less than 25m in width across the central portion of the site in a northwest-southeast direction;
- retention of stone retaining walls;
- retention of OVT (No. LANDSD(LEASED) WCH/1); and
- an underground connection point within the site for the possible pedestrian subway to MTR Station.

3.2.5 In Para 8.1.3 of the Explanatory Statement of the Approved OZP, provision of PACF is stated to be “encouraged” but is not required.

### 3.3 REQUIREMENTS OF LAYOUT PLAN SUBMISSION

3.3.1 The Remarks of the “Commercial” zone in the OZP state ‘a Layout Plan shall be submitted for the approval of the Town Planning Board’. **Table 3.1** specifies the requirements of the Layout Plan submission and the relevant sections of this Layout Plan in fulfilment of the requirements.

**Table 3.1 Requirements of Layout Plan Submission under “C(2)” zone of the Approved Wong Nai Chung OZP No. S/H7/21 and the Relevant Sections of this Layout Plan Submission**

Layout Plan Submission Requirements	Relevant Sections of the Statement
The area of the proposed land uses, the nature, position, dimensions, and heights of all buildings (including structures) to be erected on the site	<ul style="list-style-type: none"> <li>▪ <b>Tables 4.1 to 4.3</b></li> <li>▪ Layout Plans at <b>Annex B</b></li> </ul>
The proposed total gross floor area for various uses and facilities	
The details and extent of GIC facilities, parking, loading/unloading and public transport facilities and open space to be provided within the site	
The alignment, widths and levels of any podium, footbridges, elevated walkways and roads to be constructed within the site	
The landscape and urban design proposals within the site	<ul style="list-style-type: none"> <li>▪ Landscape Master Plan at <b>Annex C</b></li> <li>▪ Urban Design Proposal at <b>Section 4.5</b> and figure for urban design analysis at <b>Figures 4.18a and 4.18b</b></li> <li>▪ Landscape Proposal at <b>Section 4.6</b></li> </ul>
An air ventilation assessment report to identify the exact alignment of the building gap(s)	AVA at <b>Annex D</b>

Layout Plan Submission Requirements	Relevant Sections of the Statement
and/or other enhancement measures for design improvements	
Prior consultation with the Antiquities and Monuments Office (AMO) should be made if any development, redevelopment and/or rezoning proposals might affect a declared monument and graded historic buildings and their immediate environs	<ul style="list-style-type: none"> <li>• Approved CMP at Annex I</li> </ul>

### 3.4 FACILITIES WHICH ARE ENCOURAGED UNDER THE OZP

3.4.1 During PlanD’s consultation with District Council on the rezoning proposal and consideration of representations of the OZP amendment, the District Council and TPB noted that there was a strong demand of cultural, arts and performing facilities in Causeway Bay. As noted above, the Explanatory Statement of the OZP states at Clause 8.1.3 that “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. PACF are also compatible uses in the “C(2)”.

## 4 Development Proposal

### 4.1 INTRODUCTION

4.1.1 This section of the Planning Statement describes the amended Layout Plan development proposal (the 'Amended Scheme') for which Section 16 approval is sought. This Amended Scheme differs from the previously approved Section 16 application (No. A/H7/181) in the ways described below.

### 4.2 AMENDMENTS TO APPROVED DEVELOPMENT PROPOSAL

#### Enhanced Design and Layout of Banyan Garden

4.2.1 The Application Site contains a large Fig tree (*Ficus elastica*) abutting Leighton Road, partly supported by an existing masonry wall. Although affected by Brown Root Rot Disease (BRRD), the tree is recognized as an Old and Valuable Tree (OVT) (Registration No. LANDSD(LEASED) WCH/1). A tree protection zone (TPZ) has been identified under the Lease as a Pink Hatched Green Area. The existing OVT (Registration No. LANDSD(LEASED) WCH/1) within its TPZ should be preserved in situ in accordance with Development Bureau Technical Circular (Works) No. 5/2020 on "Registration and Preservation of Old and Valuable Trees" (DEVB TC(W) No. 5/2020) and integrated into the design of the at-grade POS.

4.2.2 In the previous Section 16 application (No. A/H7/181) approved by the Town Planning Board (TPB) in May 2022 (i.e. the Approved Scheme), as well as in the Landscape Master Plan approved in the latest Approved General Building Plans (GBPs) in May 2024, a Banyan Garden surrounding the OVT, along with an entrance plaza and internal street, was proposed as part of the POS at the G/F level (see **Figures 4.1a and 4.1b**).

4.2.3 However the approach of the enhanced design proposal for the Banyan Garden in this Amended Scheme aims to achieve:

- Improved Growing Conditions for OVT;
- Mitigation of BRRD Threats; and
- Enhanced Cultural Placemaking, Circulation and Safety.

4.2.4 These enhancements to the Banyan Garden are described below and are shown in **Figure 4.1c**.

4.2.5 **Improved Growing Conditions for OVT** - Given that the existing site conditions, including the TPZ, are covered by an extensive hard, impermeable concrete slab—considered less desirable for the OVT's future growth, it is proposed to remove part of the slab within the proposed development to maximize favourable conditions for the tree's growth. While no surface roots have been identified on the existing concrete slab, the partial removal of the slab is considered feasible and is expected to have minimal impact on the tree.

4.2.6 Through collaboration with independent tree expert, landscape architects, architects, and structural engineers, an enhanced scheme has been developed to ensure both the preservation of the OVT and the creation of a vibrant and accessible POS. The proposed amendments include:

- Minimizing impact on the OVT – A reduced extent of slab removal is proposed to minimize interference with subsurface roots, ensuring the tree's health is maintained while reducing construction activity within the TPZ.
- Reduced disturbance within the TPZ – Minimal excavation is proposed only at the periphery of the



TPZ to create a functional and comfortable circulation area. This reduces adverse impacts on the OVT while ensuring a smooth transition between the development and the tree, contributing to a holistic and usable POS.

**4.2.7 Mitigation of BRRD Threats** – During design development, the team has become aware of the risk posed by the Approved Scheme in terms of spread of BRRD. The Approved Scheme allowed the public to access the root zone of the OZP, potentially picking up spores of BRRD on their shoes, which they might potentially spread to other trees in the vicinity.

**4.2.8** To mitigate this threat, in the Amended Scheme, more of the existing concrete slab above the root zone will be retained. The retained concrete slab acts as an impermeable separation layer within the TPZ, mitigating the spread of BRRD. This allows for the creation of new landscape and planting areas using lightweight planting medium, balancing public enjoyment with enhanced greening. The open lawn proposed in the Approved Scheme will remain, with the adaptation of lightweight planting medium. This medium, placed on top of the retained slab, offers an accessible and functional lawn for public enjoyment without compromising the tree's health or the soil's bearing capacity. This measure minimizes the risk of BRRD spreading from the OVT to other trees and enables the creation of new landscape planting areas. This approach balances public enjoyment with enhanced greening efforts. In addition, a balustrade to restrict public access to the root zone, mitigating the spread of BRRD will be installed along the edge of the proposed open lawn area.

**4.2.9 Enhanced Cultural Placemaking, Circulation and Safety** – the effect of retaining intact a larger area of the existing concrete slab within the TPZ is that it offers potential to enhance the cultural placemaking and enjoyment at the Banyan Garden.

The new paved area adjacent to the building frontage in the Amended Scheme will enhance pedestrian access and circulation space when compared to the Approved Scheme. The proposed Banyan Garden, entrance plaza, and internal street at the G/F level, covering approximately 2,850m<sup>2</sup>, will serve as a vital link for pedestrians, connecting Leighton Road to an interim platform at +8.9mPD and onward to the Landscape Bridge at +18.35mPD.

**4.2.10** In addition, in order to comply with Buildings Department (BD) requirements and ensure a safe POS environment, in the Amended Scheme, a new balustrade is proposed along the edge of the proposed open lawn area where the public can access. This will provide a safety barrier to address the level difference between the proposed Banyan Garden and Leighton Road.

**4.2.11** As well as enhancing the functionality of the POS, the larger paved and lawn areas also offer the potential for enhanced cultural placemaking and community arts activities such as temporary art installations, outdoor performances and light shows for the public. To synergize with the PACF on 5/F of Towers 1 and 2, some of the performances and cultural events will be organised by the operator of the PACF to create a rich cultural experience. Under the Amended Scheme, the Banyan Garden will form an enhanced, vibrant public space. It will serve as a landmark, natural heritage resource and an element of the collective memory of the public, enhancing the sense of place and stimulating a sense of identity (**Figure 6.1** refers).

#### Minor Amendment to Tower 3 Lift Lobby

**4.2.12** An Air Ventilation Assessment was carried out for the approved Application No. A/H7/181. Several wind enhancement features were provided in the Approved Layout Plan, including a void of approximately 18m (W) x 13.4m (H) above the 2/F level at Tower 3 (**see Figure 4.2a**).

**4.2.13** As detailed architectural design has continued to develop, it is evident that the lift lobby on 2/F level of Tower 3 needs to be enlarged to allow more space for the circulation and unimpeded flow of office

users (see **Figure 4.2b**). This requires an amendment to the design of the 2/F level of Tower 3, including an extension of the lift lobby towards the elevated void, resulting in lobby dimensions of approximately 5m (W) x 5m (H) x 15m (L). The amended elevated void varies from approximately 21m at its widest to 16m at its narrowest, with a void height maintained at approximately 13.4m.

- 4.2.14 As the amendment is not considered significant, the team's AVA expert believes that the proposed extension of the lift lobby will result in insignificant ventilation impacts on the wind performance established in the Approved Layout Plan. Please see details of the Air Ventilation Assessment in Section 6 of **Annex D**.

#### Minor Amendment to the Demarcation of POS at 2/F Podium

- 4.2.15 In the Approved Landscape Master Plan (LMP) which was submitted in compliance with approval condition (b) of the approval letter of Application No. A/H7/181, an Urban Park was proposed at the 2/F level with a Landscape Bridge, serving as part of the POS (see **Figure 4.3a**).
- 4.2.16 In the latest Approved General Building Plans (GBPs), the POS at 2/F level will abut a small private open space, named the 'Event Plaza' (see **Figure 4.3b**). The public will still be able to access and use this space most of the time, except during occasional special events, when temporary barriers will be erected along the perimeter of this area. A unified landscape design will be adopted for the entire open space at 2/F level regardless of whether it is a POS or private open space. This approach aims to achieve an integrated design and provide high-quality open space for public enjoyment. There will not be any physical barriers between the two spaces but clear demarcation will be implemented between the POS and private open space, such as incorporating a different colour of paving, a different material or a paved border or trim.
- 4.2.17 The design development of the demarcation between the POS and private open space during detailed design stage has resulted in the need for an amendment to the demarcation of the POS from that shown in the Approved GBPs. The current Amended Scheme is needed to reflect where various landscape elements will be placed during events and to aesthetically enhance the landscape design. The total area of POS provided remains unchanged (see **Figures 4.3c and 4.3d**).

