
Attachment 6
Responses to Public Comments

Section 16 Planning Application for Proposed Minor Relaxation of Gross Floor Area and Building Height Restrictions for Permitted Office Use and Other Permitted Uses in “Commercial (7)” Zone bounded by King’s Road and Taikoo Shing Road, Quarry Bay (Application No. A/H21/160)

	Public Comments	Applicant’s Responses
1.	<p>The Proposed Development is incompatible with the surroundings. The proposed building bulk shall be reduced.</p>	<p>The Proposed Development involves addition of new office floors atop an existing commercial building (1111 King’s Road) in “Commercial (7)” (“C(7)”) zone on the Outline Zoning Plan (OZP). According to the OZP, ‘office’ use is always permitted in “C(7)” zone. Indeed, within the “C(7)” zone, there are already existing commercial uses, such as ‘Shop and Services’, ‘Eating Place’, ‘Place of Entertainment’, etc. within Cityplaza, ‘Hotel’ use within east HONG KONG, etc. Therefore, from land use perspective, the Proposed Development is fully compatible with the surrounding developments.</p> <p>In terms of development parameters, the Proposed Development is compatible with its surrounding context. The Proposed Development seeks for 25,500m² increase in gross floor area (GFA) and 30m increase in building height. Compared with existing OZP restrictions, the increase in GFA and building height is about 20.7% and 22.2% respectively, which is considered minor in nature. The nearest commercial building to 1111 King’s Road, east HONG KONG, has a building height of about 135mPD. One Island East, about 400m away from 1111 King’s Road, has a building height reaching 301mPD. Therefore, the Proposed Development at 165mPD is not incompatible with the surrounding buildings.</p> <p>Furthermore, 1111 King’s Road is covered by a set of General Building Plans (GBP) approved in 2025 with a much higher GFA and building height. Under that GBP, the building height of 1111 King’s Road is 189.95mPD (+54.95m compared with the OZP restriction) and the total GFA of “C(7)” zone is about 163,530m² (+40,401m² compared with the OZP restriction). Under this planning application, the proposed increase in building height (+30m compared with the OZP restriction) and GFA (+25,500m² compared with the OZP restriction) is already a reduction compared with the approved GBP. In terms of percentage, it represents that the Applicant has voluntarily reduced the GFA increase by 37% and the building height increase by 45%, as compared with the approved GBP.</p>

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		<p>In terms of scheme design, a sky garden has been proposed on 30/F of 1111 King's Road with a permeable design. Its design helps to soften building bulk and enhance visual interest. Also, the newly added storeys atop existing 1111 King's Road would adopt a smaller building footprint compared with existing floors. The Proposed Development is therefore appropriate in building bulk.</p> <p>To ascertain the feasibility of the Proposed Development in visual and air ventilation perspectives, a Visual Impact Assessment and Air Ventilation Assessment have been conducted. Urban Design Section of Planning Department has no adverse comments in this regard.</p>
2.	Office vacancy rate is high; there is no keen demand for office supply.	<p>While in general Hong Kong is experiencing increase in office vacancy rate, office occupancy rate at 1111 King's Road and Island East (covering areas including North Point and Quarry Bay) in general is satisfactory. Occupancy rate of 1111 King's Road has increased from 79% in March 2023 to 87% in August 2024. From a broader perspective, Island East shows a higher office occupancy rate compared with other commercial districts in Hong Kong:</p>

