

Previous Planning Applications covering the Application Site

Rejected Applications

Application No.	Location	Proposed Uses/development	Date of Consideration	Main Reasons for Rejection
Z/H21/2	IL 8590RP, IL 8723RP and the Adjoining Government Land, Quarry Bay	Request for Amendments to the Draft Quarry Bay Outline Zoning Plan No. S/H21/17 from "Industrial", "Government, Institution or Community", "Open Space", "Other Specified Uses" annotated "Cargo Handling Area", "Other Specified Uses" annotated "EHC Ventilation Building" and "Road" to "Comprehensive Development Area (1)" ("CDA(1)", "CDA (2)" and "CDA(3)"	3.1.2003	(a) to (d)
A/H21/122	Inland Lots 8590RP & 8723RP and Government Land, Area to the North of Hoi Yu Street, Quarry Bay	Proposed Harbourside Tourism, Entertainment and Commercial Facilities	28.1.2005 (by TPB) 20.5.2005 (review rejected by TPB) 8.9.2008 (dismissed by TPBA)	(e) to (j) (k) to (n)

- (a) Since there was clear planning intention for restructuring the Hoi Yu Street waterfront for leisure and tourism related development, and reserving the area near the Eastern Harbour Crossing portal for public open space development, the "Comprehensive Development Area" zoning was not considered appropriate in such context. Specific zonings that could explicitly reflect such intention were considered more suitable.

- (b) The development intensity and building height of the proposed scheme was considered excessive at such waterfront location. It should be reduced to an appropriate level compatible with the waterfront setting.
- (c) The scale and the need for the proposed marine facilities were considered excessive and not justifiable.
- (d) The request for amendment to the draft Quarry Bay OZP was agreed in-principle to rezone the subject sites from "Industrial", "Government, Institution or Community", "Other Specified Uses" ("OU") annotated "Eastern Harbour Crossing Ventilation Building" and "OU" annotated "Cargo Handling Area" and 'Road' to "Open Space" ("O") and "OU" annotated "Cultural and/or Commercial, Leisure and Tourism Related Uses" subject to building height restrictions of 35mPD and 25mPD respectively. One of the sites should be retained as "O". The Planning Department was requested to submit the proposed amendments to the draft Quarry Bay Outline Zoning Plan No. S/H21/17 to the Committee for agreement prior to gazetting under the Town Planning Ordinance.
- (e) the excessive provision of office use was not in line with the planning intention of "Other Specified Uses (1)" ("OU(1)") and "Other Specified Uses (2)" ("OU(2)") annotated "Cultural and/or Commercial, Leisure and Tourism Related Uses" zones which were primarily to provide land for cultural, leisure and tourism uses.
- (f) The scale and intensity of the proposed development was considered excessive in view of the prominent waterfront location of the site.
- (g) The implementability of the proposed development was in doubt having regard to the high proportion of Government land involved and the conflict with the temporary works area for Harbour Area Treatment Scheme.
- (h) The submission had not demonstrated that spacious environment was provided for the pedestrians;
- (i) There was insufficient information in the submission to demonstrate that the proposed development was acceptable in terms of traffic impact it generated.
- (j) The proposed footbridge did not provide a direct and convenient linkage for the pedestrian connection between the proposed development and the hinterland of Quarry Bay.
- (k) The scale and intensity of the proposed development was considered excessive in view of the prominent waterfront location of the site.
- (l) The submission had not demonstrated that innovative design had been employed to minimize the wall effect of the proposed development along the waterfront.
- (m) The implementability of the proposed development is in doubt having regard to the uncertainty in your acquisition of the high proportion of Government land involved.
- (n) The submission had not demonstrated that spacious environment was provided for the pedestrians.

Development Parameters of Previous Proposals
Covering the part of the Application Site within the “OU(1)” zone