#### Minor Amendment to Greenery Coverage

- 4.2.18 The Application Site of approximately 14,802m<sup>2</sup> comprises an area of approximately 10,647m<sup>2</sup> that is intended for development, referred to as the Development Site (see **Figure 4.4**). The remaining part of the Application Site consists of a proposed internal road, which will be constructed at the Applicant's cost, but to be carved out from the subject lot (i.e. Inland Lot No. 8945), and surrendered upon Government's request as required under the Lease.
- 4.2.19 Under the Approved Layout Plan in Application No. A/H7/181, the total greenery coverage was approximately 2,970m<sup>2</sup> (i.e. approximately 20% of the Application Site) of which all was located at the Primary Zone of the development (see **Figure 4.1a**). As the detailed landscape design has been continued to develop, providing all greenery at the Primary Zone appears to be increasingly undesirable in view of the spatial constraints it places on the POS, pedestrian walkways and public circulation. To maintain sufficient space for pedestrian circulation at the Primary Zone, it was proposed in the latest Approved General Building Plans (GBPs) approved on 21 May 2024 that approximately 2,399m<sup>2</sup> of vegetated greenery would be allocated at the Primary Zone and approximately 713m<sup>2</sup> at the roof of the development (see **Figure 4.1b**).
- 4.2.20 Upon further review by the project proponent, the provision of greenery needs to be slightly reduced in order to diversify the functionality of the elevated spaces and optimise the development potential of the Site. Therefore, in the current Amended Scheme, the total greenery coverage is proposed to be approximately 2,320m<sup>2</sup>.

- 4.2.21 In addition, the Applicant proposes that the updated calculation of vegetated greenery coverage be based on the Development Site area rather than the Application Site area. This is justified on the basis that the Applicant has no control over the internal road which must be handed back to Government and which therefore cannot be vegetated. Using the Development Site area to calculate vegetation cover will therefore result in a greenery coverage of approximately 22% of the Development Site. To maximise public enjoyment to the greenery, all greenery will be allocated to the Primary Zone of the development where the public have access to it at the POS and along the pedestrian walkway (see **Figure 4.1c**). This design remains in compliance with the minimum requirement of a 20% greenery coverage for a site of less than 20,000m<sup>2</sup> as stipulated in Buildings Department's Practice Note on "Sustainable Building Design Guidelines" (PNAP APP-152).
- 4.2.22 As a further matter, this change in the provision of greenery coverage will not affect the POS provision of which the total area remains unchanged. Therefore, the proposed slight reduction in greenery coverage is considered to strike an optimal balance between optimising development potential and the public interest.
- Minor Changes to Layout and Architectural Design**
- 4.2.23 The proposed Project consists of three commercial towers, namely Tower 1 & Tower 2 with 25 storeys (at the Edged Blue Site) and Tower 3 with 16 storeys (at the Edged Red Site) (**Figure 4.5** refers).
- 4.2.24 There are five levels of basements which include one level of Commercial & Lay-bys for Light Buses at B1/F and 4 levels of basement carpark for Public Vehicle Park and Private Parking at B2-B5/F. A retaining structure will be constructed in the Application Site up to the level of and surrounding a portion of the OVT (No. JUD WCH/1 (Previous Registration No. EMSD WCH/1)) in the adjacent District Court site. The architectural drawings and plan showing the area and depth of excavation are at **Figure 4.6**. The site formation plans with the additional protective barrier in the retaining structure and updated retaining wall extent were submitted to BD.
- 4.2.25 The 2/F podium is proposed (Level +18.35mPD) with a fully covered and enclosed Landscape Bridge over a new internal access road connecting the Edged Blue Site with the Edged Red Site. The 2/F podium will serve as part of the POS and as a pedestrian link that connects Towers 1 & 2 with Tower 3 and the GIC facilities.
- 4.2.26 The GIC facilities required under the OZP, which include a Child Care Centre (CCC), a Day Care Centre for the Elderly (DE) and a District Health Centre (DHC), are located at the podium level of Tower 3, occupying 3 storeys (at G/F – 1/F) and integrated with the covered POS at 2/F. The requirements for DHC, CCC and DE with NOFA of approximately 1,000m<sup>2</sup>, 531m<sup>2</sup> and 358m<sup>2</sup> will be complied with, as stated in the ES of the OZP.
- 4.2.27 The additional PACF under the Approved Scheme (No. A/H7/181) is subject to a permitted minor relaxation of GFA of approximately 2,000 m<sup>2</sup>. The overall total GFA will remain unchanged as 102,000m<sup>2</sup> when compared with the Approved Scheme.
- 4.2.28 However, in the amended Layout Plan, there will be a minor redistribution of GFA, when compared to the Approved Scheme, in terms of the provision of the required GIC facilities, light bus lay-bys and office. The previously approved GIC GFA of approximately 3,000m<sup>2</sup> was estimated based on a preliminary layout. The layout of GIC facilities has been further refined during liaison with relevant departments to facilitate future operations. The total GFA of GIC facilities will be approximately 3,100m<sup>2</sup> under the Amended Scheme with the provision of the minimum required NOFA inclusive as listed on the Lease. In addition, the B1/F layout, consisting of a commercial area, driveway and light bus lay-bys will be updated under the Amended Scheme. The length of the driveway will be reduced and the total GFA of the light bus lay-bys will be approximately 1,600m<sup>2</sup>, which complies with the

minimum length, width and headroom of light bus lay-bys under Lease requirements. With the abovementioned changes in the non-domestic GFA, the office GFA will be updated to approximately 85,300m<sup>2</sup> in order to utilise the entire development potential of 102,000m<sup>2</sup> of GFA.

- 4.2.29 While the building height of Towers 1 and 2 will remain unchanged when compared to the Approved Scheme, the 5/F level will be raised from +28.75mPD to +34.60mPD due to the requirement for an additional E&M floor on level 4/F at +28.70mPD. A full E&M floor at 4/F level is required between the retail podium and the office tower portion due to the high demand for power supply supporting the EV chargers for private car parking spaces, which has been identified during the design development stage. There will be express escalators bypassing 4/F to access 5/F directly from 3/F.
- 4.2.30 A comparison of the development schedules and provision of internal transport facilities between the Approved and Amended Schemes are listed in **Tables 4.1 to 4.2** with proposed land uses by floor listed in **Table 4.3**.

**Table 4.1: Comparison between Development Schedules of Approved and Amended Schemes**

Development Parameters	Approved Scheme (No. A/H7/181)	Amended Scheme
Application Site Area	Approx. 14,802 m <sup>2</sup>	No change (includes Development Site area of approx. 10,647 m <sup>2</sup> )
Total GFA <sup>^</sup>	102,000 m <sup>2</sup>	No change
▪ Office	Approx. 85,000 m <sup>2</sup>	Approx. 85,300 m <sup>2</sup>
▪ Retail	Approx. 10,000 m <sup>2</sup>	No change
▪ Light Bus Lay-bys	Approx. 2,000 m <sup>2</sup>	Approx. 1,600 m <sup>2</sup>
▪ GIC Facilities required under OZP (Including DHC, CCC, DE)	Approx. 3,000 m <sup>2</sup>	Approx. 3,100 m <sup>2</sup>
▪ Additional GIC facilities (Performing Arts and Cultural Facilities)	Approx. 2,000 m <sup>2</sup>	No change
Plot Ratio	Approx. 6.89	No change
No. of Blocks	3	No change
Site Coverage	65%	No change
Building Height	T1 and T2: 135mPD T3: 90mPD	No change
No. of Storeys		
▪ Basement	5 Storeys	No change
▪ Towers 1 and 2	24 Storeys	25 Storeys
▪ Tower 3	16 Storeys	No change
Public Open Space Provision <sup>^</sup>	6,000m <sup>2</sup>	No change
▪ G/F:	Approx. 3,000m <sup>2</sup>	Approx. 2,850m <sup>2</sup>
- (incl non-covered POS)	Approx. 2,300m <sup>2</sup>	Approx. 2,250m <sup>2</sup>
- (incl. covered POS)	Approx. 700m <sup>2</sup>	Approx. 600m <sup>2</sup>
▪ 2/F and UG/F:	Approx. 3,000m <sup>2</sup>	Approx. 3,150m <sup>2</sup>
- (Incl non-covered POS)	Approx. 1,250m <sup>2</sup>	Approx. 1,420m <sup>2</sup>

Development Parameters	Approved Scheme (No. A/H7/181)	Amended Scheme
- (Incl. covered POS)	Approx. 1,750m <sup>2</sup>	Approx. 1,730m <sup>2</sup>
Greenery Coverage		
▪ Total	Approx. 2,970 m <sup>2</sup>	Approx. 2,320 m <sup>2</sup>
Completion year	Q3 2029	No change

^Public Open Space of 6,000 m<sup>2</sup> to be exempted from GFA calculations.

**Table 4.2: Comparison between Provision of Internal Transport Facilities of Approved and Amended Schemes**

Internal Transport Facilities	Approved Scheme (No. A/H7/181)		Amended Scheme	
<b>Private Parking &amp; Loading/Unloading (L/UL)</b>				
	Office	Retail and Performing Arts & Cultural Facilities	Office	Retail and Performing Arts & Cultural Facilities
Private Car Parking Spaces	450	60	452	60 <sup>#</sup>
Motorcycle Parking Spaces	45	6	46	6 <sup>#</sup>
Loading/Unloading Spaces and lay-bys				
▪ Private Car/Taxi	5	-	No change	-
▪ Light Goods Vehicle	27*	10	No change	No change
▪ Heavy Goods Vehicle	15	6	No change	No change
<b>Public Vehicle Park and Lay-by</b>				
Private Car Parking Spaces	100		No change	
Light Goods Vehicle Parking Spaces	15		No change	
Medium/Heavy Goods Vehicle Parking Spaces	5		No change	
Coaches Parking Spaces	5		No change	
Light Bus Lay-bys	4		No change	
<b>Parking for GIC Facilities Required under the Lease</b>				
Light Buses Parking Spaces (Day Care Centre for the Elderly)	3		No change	
Private Car Parking Spaces (District Health Centre)	1		No change	
Light Bus Parking Space (District Health Centre)	1		No change	



Internal Transport Facilities	Approved Scheme (No. A/H7/181)	Amended Scheme
Accessible Car Park (District Health Centre)	-	1

\*including 1 L/UL space (shared by Child Care Centre and Day Care Centre for the Elderly) is located at B2/F.