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		<p data-bbox="1189 181 1794 209">Table 8.1 Office Vacancy Rate by District (Hong Kong)</p> <table border="1" data-bbox="1189 212 2116 826"> <thead> <tr> <th data-bbox="1196 217 1373 292">District</th> <th data-bbox="1373 217 1480 292">Q4 2022</th> <th data-bbox="1480 217 1588 292">Q1 2023</th> <th data-bbox="1588 217 1695 292">Q2 2023</th> <th data-bbox="1695 217 1803 292">Q3 2023</th> <th data-bbox="1803 217 1910 292">Q4 2023</th> <th data-bbox="1910 217 2018 292">Q1 2024</th> <th data-bbox="2018 217 2114 292">Q2 2024</th> </tr> </thead> <tbody> <tr> <td data-bbox="1196 296 1373 347">Central</td> <td data-bbox="1373 296 1480 347">8.70%</td> <td data-bbox="1480 296 1588 347">9.60%</td> <td data-bbox="1588 296 1695 347">9.60%</td> <td data-bbox="1695 296 1803 347">9.60%</td> <td data-bbox="1803 296 1910 347">10.30%</td> <td data-bbox="1910 296 2018 347">11.5%</td> <td data-bbox="2018 296 2114 347">13.2%</td> </tr> <tr> <td data-bbox="1196 352 1373 456">Wanchai / Causeway Bay</td> <td data-bbox="1373 352 1480 456">10.10%</td> <td data-bbox="1480 352 1588 456">10.50%</td> <td data-bbox="1588 352 1695 456">10.00%</td> <td data-bbox="1695 352 1803 456">9.70%</td> <td data-bbox="1803 352 1910 456">10.60%</td> <td data-bbox="1910 352 2018 456">12.8%</td> <td data-bbox="2018 352 2114 456">11.3%</td> </tr> <tr> <td data-bbox="1196 461 1373 512">Island East</td> <td data-bbox="1373 461 1480 512">11.60%</td> <td data-bbox="1480 461 1588 512">12.20%</td> <td data-bbox="1588 461 1695 512">12.80%</td> <td data-bbox="1695 461 1803 512">13.10%</td> <td data-bbox="1803 461 1910 512">13.40%</td> <td data-bbox="1910 461 2018 512">12.7%</td> <td data-bbox="2018 461 2114 512">13.3%</td> </tr> <tr> <td data-bbox="1196 517 1373 568">Tsim Sha Tsui</td> <td data-bbox="1373 517 1480 568">8.80%</td> <td data-bbox="1480 517 1588 568">8.60%</td> <td data-bbox="1588 517 1695 568">8.20%</td> <td data-bbox="1695 517 1803 568">8.90%</td> <td data-bbox="1803 517 1910 568">9.50%</td> <td data-bbox="1910 517 2018 568">8.8%</td> <td data-bbox="2018 517 2114 568">9.4%</td> </tr> <tr> <td data-bbox="1196 572 1373 624">Mong Kok</td> <td data-bbox="1373 572 1480 624">9.60%</td> <td data-bbox="1480 572 1588 624">8.40%</td> <td data-bbox="1588 572 1695 624">8.40%</td> <td data-bbox="1695 572 1803 624">8.50%</td> <td data-bbox="1803 572 1910 624">4.30%</td> <td data-bbox="1910 572 2018 624">6.0%</td> <td data-bbox="2018 572 2114 624">7.4%</td> </tr> <tr> <td data-bbox="1196 628 1373 679">Kowloon East</td> <td data-bbox="1373 628 1480 679">21.60%</td> <td data-bbox="1480 628 1588 679">21.80%</td> <td data-bbox="1588 628 1695 679">22.20%</td> <td data-bbox="1695 628 1803 679">20.00%</td> <td data-bbox="1803 628 1910 679">21.50%</td> <td data-bbox="1910 628 2018 679">21.2%</td> <td data-bbox="2018 628 2114 679">21.1%</td> </tr> <tr> <td data-bbox="1196 684 1373 735">Kowloon West</td> <td data-bbox="1373 684 1480 735">8.90%</td> <td data-bbox="1480 684 1588 735">8.00%</td> <td data-bbox="1588 684 1695 735">7.90%</td> <td data-bbox="1695 684 1803 735">8.00%</td> <td data-bbox="1803 684 1910 735">33.50%</td> <td data-bbox="1910 684 2018 735">20.3%</td> <td data-bbox="2018 684 2114 735">19.6%</td> </tr> <tr> <td data-bbox="1196 740 1373 791">Island South</td> <td data-bbox="1373 740 1480 791">12.90%</td> <td data-bbox="1480 740 1588 791">19.00%</td> <td data-bbox="1588 740 1695 791">19.10%</td> <td data-bbox="1695 740 1803 791">25.20%</td> <td data-bbox="1803 740 1910 791">20.00%</td> <td data-bbox="1910 740 2018 791">26.4%</td> <td data-bbox="2018 740 2114 791">25.3%</td> </tr> <tr> <td data-bbox="1196 796 1373 821">Overall</td> <td data-bbox="1373 796 1480 821">12.90%</td> <td data-bbox="1480 796 1588 821">13.40%</td> <td data-bbox="1588 796 1695 821">13.50%</td> <td data-bbox="1695 796 1803 821">12.90%</td> <td data-bbox="1803 796 1910 821">14.70%</td> <td data-bbox="1910 796 2018 821">14.5%</td> <td data-bbox="2018 796 2114 821">14.8%</td> </tr> </tbody> </table> <p data-bbox="1189 836 1413 858">Source: Savills Research</p> <p data-bbox="1182 900 2130 1270">It is anticipated that the demand for office supply in Island East is not likely to wane. Based on property market statistics from Rating and Valuation Department regarding Private Offices – Average Rents by Grade and District, there is approximately a 50% rental disparity in Grade A office market between Central and Island East. This significant rental difference has been advantageous for many corporations, allowing them to implement cost-saving measures by choosing more affordable business districts like Island East instead of Central. As an attractive location for cost-sensitive corporations, Island East offers a balance of competitive rental rates and accessibility. Therefore, there is office demand in Quarry Bay.</p> <p data-bbox="1182 1310 2130 1437">Furthermore, planning for office supply should be based on a forward planning approach. Every development involves several procedures in its early stage, such as planning application, lease modification, premium assessment, etc. As development cycle is inherently long-term and</p>	District	Q4 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Central	8.70%	9.60%	9.60%	9.60%	10.30%	11.5%	13.2%	Wanchai / Causeway Bay	10.10%	10.50%	10.00%	9.70%	10.60%	12.8%	11.3%	Island East	11.60%	12.20%	12.80%	13.10%	13.40%	12.7%	13.3%	Tsim Sha Tsui	8.80%	8.60%	8.20%	8.90%	9.50%	8.8%	9.4%	Mong Kok	9.60%	8.40%	8.40%	8.50%	4.30%	6.0%	7.4%	Kowloon East	21.60%	21.80%	22.20%	20.00%	21.50%	21.2%	21.1%	Kowloon West	8.90%	8.00%	7.90%	8.00%	33.50%	20.3%	19.6%	Island South	12.90%	19.00%	19.10%	25.20%	20.00%	26.4%	25.3%	Overall	12.90%	13.40%	13.50%	12.90%	14.70%	14.5%	14.8%
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		<p>market conditions can change significantly during this period, it is inappropriate to rely solely on short-term economic conditions to project future office demand. Indeed, the market downturn experienced by Hong Kong after Covid-19 was a short-term fluctuation of the market in the past few years. According to latest research conducted by surveying consultants, recent forecasts show that Hong Kong's office market is entering a recovery phase. Some positive signs include forecasted rebound in Grade A office rents in Central in 2026; interest rate cuts, tourism growth, etc. Hong Kong's improving financial market outlook is anticipated to create demand for more office space.</p>
3.	<p>The planning gains can be provided without the proposed increase in building height; and the proposed planning gains cannot compensate the nuisances brought by construction works.</p>	<p>The landscape enhancement works on 5/F, provision of pick-up / drop-off layby on 5/F and improvement in connectivity between King's Road and Taikoo Shing Road are not to be provided in the newly proposed office storeys. Yet, the current proposal provides an incentive for the Applicants to review the scope of provision of planning gains at lower levels (e.g. 5/F and 6/F) that are easily accessible by the public. As for the sky garden on 30/F, it would only be possible with the proposed extension works.</p> <p>Potential nuisances during construction stage will be carefully addressed and minimised. Relevant ordinances and regulations will be strictly observed during construction stage. Good site practices will be followed to minimise disturbances.</p>
4.	<p>Regarding the proposed refuge floor-cum-sky garden:</p> <ul style="list-style-type: none"> • Will tenants of Taikoo Shing be prioritised for its usage? • Is reservation required for usage of the facilities? • How to ensure it is opened to public? • Will toilets be opened to public? • The opening hours shall be extended for people to enjoy after work 	<p>To ensure the proposed sky garden will be opened to public, possible mechanism would include the imposition of a relevant approval condition requiring the submission and implementation of a landscape proposal for the sky garden to the satisfaction of Planning Department in detailed design stage. Under lands regime, having obtained planning approval, the Applicants will apply to the Lands Department for a modification of the relevant land document(s) to effect the office extension. If Lands Department deems fit, Lands Department may impose the sky garden requirement by incorporating the relevant conditions in the proposed modification requiring the Applicants to provide and maintain a sky garden at his own cost for the use by the public free of charge during the proposed opening hours.</p>