Comparison table of key development parameters

Application No.	Rezoning Application No. Z/H21/2*	Previous Application No. A/H21/122[@]	Current Application No. A/H21/150
Site Area within the subject “OU(1)” zone (m²)	10,193 m ² including 1,970 m ² for waterfront promenade	8,100 m ²	About 8,532 m ² (excluding “OU(Elevated Walkway)”))
Plot Ratio	About 4.6	About 6.05	About 4.4
Total Non-domestic GFA (m²)	47,000 m ² - Hotel: 32,000 m ² (68%) - Retail: 15,000 m ² (32%)	49,017 - Hotel: 19,961 m ² (41%) - Retail: 14,160 m ² (29%) - Office: 14,869 # m ² (30%)	37,155 - Hotel: 17,548 m ² (47%) - Eating Place and Shop and Services: 11,537 m ² (31%) - Office: 8,070 m ² (22%)
Site Coverage	61.2%	N/A (total site coverage for “OU(1)” and “OU(2)” is 94%)	92% (on Ground Floor) 36% (up to 41 mPD)
Maximum Building Height	73.5m / 78mPD	30m / 34mPD	36.5m / 41mPD
No. of Storey	2 to 20 storey	8 to 10 storey including a basement for car parking	10 to 13 storey including 1 storey of podium and 2 levels of basement
Car Parking Spaces	81	176	148
Loading/ Unloading Bay	25	22	24
Lay-by	7	5	13

* the application No. Z/H21/2 was an application to rezone three sites including the applicant's lots and the adjoining areas at Hoi Yu Street and Quarry Bay Park with a site area of 69,237 m².

@ the application No. A/H21/122 was submitted for a mixed tourism, entertainment and commercial development at the "OU(1)" and "OU(2)" sites at Hoi Yu Street with a total area of 11,900m².

the proposed office floor space were changed to entertainment/recreation/sports/cultural use during s.17 review stage.

Press Release from DevB dated 5.7.2018

In-situ land exchange to enable waterfront development at Quarry Bay by private lot owner

The Development Bureau (DEVB) announced today (July 5) that the Government will seek Executive Council (ExCo) approval for an in-situ land exchange for waterfront development in place of the industrial building (IB) under development on two private lots at Hoi Yu Street in Quarry Bay (IL 8590 RP and IL 8723 RP), subject to the development proposal obtaining endorsement by the Town Planning Board (TPB).

A spokesman for the DEVB said, "The community has been expressing the wish that the IB should not proceed at the harbourfront and instead be replaced by a development that is more compatible with the surrounding environment. We are pleased that the lot owner has responded positively with an alternative proposal involving a waterfront leisure, tourism and commercial development providing retail, hotel and office facilities, to be developed on a strip of land straddling a portion of the private lots and extending into adjoining government land at the prominent waterfront location. That strip of land is zoned 'Other Specified Uses' annotated 'Cultural and/or Commercial, Leisure and Tourism Related Uses' on the Quarry Bay Outline Zoning Plan No. S/H21/28, with the stipulation that any proposal for development on it has to be submitted to the TPB for approval.

"Having worked with the lot owner closely to explore the idea in the past few months and in the interest of upholding transparency, the Government considers now is the opportune time to share the latest progress with the public."

The development proposal is subject to planning approval and land administration procedures. To take things forward, the lot owner has engaged consultants to undertake detailed design and technical studies for the proposed development in preparation for a consultation with the Eastern District Council (EDC) and the Harbourfront Commission (HC), as well as the submission to be made to the TPB later this year.

The lot owner's latest proposal comprises several tower blocks, the height of which will take into account the building height requirement for the area, hence representing a significant reduction from the 25 storeys for the original IB. The total gross floor area of the proposed development will be 37 155 square metres (which is comparable to the original permitted gross floor area of 37 161 sq m for the IB) and will be mainly for

retail, hotel, leisure and office uses. Taking advantage of the harbourfront setting, the facilities will help turn the area into a leisure and tourism node. A 10-metre-wide promenade will also be maintained along the Hoi Yu Street waterfront for public enjoyment, and pedestrian access will be provided to enhance the connectivity to and vibrancy of the waterfront. The lot owner's consultants are preparing further details of the development scheme for submission to the EDC sub-committee and the HC in the near future.

Taking into account the gross floor area of the proposed development and the current height restriction of the area, the development will need to take up additional government land in addition to the land owned by the lot owner. This will be effected by an in-situ land exchange subject to payment of full market premium that requires the ExCo's approval following the TPB's endorsement. According to the initial estimate, the lot owner will surrender the two private lots with total area of 2 477 sq m in return for a re-grant of 8 532 sq m of land from the Government.