#Including 10 nos. private car parking spaces and 1 no. motorcycle parking space to be delineated for Performing Arts & Cultural Facilities.

**Table 4.3: Land Uses by Floor under the Amended Scheme**

Floor	Main Use	Floor	Main Use
<b>Edged Blue Site (Towers 1 and 2)</b>		<b>Edged Red Site (Tower 3)</b>	
B4-B5/F	Private Vehicle Park	B4-5/F	Private Vehicle Park
B3/F	Public and Private Vehicle Park	B3/F	Private Vehicle Park
B2/F	Public Vehicle Park; Ancillary L/UL Area; Parking for GIC Facilities Required under the Lease	B2/F	Public Vehicle Park
B1/F	Commercial; Light Bus Lay-bys; E&M	B2M/F	E&M
G/F	Commercial; Public Open Space; E&M	G/F	GIC Facility (District Health Centre); Public Open Space; E&M
1/F	Commercial; E&M	UG/F	GIC Facility (Day Care Centre for the Elderly); Public Open Space; E&M
2/F	Commercial; Public Open Space; E&M	1/F	GIC Facility (Child Care Centre); Public Open Space; E&M
3/F	Commercial; E&M	2/F	Commercial; Covered Public Open Space; E&M
4/F	E&M	3/F-17/F (4, 13 and 14/F omitted)	Commercial; E&M
5/F	GIC Facilities (Performing Arts and Cultural Facilities); Commercial; E&M		
6/F-27/F (13, 14 and 24/F omitted)	Commercial; E&M		

## 4.3 AMENDED SCHEME - SITE PLANNING AND LAYOUT PRINCIPLES

### Tower Dispositions and Open Space at Podium Level

- 4.3.1 Under the approved scheme, the towers are located in the north-west of the Application Site which integrates the fragmented open spaces proposed in the original layout under PlanD's rezoning conceptual scheme (**Figure 4.7**) and also creates large open space at the eastern part of the Application Site (**Figure 4.8**). Such tower disposition also responds to the Explanatory Statement of the OZP which states that the POS should be provided in the eastern portion of the Site facing Caroline Hill Road (East) and at-grade in the northern portion facing Leighton Road in order to enhance visual openness and pedestrian access. The approved disposition of towers does not affect the air ventilation performance at street levels and contributes to air ventilation with several wind enhancement features when compared with the statutory OZP rezoning indicative scheme in the previous application. The Event Plaza will serve as an open space resource for Causeway Bay south and also as a recreational facility for the local community (**Figures 4.9a and 4.9b** refers).

### Multi-Level Access and Pedestrian Connectivity

- 4.3.2 To enhance pedestrian accessibility and their walking experience, multi-level pedestrian access is proposed in this Project. This includes access to the Project from both street level and at an elevated level. Pedestrian access points at street level are located at +5.6mPD from Caroline Hill Road (East); at +7.00mPD from Leighton Road and at +8.60mPD from the new internal access road. The demolition works of the existing basement were completed to facilitate the construction of internal access road. A footbridge connecting the Application Site with Lee Garden Six at +17.64mPD is also proposed. This footbridge will form part of an elevated walkway system that connects the Lee Gardens Area all the way to the Causeway Bay MTR Station at Hysan Place. The proposed pedestrian connections and circulation routes are indicated in **Figures 4.10 and 4.11**.

### Open Space and Landscape Bridge at 2/F

- 4.3.3 To further enhance pedestrian connectivity and integration between the Edged Blue and Edged Red Sites, a Landscape Bridge (**Figure 4.12**) is provided at 2/F (Level +18.35mPD) spanning across the new internal access road and connecting the two parts of the Application Site. The Landscape Bridge will be fully covered and enclosed at the two sides facing Caroline Hill Road to the east and the new internal road to the west. This will serve as a major part of the covered POS and the design is to create a covered landscape area with ample greenery. The Landscape Bridge will extend all the way into the covered POS under Tower 3 in order to provide a well-integrated POS connecting two parts of the Application Site. This Landscape Bridge will also serve as a pedestrian link connecting the western and eastern parts of the Application Site, providing a seamless pedestrian connection with weather-proof protection and reducing pedestrian and vehicular conflict at the new access road below.

### Provision of Additional GIC Facilities – Performing Arts and Cultural Facilities (PACF)

- 4.3.4 As explained in Section 3.4, the Explanatory Statement in the OZP states that the project proponent for the Application Site is encouraged to provide additional GIC facilities such as PACF which are compatible uses under the zoning. PACF with a floor area of 2,000m<sup>2</sup> are therefore proposed at 5/F of Towers 1 and 2. Staircase, escalators and barrier free access will be provided to facilitate visitors to access the facilities on 5/F.
- 4.3.5 In a previous Section 16 application (No. A/H7/181) for this project, which was approved by the TPB on 6 May 2022, the development proposal included an additional 2,000m<sup>2</sup> of PACF on 5/F of Towers 1 and 2 to be operated by a non-profit organisation. Construction works by the Applicant are ongoing on the basis of the design of the approved development proposal including the PACF. The Applicant has also been engaging in discussions with potential NGO operator of the PACF, namely EXCEL

(Extension and Continuing Education for Life) Limited, a registered charitable institution which is fully self-sustained and which is a *non-profit making organisation*. EXCEL is a subsidiary of the Hong Kong Academy for Performing Arts (HKAPA), which is experienced in the operation of community cultural venues.

- 4.3.6 The Applicant will work with the organisation to operate exhibition venues and theatre on a non-profit basis for various types of cultural activities for the public to enjoy, including but not limited to visual arts, music, drama and dance. Floor space will also be provided for interactive workshops between artists and public participants. This can foster cultural development by supporting local artists and community groups, and respond to the deficit of GIC facilities in Wan Chai District.

#### Visual Corridor between the Two OVTs

- 4.3.7 In order to preserve views of the two OVTs at street level, a visual corridor of 6m wide is proposed at the podium between Towers 1 and 2, 3-storeys high. Such corridor shall allow visual connections between the two OVTs and integrate better with the existing site context. The visual corridor will also serve as a POS where street life and activities could take place. It will also act as an internal street to allow a more direct pedestrian access to the District Court to the south. (Appendix F3 of **Annex C** and **Figures 4.13a to 4.13c** refer).

#### Setback at Street and Podium Levels to Enhance Air Ventilation

- 4.3.8 Sufficient setback has been allowed at both the street and podium levels to enhance air ventilation and also allow a higher degree of visual openness. At the street level, setback is provided from the building edge for elevated design on G/F in the western portion of the Application Site abutting Caroline Hill Road (West), to enhance air ventilation and accommodate a drop-off area. In addition, setback is also proposed at grade from north-eastern boundary along the masonry wall at Caroline Hill Road (East). At the podium level, sufficient building setback is provided from north-eastern site boundary above 2/F and from the south-western boundary of Towers 1 & 2 and Tower 3. These setbacks will act as the major wind enhancement features (**Section 5.1** refers). Furthermore, setback is proposed above 2/F from the south-western boundary abutting the District Court site. The extents of the setbacks are shown in **Figures 4.14a to 4.14b**.

#### Raised Tower and Covered Public Open Space at 2/F of Tower 3

- 4.3.9 In order to further enhance air ventilation flow, Tower 3 is proposed to be raised above the podium level at 2/F with the provision of covered POS underneath. The covered POS area will be landscaped with greenery. By raising the tower above the podium level, it will allow passage of air flow underneath, and, thereby, facilitate air ventilation at podium level (**Section 5.2** refers).

#### Integration of GIC Facilities with Public Open Space

- 4.3.10 The GIC facilities required under the OZP, namely the Child Care Centre, the Day Care Centre for the Elderly and the District Health Centre, will be provided at the podium of Tower 3 at G/F to 1/F. It could be easily accessed from the street level at G/F or from the Landscape Bridge. Drop-off, L/UL and parking for these three GIC facilities are provided at B2/F of Tower 3 with direct disabled access to the GIC facilities.
- 4.3.11 There will be minor level changes of the GIC facilities compared to the Approved Scheme. The lowest floor will be slightly raised from +4.10mPD to +5.70mPD to flush with the adjoining street level. This will result in the levels of all three floors being raised by 1.6mPD. The lowest storey is thus renamed as "G/F" with the subsequent floor as "UG/F". The maximum height of Tower 3 at +90mPD will remain unchanged as per the Approved Scheme. This change will improve pedestrian access to the GIC premises and will mean that the staircase between G/F and 1/F in the Approved Scheme can be omitted. This will also help to enhance the barrier-free access and facilitate a more welcoming access

especially for children and the elderly.

- 4.3.12 The 3-storey GIC complex will be well-integrated with the POS and green landscape. POS areas incorporated into G/F, UG/F, and 2/F of Tower 3 will feature landscaping and vertical greening, including green walls adorned with climbers, to create an inviting entrance to the upper ground floor lobby. With additional POS being integrated throughout the area, the visitor experience and social interaction can be enhanced.
- 4.3.13 Compared with the Approved Scheme, a portion of the POS is sunken to be located at +10.20mPD on UG/F of Tower 3, connecting the POS at +5.70mPD on G/F. The levels of POS were at +5.60mPD on G/F, +8.60mPD on UG/F, and +12.30mPD on 1/F under the Approved Scheme. Throughout the previous liaison with relevant departments, it was advised that the design should be updated to allow for more natural daylight into the GIC facilities. Therefore, a strip of POS will be carved out surrounding the GIC facilities to maximise the window frontage (**Figure 4.15d** refers). Sufficient windows and natural daylight will be allowed at both eastern and western sides of the GIC facilities (**Figures 4.15a to 4.15d** refer). Under the Amended Scheme, the middle levels of the POS are now referred as UG/F. Therefore, the design intent remains unchanged compared to the Approved Scheme in that pedestrians will be connected via POS from 2/F to street level (**Figure 4.11** refers).