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		Regarding the operation details of the sky garden, the Applicants will further study the possible uses and facilities to be provided and the opening hours to enhance users' experiences in detailed design stage. Nonetheless, the Applicants commit to open the sky garden for use by the public, no prior reservation is required, with the opening hours proposed to be around 8 a.m. to 8 p.m. daily, with multi-activity area for leisure and recreational uses to be provided, whereas toilets are already provided at the shopping mall downstairs.
5.	The proposed refuge floor-cum-sky garden will create overlooking effect and it violates Joint Practice Note No. 2, which states that "sky gardens shall be for the exclusive use of the owners, tenants and visitors only as indicated on the approved plans and such areas shall not be used for any other purpose or by any other person without the prior consent of the Building Authority".	The refuge floor-cum-sky garden is proposed on 30/F above an existing office tower, and the opening hours are proposed to be around 8 a.m. to 8 p.m.. There will be planters with vegetation proposed along the edges of the sky garden. It is anticipated that there would not be unacceptable overlooking effect. As visitors of 1111 King's Road also include those visiting the retail portion of the development, apart from the owners and tenants, the proposed refuge floor-cum-sky garden will comply with relevant ordinances and regulations.
6.	The proposed pick-up / drop-off area at 5/F will worsen illegal parking.	The design and provision of the proposed pick-up / drop-off area at 5/F has been submitted to the Transport Department for review and agreement. Detailed drawings will be prepared for submission and approval in the detailed design stage. In addition, during the operation stage, staff will also be deployed to manage and patrol the area where necessary.
7.	The pedestrian connection between King's Road and Taikoo Shing Road shall be opened 24 hours.	The current proposed opening hours of the pedestrian connection between King's Road and Taikoo Shing Road follows the operation hours of the shopping mall of Cityplaza, which is anticipated to be sufficient to serve most of the pedestrians. Yet, the Applicants will explore lengthening opening hours of this pedestrian connection in detailed design stage when needs arise.
8.	Regarding the proposed landscape enhancement works on 5/F: <ul style="list-style-type: none"> • Who will manage the area? • Where to show the bus arrival time? • Will it be smoke-free? 	The Applicants will be in charge of the management of the open area on 5/F. As for the location to show bus arrival time as committed in the Planning Statement, it is preliminarily intended that digital signboards will be erected at the seating area or close to the kiosks, as those areas are under cover. The proposed landscape enhancement area is also intended