By way of background, the two private lots are permitted for industrial and/or godown purposes and a set of building plans for an IB development was approved in 2001. It was not until April 2003 that the lots and adjacent government land were rezoned to "Other Specified Uses" annotated "Cultural and/or Commercial, Leisure and Tourism Related Uses" and "Open Space". The proposed IB development on the private lots is not in contravention of any planning and building regulations or lease conditions. Construction of the IB commenced around mid-2017. The DEVB and the lot owner have since been working closely to explore the idea of an alternative proposal that can better address the local aspirations and achieve the planning intent of the "Other Specified Uses" zone.

Ends/Thursday, July 5, 2018

Issued at HKT 17:20

以原址換地方式讓私人土地業權人發展鰂魚涌海濱

發展局今日（七月五日）宣布，政府會待城市規劃委員會（城規會）批准有關發展方案後，徵求行政會議同意與土地業權人在鰂魚涌海裕街進行原址換地作優化海濱發展，以取代其兩個私人地段（IL 8590 RP 及 IL 8723 RP）上發展中的工廈建議。

發展局發言人說：「公眾一直表達不希望於海濱興建工廈，並應以與周遭環境更融合的發展方案取代。我們欣悉土地業權人的正面回應，提出一個海濱消閒、旅遊及商業發展的替代方案。該方案建議於這個重要海濱地帶內一幅長形土地上，提供零售、酒店及辦公室設施，用地涵蓋部分私人地段並延伸至毗連的政府用地。根據《鰂魚涌分區計劃大綱圖編號 S/H21/28》，該用地目前劃為『其他指定用途』註明『文化及／或商業、消閒及與旅遊有關的用途』，並訂明任何在該地帶的發展建議必須獲得城規會的規劃許可。」

「經過過去數月與土地業權人緊密溝通以探討發展方案，並為維持透明度，政府認為目前是適合時間作出公布，讓公眾了解最新進展。」

發展方案需取得規劃許可及通過土地行政程序。土地業權人已聘請顧問展開工作，就擬議發展進行詳細設計和技術評估，以準備向東區區議會和海濱事務委員會進行諮詢，以及於今年稍後時間向城規會提交規劃申請。

土地業權人的最新方案建議發展數幢主要作零售、酒店、消閒及辦公室用途的建築物，高度會考慮到該地段的建築物高度限制，因此較原先工廈的 25 層顯著降低；總樓面面積為 37 155 平方米，與原先工廈獲准許可建築樓面面積 37 161 平方米相若。方案充分利用臨海優勢，將該處發展為消閒及旅遊中心，而海裕街海濱亦會維持有 10 米闊的海濱長廊，供公眾享用，並設有行人通道，增加海濱的暢達度和活力。土地業權人的顧問正準備更詳細的發展計劃，並於稍後提交東區區議會相關委員會和海濱事務委員會。

考慮到擬議方案的建築樓面面積和該用地的高度限制，該發展除需要土地業權人原先擁有的土地外，還需要額外的政府用地。有關安排需於土地業權人取得城規會的規劃許可後，經行政會議通過以原址換地方式進行，土地業權人亦需繳付十足市值土地補價。根據初步估計，土地業權人會把兩個私人地段共 2 477 平方米的土地交予政府，政府同時會把 8 532

平方米的土地批予土地業權人。

就背景資料而言，兩幅私人地段原獲准用作工業及／或倉儲用途。工廈的建築圖則早於二〇〇一年獲批，而該地段及毗鄰的政府用地則於二〇〇三年四月被改劃為「其他指定用途」註明「文化及／或商業、消閒及與旅遊有關的用途」，以及「休憩用地」。原擬議於私人地段內的工廈發展並沒有抵觸任何規劃及建築規定或地契條款。當工廈的建築工程於二〇一七年中開始後，發展局便一直與土地業權人保持緊密溝通，以探討更能回應地區人士訴求和達致「其他指定用途」規劃意向的替代方案。

完

2018年7月5日（星期四）

香港時間 17時 20分

Detailed Comments from Government Departments

(Please also refer to paragraph 9 of the Paper for other comments of these government departments)