#### 4.4 AMENDED SCHEME – VEHICULAR / PEDESTRIAN CIRCULATION AND INTERNAL PARKING PROVISION

##### Vehicular Access Arrangement

- 4.4.1 Two vehicular accesses are proposed for the Project, located at the eastern and western portion of the new internal access road. To facilitate better traffic operation, the western vehicular access will mainly serve ingress and egress of private cars and taxis only. The eastern vehicular access will mainly serve light buses, goods vehicles as well as providing for the layby and parking spaces for the Tower 3 GIC facilities. The vehicular ingress and egress routes, as well as the vehicular access arrangements for the Project are shown on **Figures 4.16a and 4.16b**.

##### Internal Vehicular Circulation and Parking Provision

- 4.4.2 Off-street pick-up/drop-off laybys for private cars and taxis will be provided at G/F via the western vehicular access. Four light bus lay-bys will be located at B1 and the laybys can be accessed via the eastern vehicular access. Except for the one loading/unloading bay located at G/F to serve special operational needs, the ancillary loading/unloading area will be provided at B2. The public vehicle park for coaches and goods vehicles, the lay-by, car parking spaces and loading/unloading area for the Tower 3 GIC facilities will be provided at B2/F. The public vehicle park for private cars will be provided at B3/F whilst an ancillary car park will be located at B3 – B5/F.
- 4.4.3 The internal parking provision is summarised in **Table 4.2** above. The Remarks of the Notes of the OZP under the “C(2)” zone stipulate that a public vehicle park of not less than 125 parking spaces should be provided in the Application Site. The Explanatory Statement of the OZP (para 8.1.3) states that an underground public vehicle park with not less than 100 private car parking spaces and 25 commercial vehicle vehicles parking spaces shall be provided. **Table 4.2** demonstrates compliance with these requirements in the OZP.
- 4.4.4 The internal traffic arrangement for private cars including the access to the lay-by for GIC facilities located at B2 as required under the OZP is shown on **Figure 4.17a**. The internal traffic arrangement for light buses, goods vehicles and coaches is shown on **Figure 4.17b**.

### Pedestrian Circulation

- 4.4.5 Multi-level pedestrian links and walkway system accesses are proposed in this Project to enhance pedestrian accessibility. The proposed Landscape Bridge at 2/F acts as an important route providing a seamless weather-proof, barrier-free and grade-separated pedestrian connection between the Edged Blue and Edged Red Sites in the Application Site and to Lee Garden Six. This will create a continuous elevated deck connecting the various commercial and GIC facilities in the Application Site with the future pedestrian walkway system at the Lee Gardens area and then leading on to Causeway MTR Station. This is a great benefit to the public especially for visitors (e.g. children, the elderly and disabled) to the GIC facilities at the Edged Red Site of the Application since it is a safer and more direct pedestrian route than crossing the new internal access road. At-grade pedestrian accesses will be provided at the street levels of Leighton Road, Caroline Hill Road and pedestrian link will be provided at the new internal access road between the Application Site and the District Court site. Vertical pedestrian links by means of ramps, escalators, lifts and stairs will be provided to connect the elevated pedestrian link at podium level with the public and community facilities (i.e. POS, the light bus lay-bys, public vehicle park and GIC facilities in Tower 3), and the main accesses of buildings and pedestrian accesses at street level. The proposed pedestrian connections and circulation routes are indicated in **Figures 4.10 and 4.11**.
- 4.4.6 In addition, as required by Para 8.1.3 of the Explanatory Statement of the OZP, a potential subway connection will be reserved at B3 near the northern corner of the Application Site for a potential future pedestrian subway by the Government. Should the potential subway be realised, passenger's lifts and other vertical circulation will be provided at the entrance of the subway at B3/F - with a suitable internal layout - to bring pedestrians to the upper commercial floors such that there is no cross traffic between vehicles and pedestrians (**Figure 4.11** refers).
- 4.4.7 As aforementioned in **Table 1.1**, to comply with the approval Condition (a) under the approved Section 16 application (No. A/H7/181), the design and provision of vehicular access, car parking and loading/unloading facilities for the proposed development was submitted in the General Building Plans (GBPs) on which Transport Department has been consulted. The latest revision of the GBPs has been approved by Buildings Department on 3 December 2024 (**Annex A-4**).

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## 4.5 AMENDED SCHEME - URBAN DESIGN PROPOSAL

### Urban Design Context

- 4.5.1 Key urban design considerations of the Project include the following:
- Compatibility with the surroundings in terms of the scale, massing, and outlook;
  - Physical and visual connectivity with the surroundings;
  - Respect for and integration with the existing natural and cultural context, in particular the Old and Valuable Tree abutting Leighton Road and the graded heritage walls; and
  - Provision of a visual corridor between the OVTs on Leighton Road and at the future District Court Site.
- 4.5.2 In terms of the urban design context, areas to the north of the Application Site from Hysan Avenue to Hennessy Road are predominantly commercial developments and an internationally-reputed shopping district. The said areas are at all times busy at the street level. Areas to the south of the Application Site are mainly GIC facilities including many of the large-scale recreational grounds of the central urban districts of Hong Kong Island, such as the South China Athletic Association (SCAA), Indian Recreational Club, Hong Kong Cricket Association, and Hong Kong Stadium. They are, except for Hong Kong



Stadium, mostly private clubs and offer a relatively tranquil environment. The areas immediately surrounding the Application Site are a mixture of the above two uses. There are several Grade A commercial offices to its immediate north of the Application Site such as Lee Garden Six and the Lippo Leighton Tower. The Po Leung Kuk complex is at its immediate west and behind it, the high-end residential complex of Leighton Hill. To its immediate east along Leighton Road and Caroline Hill Road East are a continuous row of old tenement buildings (tong lau) whose street-level shops mainly serve the surrounding neighbourhood, and which include small restaurants and cafés. To its immediate south is the future District Court site. Leighton Road and the commercial Project therefore act as an edge that naturally delineates the hustle and bustle of northern Causeway Bay and the tranquil GIC zones around Caroline Hill Road.

- 4.5.3 The Application Site itself contains two features that contribute to the unique character and cultural context of the urban landscape. A large *Ficus elastica* Old and Valuable Tree (OVT) (Registration No. LANDSD(LEASED) WCH/1) abutting Leighton Road has a canopy that spreads some 40 metres over the road although the tree sits on only a 3.5m-wide existing slope. The tree stands on an existing masonry wall. The wall extends along the whole length of the Leighton Road boundary and Caroline Hill Road at the eastern boundary of the Application Site where part of it includes earthenware pipes on it which are a graded historical building. There is another OVT (No. JUD WCH/1) at the south side of the Application Site within the proposed District Court site with part of the tree protection zone (TPZ) falling within the Application Site. This will be duly considered in the interfacing design. Relevant tree submissions such as Tree Preservation and Removal Proposal, detailed arboricultural assessment and method statements according to DEVB TC(W) No. 5/2020 as well as the Tree Protection Plan of the OVT JUD WCH/1 were made accordingly for any construction works or works area within the TPZ of the concerned OVT. Coordination with the District Court site such as design interface, sequence of works, protective measures and monitoring during construction etc. shall be conducted.

#### Urban Design Proposal

- 4.5.4 In terms of compatibility with its urban context, the scale of the commercial Project is compatible with the surrounding areas, with its maximum height set at 135mPD, the same as the commercial development to its north and the future District Court development to its south. A footbridge will be constructed to connect Lee Garden Six across Leighton Road to the podium level at approximately +18.35mPD in the Application Site. The footbridge offers a diversion for pedestrians from the existing busy Leighton Road, for a safer and more comfortable access to the various parts of the Project and completes an important part of the above-ground pedestrian network from Causeway Bay MTR Station to this area. **Figures 4.18a and 4.18b** depict the urban design analysis for the proposed Layout Plan.
- 4.5.5 Under the OZP and the Lease, it is stipulated that a POS of not less than 6,000m<sup>2</sup> shall be provided. The POS will comprise two portions. The first portion is a Banyan Garden and entrance plaza accessible from Leighton Road with its entry at the western side of the OVT, which is close to the existing pedestrian crossing on Leighton Road, outside the south-west corner of the Lippo Leighton Tower for the convenience and safety of pedestrians. A 24 hour-pedestrian walkway with an internal street runs through the Banyan Garden, creating a visual corridor between the two OVTs (LANDSD(LEASED) WCH/1 & JUD WCH/1), and enhancing both the physical and visual connection between them. The second portion is the POS at 2/F and UG/F and the associated POS surrounding the GIC facilities. It serves as the core of the POS, extending from the future footbridge connecting to Lee Garden Six across the Application Site to Tower 3. Details of the disposition and design of the POS are covered in **Section 4.6**. The disposition of the POS is shown in Appendix E under **Annex C**.
- 4.5.6 The OVT and the Grade 3 historic structure (the masonry wall and associated earthenware pipes) which contribute to the unique character to the surroundings are well respected in terms of visual

connectivity through the creation of the Banyan Garden. A tree cluster situated on the masonry wall abutting the corner of Leighton Road and Caroline Hill Road East adds to the unique character to the surroundings. As such, the OVT and the tree cluster situated on masonry walls are to be preserved in-situ as far as practically possible. The detailed tree treatment proposal is further elaborated in **Annex C**.

## 4.6 AMENDED SCHEME - LANDSCAPE PROPOSAL

### Landscape Design and Open Space Provision

- 4.6.1 As aforementioned in **Table 1.1**, to comply with the approval Condition (b) under the approved Section 16 application (No. A/H7/181), the submission of a revised Landscape Master Plan (LMP) for partial compliance with this approval condition has been accepted by the Director of Planning on 12 August 2022 (**Annex A-5**). The 1st amendment submission of the LMP, tallying with the latest GBP submission was submitted to Planning Department on 10 January 2025. Full compliance with this approval condition rests upon the implementation of the approved LMP (which has not yet been achieved) to the satisfaction of the Director of Planning or of the TPB.
- 4.6.2 The Landscape Master Plan for the Amended Scheme is shown in **Figures 4.1b and 4.19a to 4.19b**, as well as Appendix C under **Annex C**. Based on the unique character of the Site identified in the urban design analysis, landscape design should embrace on the one hand, this part of Causeway Bay to the north as having a higher-end commercial and retail character, but on the other hand, it should respect the tranquillity of the neighbourhood to its south. The key distinctive features: that is, the OVTs and the masonry wall, as well as the trees situated on the masonry wall will be integrated into the landscape design alongside the functional and aesthetic requirements of the Application Site. In addition, a variety of landscape elements will be strategically placed throughout the area to create a harmonious blend between the building and its surroundings. Landscaping and vertical greening within the POS areas at G/F, UG/F and 2/F of Tower 3 is designed to provide a green wall with climbers to create a welcoming entrance to the tower lobby. Greenery area is provided at R/F of Tower 3.
- 4.6.3 In the future post-pandemic era, functional open space will be one of the most valuable assets to public. The Landscape Bridge across the internal access road can increase the external site capacity and provide high-quality and safe open space to the public. In total a minimum POS provision of at least 6,000m<sup>2</sup> will be provided as required by the Remarks of the Notes of the OZP under the "C(2)" zone.

### Banyan Garden at G/F

- 4.6.4 The OVT, perched on a masonry wall 2 to 3 meters above road level, is a defining feature of the urban landscape, with its majestic canopy and aerial roots stretching nearly 40 meters along Leighton Road. The proposed Banyan Garden, entrance plaza, and internal street at the G/F level, covering approximately 2,850m<sup>2</sup>, will serve as a vital link for pedestrians, connecting Leighton Road to an interim platform at +8.9mPD and onward to the Landscape Bridge at +18.35mPD.
- 4.6.5 The Banyan Garden is designed to immerse visitors in the presence of this magnificent tree, offering a tranquil retreat from the bustling streets below. By extending the existing 3.5-meter-wide planting area southward to approximately 9 meters, the Amended Scheme provides additional open soil, enhancing conditions for the OVT's future growth.
- 4.6.6 The retained slab acts as an impermeable separation layer between the BRRD-affected soil and new planting areas, mitigating the risk of BRRD spreading to the proposed greenery. The open lawn proposed in the approved scheme will remain, with the adaptation of lightweight planting medium. This medium, placed on top of the retained slab, offers an accessible and functional lawn for public

enjoyment without compromising the tree's health or the soil's bearing capacity. Balustrades are proposed at locations with level differences to comply with BD's requirements, ensuring public safety.

- 4.6.7 While minimizing obstruction to the TPZ and the OVT, the Amended Scheme provides seamless pedestrian access with enhanced a 3-meter-wide circulation between the proposed open lawn area and the building with the potential for temporary community installations and activities in this space.

#### Public Open Space at 2/F and UG/F

- 4.6.8 A total area of approximately 3,150m<sup>2</sup> comprises the remaining portion of the POS at 2/F and UG/F. The POS at 2/F podium is designed to let visitors escape from the hustle and bustle of Causeway Bay and enjoy a moment of tranquillity. At the same time, this is designed to respect the existing natural and cultural context. A number of existing trees on site will be transplanted and brought back to the POS at 2/F and UG/F. This area will provide open lawns for multi-use purposes by groups or individuals. Within the 2/F podium, a small area will be designated for non-POS use, namely the Event Plaza. The public can still access and use the space most of the time, except during special events when temporary barriers will be erected along the perimeter of this area. A unified landscape design will be adopted for the entire open space at 2/F regardless of whether it is a POS or non-POS area. This approach aims to achieve an integrated design and provide high-quality open space for public enjoyment, without any physical barriers. However, clear demarcation lines will be implemented between POS and non-POS area, such as incorporating a different colour of paving / material / border at detailed design stage.

- 4.6.9 The Landscape Bridge (**Figure 4.12**) featuring a transparent cover will allow its primary users - being elderly, young children and patients travelling to Tower 3 GIC facilities, access to carefully design natural elements and biophilic design, which is beneficial to ensure health and welling as recommended by the WHO, accelerating recovery rates, reducing stress and enhancing the mental relaxation of the GIC users and public. Additionally, small-sized trees will be strategically placed throughout the Covered Landscape Bridge. With an internal headroom of approximately 6m and ample sunlight provided by the transparent cover, the environment within the landscape bridge can support the growth of certain small-sized tree species. The specific trees proposed are illustrated in Appendix B of **Annex C**.

- 4.6.10 According to WELL standards, creating space for physical activity is important for encouraging physical movement and fostering a healthy lifestyle and their standards suggest that a minimum space of 1,860m<sup>2</sup> is required for the Project. The Landscape Bridge connected to the covered POS under Tower 3 can contribute to this purpose. Apart from the area, the quality and usability of the POS is crucial. Innovative devices and ideas for smart microclimate control in the covered parts of the Landscape Bridge are to be incorporated to increase its usable period.

- 4.6.11 The POS at G/F Banyan Garden and 2/F podium will be accessible to the public 24-hours a day with barrier-free access. To cater for the heavy pedestrian flows and at the same time provide a natural urban environment, there will be an appropriate balance between hard (paved) and soft (planted) landscape. The Project has incorporated greater than 10% of greenery within primary zone as required in PNAP-APP152 (approximately 2,320m<sup>2</sup>).

#### Tree Preservation and Removal Proposal

- 4.6.12 In the Landscape Master Plan, 19 existing trees - including the OVT (LANDSD(LEASED) WCH/1) situated on and/or abutting the masonry retaining walls - are to be retained at their original locations. Four trees are suitable for transplanting and will be transplanted out of and back to the Project. Among the trees to be transplanted, five trees have unexpectedly failed since the approval of the planning application, due to natural events and causes, including typhoons. Proposed permanent receptor sites

for transplanted trees have been identified at the site entrance at Leighton Road and at the podium (2/F) within the Lot boundary.

- 4.6.13 There are 34 trees assessed as not being feasible for transplanting / relocation, and these are to be felled, with compensation tree planting being provided. These include two *Michelia x alba* trees which are a species protected under the Forests and Countryside Ordinance (T31 and T33). The detailed treatment of all trees and justifications of tree felling is further elaborated in **Annex C** and summarised in **Table 4.4**.

**Table 4.4: Comparison of Summary of Tree Recommendation between Approved and Amended Schemes**

Recommendation	Nos. of Trees under Approved Scheme (No. A/H7/181)	Nos. of Trees under Amended Scheme
Tree to be retained	21	19
Tree to be transplanted	9	4
Tree to be felled	27	34
Total (Existing Trees within Site Boundary)	57	57

#### Compensatory Tree Planting

- 4.6.14 The compensation ratio of felled trees will be not less than 1:1 in terms of quantity, in accordance with LAO PN No. 6/2023.
- 4.6.15 In order to compensate for the loss of trees within the Lot, 34 high quality Heavy Standard trees are to be planted alongside the western sections of Caroline Hill Road, and at the podium level (2/F). The compensatory ratio in terms of number will be at least 1:1 and in terms of diameter at breast height (DBH) will be at least 1:0.13. Besides, in accordance with the Lease, 22 nos. of additional trees shall be planted with the Lot apart from the retaining trees, transplanting trees, as well as compensatory trees. The additional trees are referred to as "new trees". A summary of the compensatory/ new tree planting ratio is presented in **Table 4.5**. A detailed proposal is further presented in **Annex C**.

**Table 4.5: Comparison of Compensatory Planting Ratio between Approved and Amended Schemes**

Compensatory Metrics	Statistic / Ratio under Approved Scheme (No. A/H7/181)	Statistic / Ratio under Amended Scheme
Nos. of felled trees	27	34
Aggregated total DBH of felled trees	17,115mm	19,115mm
Nos. of compensatory trees	27 (Heavy standard DBH: 75mm)	34 (Heavy standard DBH: 75mm)

Compensatory Metrics	Statistic / Ratio under Approved Scheme (No. A/H7/181)	Statistic / Ratio under Amended Scheme
Total aggregated DBH of compensatory trees	2,025mm	2,550mm
Compensatory Planting Ratio (by number)	1:1	1:1
Compensatory Planting Ratio (by DBH)	1:0.12	1:0.13
New Trees (stipulated under Lease)	22	22

4.6.16 In the Approved Scheme, compensatory/ new trees were proposed to be planted alongside the eastern and western sections of Caroline Hill Road (G/F), and at the podium level (2/F). During the detailed design and site coordination stages, it has become clear that it is unavoidable to locate a series of underground utilities and structural works at G/F level. As such, there is insufficient space available for planting new trees. The infrastructure features and technical reasons for this are as follows:

- Terminal manhole which the setting out and invert levels are controlled by the city main;
- Basement smoke vents which are required to be distributed along basement wall below as prescribed under building code; and
- Over 60% (72m out of 120m) of the frontage facing Leighton Road is occupied by OVT LANDSD(LEASED) WCH/1 and the retained masonry wall, and it is therefore unavoidable to arrange most E&M openings and installation at G/F level.

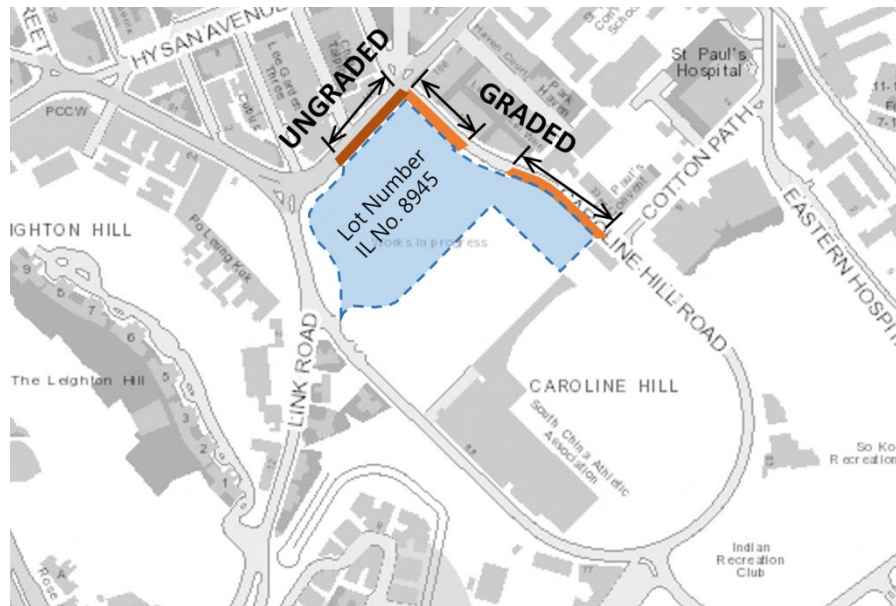
4.6.17 To maintain the number of trees committed to in the approved scheme, some of the new trees (originally at G/F) will therefore be relocated to the open space on the 2/F where major pedestrian flows from the Lee Gardens area through the elevated walkway system is anticipated, so as to ensure public enjoyment of the trees.