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

- (a) the application site covers parts of the I.L. 8590 RP and the I.L. 8723 RP and adjoining Government land, including Government Land Allocation Nos. GLA-THK 1891 allocated to Director of Leisure and Cultural Services (DLCS) for promenade cum pet garden and GLA-THK 261/EHGS/87 to Survey and Mapping Office of his department for a bedrock benchmark;
- (b) in addition, the SPS proposes to build an elevated walkway linking the development with Hoi Tai Street (“the Elevated Walkway”). Despite its alignment as shown on Figure 1.1 of the SPS is indicative subject to detailed study and design (para. 4.1.3 of the SPS refers), it appears that the Elevated Walkway would affect Government Land Allocation Nos. GLA-HK 917 allocated to DLCS for Quarry Bay Park, GLA-HK 1026 and right-of-way of GLA-THK 1079 allocated to Hong Kong Police Force for vehicle pound and GLA-THK 1036 allocated to Director for Food and Environmental Hygiene for Quarry Bay Depot, the Remaining Portion of Mass Transit Railway Lot No. 3 as well as Island East Corridor, Hoi Yu Street and Hoi Tai Street; and
- (c) para. 4.8.1 of the Statement mentioned that the Elevated Walkway is expected to be completed in line with the other part of the development. As the Elevated Walkway proposed under para. 4.1.3 of the SPS is indicative, the applicant is requested to elaborate on the alignment. The applicant is also reminded that they will be liable for the administrative costs and compensation claims incurred or to be incurred by the Government in connection with or in relation to the said gazettal which arise from the proposed private development. Deadline for completion of the Elevated Walkway will have to be stipulated in the land exchange conditions and should normally be completed not later than development completion.

Comments of the Senior Survey Officer/Geodetic, LandsD:

- (a) there is currently a Geodetic Survey Control Station No. 200054 constructed inside the application site and will be adversely affected by the proposed

development. This geodetic survey control station is a very important Bedrock Bench Mark (BRBM) for vertical control framework of Hong Kong. Being installed on bedrock, this bench mark is actually very permanent and extremely stable in position and level. Based on it, the heights above the Hong Kong Principal Datum and depths below the Chart Datum of all objects in the vicinity of Hong Kong Island and around its waters are accurately determined for general surveying, property development, construction engineering, town planning and other relevant purposes;

- (b) please note that this BRBM was originally constructed for providing accurate height reference to the nearby Quarry Bay Tide Gauge Station of the Hong Kong Observatory (HKO). HKO has been using this tide gauge to continuously record changes of sea level of the area of Quarry Bay for decades and over the years HKO has requested CEDD to use this permanent BRBM to regularly monitor the height of the tide gauge station. Hence, this BRBM is a very important installation for the nearby Quarry Bay Tide Gauge Station indeed;
- (c) besides, in close proximity of the proposed development, there is also the Quarry Bay Satellite Positioning Reference Station (HKQT) situating at the rooftop of the Quarry Bay Tide Gauge Station. This reference station forms part of the Hong Kong Satellite Positioning Reference Station Network (SatRef) and is a very important positioning infrastructure providing 7 x 24 data services to support various satellite positioning applications in Hong Kong;
- (d) the preservation of these 2 geodetic survey control stations (i.e. The BRBM and the HKQT) is very critical for various applications in Hong Kong as well as the continual monitoring of the Quarry Bay Tide Gauge Station of HKO;
- (e) in order to maintain the integrity of vertical control network in the vicinity and continuous support to the Quarry Bay Tide Gauge of HKO, the BRBM should relocate to the nearby vacant site for replacement as soon as possible. The BRBM shall be constructed by drilling a 110mm diameter drill hole until it is 5m down below Grade II rock. A 32mm diameter mild steel bar with a stainless steel rod on top shall be placed in the drill hole. The drill hole shall then be backfilled by cement grout up to the rock head level. The stainless steel rod shall be covered by a picket box which is surrounded by a 1.5m x 1.5m concrete platform on ground. In this connection, a reserved site of 2m x 2m

for the replacement of the BRBM is urgently required; and

- (f) the proposed development will unavoidable and significantly block and affect the Global Navigation Satellite Systems (GNSS) signal reception at HKQT. Hence, suitable development restrictions should be imposed to minimize the adverse effect to HKQT, or otherwise HKQT should be relocated to a suitable location with open sky window nearby.