#### 4.7 AMENDED SCHEME - TREATMENT OF HERITAGE FEATURES

4.7.1 The masonry walls around the Application Site are one of the features that define the character of the Application Site and contribute to its significance. The walls are also an important part of the streetscape. The Grade 3 historic structure, including the existing graded masonry walls and two earthenware pipes in their entirety will be kept, conserved and preserved as required under the lease in this Project proposal.

4.7.2 In accordance with the Explanatory Statement of the OZP, prior consultation was conducted with AMO and it is confirmed with AMO that there will be no alteration to the masonry walls and earthenware pipes, except for any necessary structural strengthening works required to fulfil relevant statutory requirements.





**Figure 4.20: Plan Showing the Graded and Ungraded Parts of the Masonry Walls Required to be Preserved**

## 5 Technical Assessments

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### 5.1 INTRODUCTION

5.1.1 The following is a summary of technical assessments carried out for the Approved Layout Plan, where necessary with updated to account for the Amended Scheme.

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### 5.2 SUMMARY OF AIR VENTILATION ASSESSMENT

5.2.1 An Air Ventilation Assessment – Initial Study (**Annex D**) was carried out for the Baseline Scheme (i.e. the approved s16 scheme) and this Amended Scheme.

5.2.2 Under this Amended Scheme, several wind enhancement features are provided, including:

- 1) T1 - 15m setback from the building edge for elevated design on G/F with 15m (W) x 8.5m (H);
- 2) T2 - building setback of min. 36m from north-eastern site boundary above 2/F;
- 3) T3 - elevated design on 2/F apart from core area with effective width of approximately min. 16m wide on average measured from north-eastern site boundary and 10m high;
- 4) T1 – building setback of approximately 5m on average from the south-western boundary;
- 5) T2 - building setback of 4m at grade from north-eastern boundary;
- 6) T3 - building setback of 7.5m above 2/F from south-western boundary abutting the district court site; and
- 7) T1 - min. 6m internal street of T1 on G/F.

5.2.3 The results of the assessment demonstrate that the ventilation performance will be similar under the Baseline and the Amended Schemes under both annual and summer wind conditions.

5.2.4 Findings of the Air Ventilation Assessment – Initial Study are contained in **Annex D**.

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### 5.3 GEOTECHNICAL PLANNING REVIEW

5.3.1 A Geotechnical Planning Review was conducted for the proposed Application Site at Inland Lot No.8945 in accordance with “GEO Advice Note for Planning Applications” (GEO, 2007) and was approved under previous planning submission (No. A/H7/181). There is no update further to the approved Geotechnical Planning Review Report, since there is no change in geotechnical view under this planning submission.

5.3.2 The approved Geotechnical Planning Review report (**Annex H**) (under previous planning submission) demonstrated that the proposed Project is geotechnically feasible.

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### 5.4 DRAINAGE IMPACTS

5.4.1 A Drainage Impact Assessment (**Annex E**) was conducted for the proposed Application Site at Inland Lot No.8945.

5.4.2 Since the total surface runoff for the Amended Scheme will be reduced with enlarged landscape area when compared with the existing case, the peak runoff to the existing branch of drainage pipe along Leighton Road should also be reduced and should be beneficial to the existing drainage system. Therefore, it is concluded that there would be no impact to the existing drainage system as a result of

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the Amended Scheme. The Drainage Impact Assessment will be kept updated to be in line with the construction work on site for DSD review.

## 5.5 SEWERAGE IMPACTS

5.5.1 A Sewerage Impact Assessment (**Annex F**) was conducted for the proposed Application Site at Inland Lot No.8945.

5.5.2 For easy reference, a comparison table showing the difference in the development parameters between the Approved Scheme and the Amended Scheme is shown in table below:

Description	Approved Scheme	Amended Scheme	Difference
Site Area	14,802 m <sup>2</sup>	14,802 m <sup>2</sup>	No change
Office GFA	85,000 m <sup>2</sup>	85,300 m <sup>2</sup>	+300 m <sup>2</sup>
Retail GFA	10,000 m <sup>2</sup>	10,000 m <sup>2</sup>	No change
Light Bus Lay-by GFA	2,000 m <sup>2</sup>	1,600 m <sup>2</sup>	-400 m <sup>2</sup>
GIC GFA	3,000 m <sup>2</sup>	3,100 m <sup>2</sup>	+100 m <sup>2</sup>
GIC GFA (Performing Art & Cultural Facilities)	2,000 m <sup>2</sup>	2,000 m <sup>2</sup>	No change

5.5.3 The peak sewage flow from the proposed scheme is slightly increased from 67.58 L/s to 67.74 L/s. The assessment results demonstrated that the existing public sewerage system serving the Application Site has sufficient capacity to carry the estimated sewage from the proposed scheme, and hence, the development will cause no impact to the existing public sewerage system. The Sewerage Impact Assessment will be kept updated to in line with the construction work on site for DSD review.

## 5.6 TRAFFIC IMPACTS

5.6.1 A Traffic Review Report (TRR) (**Annex G**) to assess the potential traffic impact due to the proposed development at the Application Site with a total GFA of 102,000m<sup>2</sup> was submitted and approved by Transport Department in year 2022. The approved TRR concluded that the surrounding road network with implementation of the proposed road scheme at the Green Areas and a new internal access road between the Application Site and the District Court site will be adequate to serve the future traffic demand upon the completions of the Project.

5.6.2 Since the total GFA of the proposed development is the same (i.e. 102,000m<sup>2</sup>) while the proposed adjustment to the parameters of office and GIC facilities is very minor, there will be no apparent increase in the overall traffic induced by the proposed development when compared to the Approved Scheme as assessed in the approved TRR. Therefore, the conclusion as drawn from the previous approved TRR is still valid.

## 5.7 AIR QUALITY IMPACTS

5.7.1 There are no polluting uses such as industrial buildings or trunk roads near the Application Site, and

hence, it is expected that there will be no air quality impact to the site. In addition, the buildings within the site will comply with requirements of the HKPSG.

- 5.7.2 The project team will observe all relevant environmental protection ordinances and requirements and implement pollution control measures to minimise any potential environmental impact/nuisance during construction stage.

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## 5.8 NOISE IMPACTS

- 5.8.1 Although openable windows will be provided at some commercial and government, institution and community areas within the Project in order to meet the requirements under the Buildings Ordinance, during normal operation, centralized heat, ventilation and air conditioning system or split type air conditioning units, and mechanical ventilation will be provided as the primary source of providing ventilation for the spaces. Hence, it is expected there will be no adverse noise impact on the proposed Project.

- 5.8.2 The project team will observe all relevant environmental protection ordinances and requirements and implement noise control measures to minimise any potential environmental impact/nuisance during construction stage.

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## 5.9 CONSERVATION MANAGEMENT PLAN

- 5.9.1 The Conservation Management Plan (CMP) for Grade III Masonry Walls and Earthenware Pipes (**Annex I**) was prepared and submitted to AMO in accordance with Special Condition Clause 3(b) of the Conditions of Sale No. 20379. As aforementioned in **Table 1.1**, this submission of the CMP serves as partial compliance with the approval Condition (c) under the approved Section 16 application (No. A/H7/181) and has been accepted by the AMO on 18 July 2022 (**Annex A-6**). Full compliance with this approval condition rests upon the implementation of the mitigation measures identified in the CMP before commencement of works (which is still ongoing and has not yet been achieved) to the satisfaction of the Commissioner of Heritage or of the TPB. As advised by AMO, the formal confirmation of full compliance will be provided upon completion of the relevant works to the Grade 3 structures.

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## 5.10 WATER SUPPLY IMPACTS

- 5.10.1 To be in line with Government's Fresh Water Cooling Towers Scheme (FWCT Scheme), fresh water cooling towers are proposed to be used in this project which is within the Scheme Designated Area of Causeway Bay (3) (**Annex J**).
- 5.10.2 Regarding the FWCT Scheme for the proposed development, the corresponding calculation of daily water demand (Potable and AC make up water) and residual head for proposed new DN200 freshwater main was conducted to demonstrate that the water supply impact on the fresh water demand is acceptable. It has been concluded that a Water Impact Assessment is not required. Supplementary information was prepared by the consultants and was received by WSD on March 2024 with no further comment from them (**Annex J**).
- 5.10.3 The WWO542 approval for potable water and flushing water supplies on October 2023 included the water demand of the FWCT Scheme with lead-in pipe sizes of dia. 150mm. The fresh water demand for the whole development including the capacity for FWCT was calculated and is considered sufficient.
- 5.10.4 The proposed new DN200 freshwater main will be in a loop system to be connected to the existing DN450 freshwater main at Leighton Road and the existing DN150 freshwater main at Caroline Hill Road East near Lei Kwa Court. The approximate pressure head as advised by WSD will be 80m at the

DN450 freshwater main at Leighton Road and 70m at the DN150 freshwater main at Caroline Hill Road East near Lei Kwa Court. The residual head along the proposed DN200 freshwater main during peak flow condition will have sufficient residual head of more than 20m which fulfils the minimum requirement advised by WSD.



## 6 Planning Justifications

### 6.1 COMPLIANCE WITH DEVELOPMENT PARAMETERS AND OZP REQUIREMENTS

6.1.1 As shown in **Table 6.1** below, the Layout Plan for the Amended Scheme complies in all material respects with the development parameters and planning intention for the “C(2)” zone as stated in the OZP, with due consideration to the unique circumstances of the Application Site.