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

- (a) It appears that the proposal has not yet been confirmed and agreed. If the applicant will not maintain the elevated walkway and handover it to HyD for maintenance, the developer is reminded that the proposed footbridge shall be managed by TD and be open to the public 24 hours a day; the proposed footbridge shall cross or span over a public road, railway, river or nullah; the ramps, staircases, escalators or lifts shall be located at, or close to, a public footway maintained by HyD with unimpeded public access; and
- (b) since the proposed footbridge falls outside the boundary of the development with one end connecting to the development and the other end to a public footway (i.e. Hoi Tai Street). It may be maintained by HyD provided that the above-mentioned criteria above and in paragraph 9.1.3(c) of the MPC paper and that the structure is required by the planning brief or under the lease conditions of the development; the building management shall guarantee 24 hours unrestricted access through the development for use by the public to the footbridge and by the staff or the Contractor of HyD to carry out inspections, maintenance and improvements to the footbridge; the access arrangement through the development shall be acceptable to TD; and the footbridge and the development shall physically be separate. There shall be clear ownership and maintenance responsibilities.

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

- (a) as the proposal includes tourism, hotel and a pet garden, the applicant should provide details of the loading/unloading areas, the number of car parking areas and road safety measures in addition to the footbridge;

- (b) also, the proposal should state if there are any cycling facilities in the plan as it will seriously affect the traffic situation and other road users;
- (c) part of the Hoi Yu Street is being used as a staggering point for idling visitor coaches. Once the existing lot is used for other purpose, a new staggering point must be identified. Otherwise, the visitor coaches may over-spilled into other areas in the districts as the number of visitors is expected to be increased consistently; and
- (d) Hoi Yu Street is the only vehicular access to the area. TIA should be conducted in order to assess the impact from the heavy traffic arising from the hotel, visitors, retail shops, etc. to the accessibility of emergency vehicle into the area. Also, the TIA should provide more details, in particular the control measures over kerbside activities.

Comments of the Director of Environmental Protection (DEP):

- (a) office/hotel developments are normally provided with central air conditioning system and the applicant/Authorised Person should be able to select a proper location for fresh-air intake during detailed design stage to avoid exposing future occupants under unacceptable environmental nuisance/impact;
- (b) The construction and operation of the proposed development are subject to control under relevant environmental legislations; and
- (c) For the proposed eating place, the applicant shall observe the requirements related to oily fume and cooking odour emissions from the eating place under Air Pollution Control Ordinance, and take appropriate measures to minimise these emissions from the proposed eating place in order to prevent nuisance to the nearby sensitive receivers. The applicant could refer to EPD's "Pamphlet on Control of Oil Fume and Cooking Odour from Restaurants and Food Business" for details.

Comments of Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

In case the project proponent considers that diversion of these water mains is required, they should study the feasibility of diverting these water mains. If diversion is

considered feasible, the project proponent should submit their proposal for WSD's consideration and approval. The water mains diversion work shall be carried out by the project proponent at their own cost to the satisfaction of WSD. WSD will only carry out the connection works to the existing network and the associated connection cost should be borne by the project proponent. Moreover, a 3 m wide Waterworks Reserve is proposed for the water mains within the subject site.

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

- (a) natural lighting and ventilation for office and hotel should be provided in accordance with regulations 30 and 31 of B(P)R. Promenade is not considered as street as specified under regulation 31(1)(a) of the B(P)R;
- (b) if the PR/SC calculations of the proposed development are based on the assumption that GFA concessions under PNAP APP-151 will be granted (i.e. excluding/disregarding green/amenity features and non-mandatory/non-essential plant rooms and services from GFA and or SC calculations), the pre-requisites in paragraphs 6 of PNAP APP-151 should be complied with;
- (c) 100% GFA concession may be granted for the proposed underground carpark if the relevant criteria under PNAP APP-2 are complied with;
- (d) the granting of hotel concession under B(P)R 23A can only be considered upon formal submission of building plans subject to compliance with the criteria under PNAP APP-40;
- (e) for the development containing hotel buildings, service lane should be provided in accordance with B(P)R 28;
- (f) covered area under projecting/overhanging features should be accountable for GFA calculation, unless the criteria for disregarding them from GFA calculation have been fulfilled as per stipulated in para. 6 and 7 of PNAP APP-19;
- (g) if the proposed elevated walkway would project over public street, subject to the demonstration that the same would enhance public safety/convenience and there is no objection to/support from the relevant government departments as stated in

PNAP APP-38, exemption under section 31(1) of the Building Ordinance (BO) will be favourably considered; and

- (h) the elevated walkway (including its pillars) should not obstruct the exit routes, entrances, run-in/out, etc. of any buildings in the vicinity.

Harbour Planning Principles

Principle 1 Preserving Victoria Harbour

Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.