**Table 6.1: Development Restrictions under “C(2)” Zone of the Approved Wong Nai Chung OZP No. S/H7/21 and the Relevant Sections of this Layout Plan Submission**

Development Restrictions	OZP / Notes Requirements	Explanatory Statement Requirements	Relevant Planning Statement Sections
<b>GFA</b>	100,000m <sup>2</sup> (including the GFA of GIC facilities as required by the Government)	<ul style="list-style-type: none"> <li>No more than 10,000m<sup>2</sup> shall be allocated to retail uses, with due consideration of the traffic capacity in the area</li> </ul>	<b>Table 4.1; Sections 4.2.5</b>
<b>GIC Facilities</b>		<ul style="list-style-type: none"> <li>District Health Centre with Net Operating Floor Area of about 1,000m<sup>2</sup></li> <li>Child Care Centre with a Net Operating Floor Area of about 531m<sup>2</sup></li> <li>Day Care Centre for the Elderly with a Net Operating Floor Area of about 358m<sup>2</sup></li> <li>Project proponent is encouraged to provide more GIC facilities taking into account the current deficit in Wan Chai District</li> <li>Performing arts and cultural facilities are also compatible uses in the “C(2)” site</li> </ul>	<b>Table 4.1; Floor Plans at Annex B</b>
<b>Building Height (BH)</b>	Maximum 135mPD	/	<b>Table 4.1; Section at Annex B</b>
<b>Public Transport Facility</b>	A public transport facility for minibuses shall be provided	A public transport facility for minibuses (underground) shall be provided	<b>Table 4.1; B1 Plan at Annex B</b>
<b>Internal Transport Facilities</b>	A Public Vehicle Park (PVP) of not less than 125 parking spaces shall be provided	A public car park (underground) of not less than 100 private car parking spaces and 25 commercial vehicle parking spaces shall be provided	<b>B1 to B5 Plans at Annex B</b>

Development Restrictions	OZP / Notes Requirements	Explanatory Statement Requirements	Relevant Planning Statement Sections
<b>Public Open Space</b>	Not less than 6,000m <sup>2</sup>	<ul style="list-style-type: none"> <li>▪ Design of the open space should be well integrated with the facilities provided and be user friendly and easily accessible</li> <li>▪ Should be designed as a quality place for the public to interact and enjoy the built environment and its special features, including the Old and Valuable Trees (OVTs) and stone retaining walls</li> <li>▪ 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</li> </ul>	<ul style="list-style-type: none"> <li>▪ Landscape Master Plan at <b>Annex C</b></li> <li>▪ Urban Design Proposal at <b>Section 4.5</b> and figure for urban analysis at <b>Figures 4.19a and 4.19b</b></li> <li>▪ Landscape Proposal at <b>Section 4.6</b></li> </ul>
<b>Urban Design/ Landscape/ Tree Preservation</b>	Submission of Landscape and Urban Design Proposals	<ul style="list-style-type: none"> <li>▪ Landscape submission required under Lease                             <ul style="list-style-type: none"> <li>▪ The OVT (No. LANDSD(LEASED) WCH/1) shall be preserved with sensitive protection method throughout the development process</li> </ul> </li> <li>▪ 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</li> <li>▪ Preservation of stone retaining walls along the northern and eastern peripheries of the site (except the portions being affected by the road improvement works)</li> <li>▪ Podium-free design is encouraged with a view to maximising the opportunities for at-grade greening, tree preservation and enhancement of air ventilation at pedestrian level</li> </ul>	<ul style="list-style-type: none"> <li>▪ Approved CMP at <b>Annex I</b></li> </ul>
<b>Air Ventilation Assessment (AVA)</b>	Submission of AVA	<ul style="list-style-type: none"> <li>▪ According to the findings of AVA 2018, a clear building gap 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. LANDSD(LEASED) WCH/1) shall be</li> </ul>	AVA at <b>Annex D</b>

Development Restrictions	OZP / Notes Requirements	Explanatory Statement Requirements	Relevant Planning Statement Sections
		provided to facilitate better air ventilation in the area.	
<b>Pedestrian Connections</b>	/	The future developer shall reserve an underground connection point within the Application Site for the possible pedestrian subway to MTR Station which is subject to further feasibility study	<b>B3 Plan at Annex B</b>

6.1.2 The proposed Project set out in this application, contains a number of significant planning merits. These and other considerations are described below.

## 6.2 ENHANCED CULTURAL, PUBLIC OPEN SPACE AND APPEAL OF LANDSCAPE TO CREATE VIBRANT URBAN REALM

6.2.1 With more than 100 years of curating the physical and social dimensions of the Lee Gardens Area, the Applicant has been continuously committed to placemaking to connect the development with the surrounding neighbourhoods in Causeway Bay. The proposed development, forming a new large-scale strategic project located within the Lee Garden area, is envisioned to establish a new green landmark in Causeway Bay and create a new benchmark for future urban environment. Adopting a cultural placemaking approach at the provision of POS will play a vital role in attracting more footfall to the proposed development and creating a vibrant urban realm in the neighbourhood.

6.2.2 As required by the Explanatory Statement of the OZP, a minimum of 6,000m<sup>2</sup> of POS will be provided as part of the Project. Also as required by the Explanatory Statement of the OZP, much of this space will be provided on the eastern side of the Application Site. In contrast to the design of the POS in the rezoning application for the site, the POS which is open to public 24 hours a day, in the Layout Plan is an integrated open space network that is not fragmented by the intervening internal road.

6.2.3 As discussed in **Section 4.6**, the POS will comprise two portions. The Banyan Garden, entrance plaza, and internal street at G/F, covering a total area of approximately 2,850m<sup>2</sup>, will be included in the POS (in Appendix E1 and E2 of LMP under **Annex C** refers). This portion will serve as a connection for pedestrians traveling from Leighton Road to the interim platform.

### Enhanced Cultural Placemaking at Banyan Garden at G/F

6.2.4 The Banyan Garden is designed not only to preserve the OVT but also to celebrate its significance as a natural and cultural landmark. By creating an immersive environment around the tree, the project invites the public to interact with and appreciate its beauty, fostering a deeper connection between the community and nature.

6.2.5 The proposed enhancements in the Amended Scheme align with the intent of the Approved Scheme while addressing challenges posed by BRRD and construction impacts. By partially removing the existing concrete slab abutting the OVT, additional open soil areas are created within the TPZ, restoring natural soil conditions and promoting healthier tree growth.

- 6.2.6 At the same time, the alternative design minimizes obstruction within the TPZ by reusing the existing slab as a separation layer to mitigate BRRD spread, ensuring the POS remains a vibrant and accessible space for the community.
- 6.2.7 The installation of balustrades, use of lightweight planting materials, and creation of a functional circulation area demonstrate a commitment to both tree preservation, public enjoyment and safety. These measures ensure the OVT remains a centrepiece of the urban landscape while providing a high-quality, accessible public space for all to enjoy.
- 6.2.8 The alternative design of the Banyan Garden will provide a flexible and multi-functional open space located around the OVT for non-commercial cultural and arts events, such as outdoor performances, installations and light shows for the public to enjoy. To synergize with the PACF on 5/F of Towers 1 and 2, some of the performances and cultural events will be organised by the operator of the PACF to create rich cultural experiences. It will also achieve a synergy effect with the al fresco dining and retail at G/F where the diners and the public can enjoy the unique setting of the Banyan Garden, forming a vibrant open space. It will serve as a landmark, natural heritage resource and an element of the collective memory of the public, enhancing the sense of place and stimulating a sense of identity (**Figure 6.1** refers).

#### Other Provisions of Public Open Space in the Approved Scheme

- 6.2.9 A total area of approximately 3,150m<sup>2</sup> comprises a core portion of the POS at 2/F and UG/F. The open space on 2/F will integrate the Edged Blue and Edged Red sites of the Project and act as a community node to pull in pedestrian flow via the elevated pedestrian walkway. The POS at 2/F podium will be designed with various types of open spaces, including open lawn, multi-functional area and covered POS. Additional landscape elements with multiple smaller paths will be integrated into the open space at 2/F. There will be the provision of flexible and multifunctional open space at 2/F, enhancing the opportunities for chance encounters and will also diversify the use and appeal of the landscape as a whole (**Figure 6.2** refers).
- 6.2.10 The open space at the podium level is proposed outside the building entrances to provide maximum flexibility to users, and also to provide a sheltered area of relief from the urban density in the city. Meandering routes are designed to encourage people to walk through the greenery. Pocket spaces within these areas are proposed to encourage people to enjoy the environment. In particular, the extensive covered POS at 2/F, extending from the Landscape Bridge to Tower 3, will provide a seamless pedestrian connection with weather-proof protection. In addition, increased greenery coverage will help to mitigate the urban heat island effect. This open space area is envisioned to be busy year-round.
- 6.2.11 To enhance the visitor experience and encourage social interaction, additional POS will be integrated throughout the area. For example, POS areas will be incorporated around T3 on the G/F, UG/F, and 2/F. These areas will feature landscape and vertical greening, including green walls with climbers, to create an inviting entrance to the Tower's upper ground floor lobby. These POS locations will provide opportunities for visitors and users to rest, gather, and enjoy the surroundings.
- 6.2.12 The Applicant will follow the requirements of the "Public Open Space in Private Developments Design and Management Guidelines" promulgated by the Development Bureau.

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### 6.3 IN LINE WITH GOVERNMENT POLICY OBJECTIVES IN FOSTERING ARTS, CULTURE AND TOURISM DEVELOPMENT

- 6.3.1 The National 14<sup>th</sup> Five-Year Plan defined a direction and guiding policy as "shaping tourism with cultural activities and promoting culture through tourism" (page 91 – 92) to achieve the integrated

development of culture and tourism. It is also stated in the Chief Executive's 2024 Policy Address to set out the Government's initiatives in promoting Hong Kong's cultural and creative industries as well as the tourism industry (para. 129 – 133).

- 6.3.2 In addition, the Culture, Sports and Tourism Bureau (CSTB) published the "Blueprint for Arts and Culture and Creative Industries Development" on 26 November 2024. This set out a clear vision, principles and strategic directions for the future development of the arts, culture and creative industries to further consolidate Hong Kong's position as an East-meets-West centre for international cultural exchanges. In particular, one of the principles of the Blueprint (page 29) is to promote "market-driven development and integration of culture, sports and tourism" which encourages the private sector to participate and invest in the development of the arts, culture and creative industries. It is stated in the Blueprint (page 31) that:

*"We should build a comprehensive and sustainable ecosystem for the arts, culture and creative industries, develop platforms which are conducive to industry development, and encourage the private sector's participation and support for the development of the sectors."*

- 6.3.3 It is also stated in the Blueprint that limited venue supply has been one of the major constraints that hinder the development of arts and culture sectors on a larger scale.
- 6.3.4 The CSTB also published the "Development Blueprint for Hong Kong's Tourism Industry 2.0" on 30 December 2024 to enhance cultural confidence and revitalise Hong Kong tourism's industry. To instill the concept of "tourism is everywhere" in Hong Kong, in-depth integration of culture and tourism will be promoted by "bringing together traditional elements, pop culture, performing arts, cultural festivals, and innovative experiences" (page 36).
- 6.3.5 The Applicant shares many of the Government's policy objectives and has a strong track record in transforming Lee Gardens area into a vibrant, contemporary environment and destination, with a unique Hong Kong character, making it an attractive destination for leading multinational corporations, international visitors and local residents. The approved development demonstrates the Applicant's continuous commitment to fostering the private sector's support in developing platforms that nurture arts, culture and tourism development in Hong Kong. This approved proposal includes a 2,000 sq.m. PACF. The Applicant has been engaging in discussions with a potential NGO operator of the PACF, namely EXCEL, which is a subsidiary of the Honk Kong Academy of Performing Arts, to operate the facility and provide various types of cultural activities for the public to enjoy.
- 6.3.6 In addition to the PACF, the alternative design of the Banyan Garden at G/F does not only serve as a POS, but it also enables a flexibility that can accommodate multi-functional non-commercial uses, such as outdoor performances, arts and culture events and light shows. To synergize with the PACF on 5/F of Towers 1 and 2, some of the performances and cultural events will be organised by the operator of the PACF to create rich cultural experiences.
- 6.3.7 With the unique setting of the OVT and the graded masonry wall, such performances and events will present the city's rich natural and human heritage to the tourists through innovative and distinctive experiences. The creation of this flexible community space will help to cultivate visitors' and tourists' appreciation of Hong Kong's culture, thereby telling the good stories of Hong Kong. Importantly it will also respond positively to the Government's policies on culture and tourism, outlined above.

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## 6.4 PRESERVATION OF DESIGNATED OVTS AND HERITAGE FEATURES

- 6.4.1 All parts of the graded masonry wall including the earthenware pipes, as well as the OVTS, will be preserved as part of the Project under the Layout Plan. For the masonry walls and earthenware pipes,

as required by the Explanatory Statement of the OZP, prior consultation was conducted with AMO and they note that such features are to be preserved in-situ and that as the proposal does not pose any impact on the Grade 3 historic structure. They will be maintained as an important part of the streetscape as an expression of the history of the Causeway Bay area.

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## 6.5 INTEGRATION OF COMMUNITY FACILITIES

- 6.5.1 The GIC facilities mentioned in the Explanatory Statement of the OZP are located in an integrated location together in G/F to 1/F in Tower 3. With floor space reserved for a District Health Centre, Child Care Centre and Day Care Centre for the Elderly, the proposed Project will alleviate the lack of social welfare facilities in Wan Chai District and fully satisfy the requirements of the OZP. The District Health Centre at the Application Site will fulfill the Government's aspirations of moving forward from treatment-oriented to prevention-focused healthcare, with the Wan Chai DHC at the Application Site acting as the core centre among other satellite centres in the district in the future. The provision of Child Care Centre and Day Care Centre for the Elderly can meet the service demand of centre-based community care services for the elderly in Wan Chai District.
- 6.5.2 As explained in para. 4.3.9, the GIC facilities are well integrated with the POS, opening up to the green landscape and natural daylight, thereby providing a pleasant and comfortable environment for the users of the GIC facilities.

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## 6.6 ENHANCED AIR VENTILATION THROUGH BUILDING DESIGN AND LAYOUT

- 6.6.1 To enhance the wind performance, the Tower 2 setback above 2/F is widened from 23m to min. 36m in Amended Scheme. This setback provides higher wind permeability for incoming wind especially from the podium of the proposed District Court and thereby facilitates leeward side ventilation performance.
- 6.6.2 The building design of the Amended Scheme will bring enhancement to air ventilation. With the incorporation of building separation and set back, compliance with Sustainable Building Design Guidelines under PNAP-APP 152 will be ensured.

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## 6.7 ENHANCED PEDESTRIAN CONNECTIVITY AND WALKABILITY

- 6.7.1 The Amended Scheme will significantly enhance pedestrian connectivity within the district. The 24-hour pedestrian walkway will connect the site from the podium level at 2/F with Lee Garden Six across Leighton Road. The fully covered and enclosed Landscape Bridge over the future internal road, which forms a part of the covered POS, provides a seamless pedestrian connection between the western and eastern parts of the Application Site, spanning the internal road and allowing easy access to the community GIC facilities in Tower 3. The Landscape Bridge spanning the internal road is covered which provides a comfortable walking experience. The public using the GIC facilities and employees at the offices of Tower 3 at the eastern end of the site can reach the centre of Causeway Bay swiftly. The elevated walkway will also facilitate pedestrians to access the Application Site, extending the vibrancy of the well-established cluster of retail facilities in Causeway Bay. Pedestrians who walk to reach the re-provisioned light bus lay-bys at the Application Site will also enjoy the convenience of the walkway system.
- 6.7.2 With its multi-level walkway system, the proposed Project under the Layout Plan can significantly improve the walking experience in the area and promote a functional synergy between commercial heart of Causeway Bay and the Application Site.



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## 6.8 TRAFFIC IMPROVEMENTS THROUGH ROAD IMPROVEMENT WORKS

- 6.8.1 With Leighton Road being a district distributor, the road junctions nearby experience high traffic volumes. During peak periods, traffic queues may tail back to the junction of Leighton Road and Yun Ping Road, resulting in traffic congestion on the wider local road network.
- 6.8.2 With the proposed two-way internal road connecting Caroline Hill Road (West) and Caroline Hill Road (East), access can be facilitated for the different users of the Application Site and concentration of traffic at particular neighbourhood junctions avoided.
- 6.8.3 The Layout Plan offers a set back at Caroline Hill Road (West) and a portion of Leighton Road near its junction with Caroline Hill Road (West) for the gazetted 'Proposed Road Improvement Works at Caroline Hill Road, Link Road, Hoi Ping Road and Leighton Road'. Detailed design of the concerned road improvement works has been submitted and approved by relevant Government departments. The road improvement works, which the Applicant has committed to under the lease, will alleviate the traffic congestion in the area and improve traffic flows.

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## 6.9 NO INSURMOUNTABLE TECHNICAL IMPACTS

- 6.9.1 As demonstrated in **Section 5** and technical assessments at **Annexes D to J**, the current scheme will not create any adverse drainage, sewerage, noise, air quality, water supply, geotechnical, traffic or air ventilation impacts.
- 6.9.2 As such, the Project under the Layout Plan for the Amended Scheme will not result in any insurmountable technical impacts.

## 7 Implementation

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### 7.1 PROGRAMME AND PHASING

- 7.1.1 The target construction completion of the Project under the Layout Plan for the Amended Scheme remains the same as that in the Approved Layout Plan, i.e. Q3 of 2029.
  - 7.1.2 The new internal access road and the associated road improvement works (the gazetted 'Proposed Road Improvement Works at Caroline Hill Road, Link Road, Hoi Ping Road and Leighton Road') will be completed by the Applicant by 30 June 2026.
  - 7.1.3 The required GIC facilities including the Child Care Centre, Day Care Centre for the Elderly and District Health Centre, will also be available for occupation and operation by 30 September 2029 as required under Lease.
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### 7.2 RESPONSIBILITY FOR CONSTRUCTION AND MANAGEMENT

- 7.2.1 As required under Lease, the POS (including the landscape bridge and its relevant structural supports) and public vehicle park will be constructed, operated and maintained at the Applicant's cost.
  - 7.2.2 The proposed internal road will also be constructed and maintained at the Applicant's cost until it is surrendered to the Government as required under the Lease. Requirements under the Transport Planning and Design Manual (TPDM) will be observed and associated details will be submitted to HyD and relevant Government departments for approval.
  - 7.2.3 The Applicant will construct the Child Care Centre, Day Care Centre for the Elderly and District Health Centre in accordance to the Technical Schedule under Lease and other relevant regulations and guidelines.
  - 7.2.4 The Applicant will construct and maintain at their own cost, the proposed Communal Podium Garden.
  - 7.2.5 The light bus lay-bys constructed at the Applicants' cost will be accessible to the public 24 hours a day as required under Lease.
  - 7.2.6 The detailed design of structural features, utilities, drainage, etc. as well as necessary regulatory and Lease submissions will be made in the future at the appropriate point in time.
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## 8 Conclusion

### 8.1 SUMMARY

8.1.1 This Application presents the proposed Amended Scheme Layout Plan for the Commercial Project on Caroline Hill Road, Causeway Bay. As with the Layout Plan previously approved by TPB (the 'Approved Scheme'), this Amended Scheme proposed by the Applicant:

- fulfills the requirements of layout plan submission under Remarks of the Notes of the "C(2)" zone on the approved Wong Nai Chung OZP No. S/H7/21;
- complies with material requirements and development parameters of the approved Wong Nai Chung OZP No. S/H7/21;
- preserves designated features of historical and natural value located on the site;
- results in an enhanced provision and distribution of POS;
- aligns with Government policy objectives in fostering arts, culture and tourism development;
- enhances air ventilation through building design and layout;
- enhances pedestrian connectivity to the surrounding area and walkability in the wider area;
- integrates the required GIC facilities with the commercial Project for the benefit of the public;
- alleviates traffic congestion in the area through incorporation of the gazetted 'Proposed Road Improvement Works at Caroline Hill Road, Link Road, Hoi Ping Road and Leighton Road'; and
- poses no insurmountable adverse impacts in terms of technical aspects.

8.1.2 However, importantly, this Application **provides significant enhancements to the previously Approved Scheme**. Specifically it:

- minimizes disturbance to the root zone / TPZ of the OVT by removing a smaller area of concrete slab than that in the Approved Scheme;
- mitigates the spread of BRRD with the retained impermeable concrete slab, and at the same time, allowing the public to enjoy the POS at the TPZ physically; and
- includes an enhanced cultural placemaking and circulation proposal furthering community cultural and arts enjoyment of the Banyan Garden; (compared to the rezoning and approved schemes).

8.1.3 This Application also:

- ensures that any changes to the lift lobby of Tower 3 will not negatively affect air ventilation on and around the Site;
- ensures that any changes to the demarcation of the POS will not affect the total area of POS provision;
- ensures that any changes to the provision of vegetation / greenery remain in compliance with PNAP APP-152; and
- ensures that other minor changes to the Approved Scheme are not of significance in planning terms and therefore do not require permission from the Planning Board or their delegated authority.

8.1.4 The Applicant therefore respectfully requests the Town Planning Board, exercising its powers under Section 16 of the Town Planning Ordinance (Cap 131), to approve the proposed Layout Plan, with or without condition.