Principle 2 Stakeholder Engagement

All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbour-front areas through transparent and inclusive consensus building processes.

Principle 3 Sustainable Development

The planning, development and management of Victoria Harbour and its harbor-front areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Principle 4 Integrated Planning

Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is essential to ensure that Victoria Harbour and its harbour-front areas support and enhance the economic, environmental and social aspirations of Hong Kong.

Principle 5 Proactive Harbour Enhancement

The planning, development and management of Victoria Harbour must proactively enhance the Harbour and its harbour-front areas as Hong Kong's symbol of urban design excellence and Hong Kong's brand identity to the international community.

Principle 6 Vibrant Harbour

It is essential to balance the use of the Harbour to provide both a maritime and logistics hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspirations of all sectors of the community.

Principle 7 Accessible Harbour

Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient visual and physical access for pedestrians, preferable at grade, to and along the Harbour as well as the harbour-front areas.

Principle 8 Public Enjoyment

The planning, development and management of Victoria Harbour and its harbour-front areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the Harbour Planning Principles should be minimised.

Endorsed by Harbour-front Enhancement Committee on 27 April 2006

Advisory Clauses

- (a) the approval of the application does not imply that any proposal on building design elements to fulfil the requirements under the Sustainable Building Design Guidelines, and any proposal on bonus plot ratio (PR) and site coverage (SC) and/or gross floor area (GFA) concession/exemption for the proposed development will be approved/granted by the Building Authority. The applicant should approach the Buildings Department direct to obtain the necessary approvals. In addition, if the building design elements and the PR/GFA concession are not approved/granted by the Building Authority and major changes to the current scheme are required, a fresh application to the Town Planning Board (the Board) may be required;
- (b) to note the comments of the District Lands Officer/Hong Kong East, Lands Department (LandsD) regarding the existing facilities at the application site, the proposed elevated walkway and on land exchange application;
- (c) to note the comments of Senior Survey Officer/Geodetic, LandsD regarding the need to relocate the existing Geodetic Survey Control Station at the application site and the need to minimize the impact on the Quarry Bay Satellite Positioning Reference Station in close proximity of the application site;
- (d) to note the comments of the Commissioner for Transport regarding the Traffic Impact Assessment;
- (e) to note the comments of the Chief Highway Engineer/Hong Kong, Highways Department regarding the maintenance of the elevated walkway;
- (f) to note the comments of the Chief Engineer/Construction, Water Supplies Department regarding the need to maintain a 3 m wide waterworks reserve;
- (g) to note the comments of the Chief Building Surveyor/Hong Kong East & Heritage that :
 - (i) natural lighting and ventilation for office and hotel should be provided in accordance with regulations 30 and 31 of B(P)R. Promenade is not considered as street as specified under regulation 31(1)(a) of the B(P)R;

- (ii) if the PR/SC calculations of the proposed development are based on the assumption that GFA concessions under PNAP APP-151 will be granted (i.e. excluding/disregarding green/amenity features and non-mandatory/non-essential plant rooms and services from GFA and or SC calculations), the pre-requisites in paragraphs 6 of PNAP APP-151 should be complied with;
- (iii) 100% GFA concession may be granted for the proposed underground carpark if the relevant criteria under PNAP APP-2 are complied with;
- (iv) the granting of hotel concession under B(P)R 23A can only be considered upon formal submission of building plans subject of compliance with the criteria under PNAP APP-40;
- (v) for the development containing hotel buildings, service lane should be provided in accordance with B(P)R 28;
- (vi) covered area under projecting/overhanging features should be accountable for GFA calculation, unless the criteria for disregarding them from GFA calculation have been fulfilled as per stipulated in para. 6 and 7 of PNAP APP-19;
- (vii) if the proposed elevated walkway would project over public street, subject to the demonstration that the same would enhance public safety/convenience and there is no objection to/support from the relevant government departments as stated in PNAP APP-38, exemption under section 31(1) of the Buildings Ordinance (BO) will be favourably considered; and
- (viii) the elevated walkway (including its pillars) should not obstruct the exit routes, entrances, run-in/out, etc. of any buildings in the vicinity.
- (h) to note the comments of the Director of Leisure and Cultural Services and the Harbour Office, Development Bureau regarding the proposed public open space , waterfront promenade and pet garden; and
- (i) to note the comments of the Director of Electrical and Mechanical Services on the electricity and gas safety and supply aspects.