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		to be smoke-free (where designated area to be demarcated for smoking can be explored where necessary). These details will be decided in subsequent detailed design stage. In any case, the Applicants will ensure comfortable users' experiences in this enhanced area on 5/F.
9.	Comprehensive technical assessments shall be conducted based on accurate data with proposal of mitigation measures.	To ascertain the technical feasibility of the Proposed Development, the Applicants have undertaken comprehensive technical assessments and submitted relevant technical reports to Government departments for review. Submitted reports include Landscape Proposal, Visual Impact Assessment, Traffic Impact Assessment, Air Ventilation Assessment, Sewerage Impact Assessment and Water Supply Impact Assessment. Government departments have no adverse comments from landscape, visual, traffic, air ventilation and water supply perspectives. As for Sewerage Impact Assessment, mitigation measures have been proposed and the report is under review by relevant Government departments.
10.	Adverse visual and air ventilation impacts, glare from building facade, blockage of daylight, noise and air pollution are anticipated.	<p>The Applicants have submitted a Visual Impact Assessment and Air Ventilation Assessment to support the Proposed Development. Urban Design Section of Planning Departments has no adverse comments from visual and air ventilation perspectives.</p> <p>As for glare impact from building façade, as the existing 1111 King's Road is taller than the surrounding residential towers in Taikoo Shing, the additional storeys atop 1111 King's Road should have minimal impacts to the surrounding developments. Nevertheless, the Applicants will participate in Environmental Bureau's "Charter on External Lighting", and the Proposed Development will comply with the best practice guidelines. The use of glass curtain wall system in the Proposed Development will comply with the regulations stipulated on Buildings Department's APP-2 document "Calculation of Gross Floor Area and Non-accountable Gross Floor Area Building (Planning) Regulation 23(3)(a) and (b)".</p> <p>Blockage of daylight is anticipated to be minimal. The current proposal involves addition of new storeys atop existing office building only. The footprint of the newly added storeys will be slightly smaller than that of the existing storeys. And compared with the nearby One Island East, the Proposed Development is of much smaller scale. Adverse impacts on</p>

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		<p>daylight penetration are not anticipated.</p> <p>During construction stage, potential nuisances will be carefully addressed and minimised. Relevant ordinances and regulations will be strictly observed. Good site practices will be followed to minimise disturbances. Noise and air pollution are therefore not anticipated.</p>
11.	The Proposed Development will worsen traffic congestion.	A Traffic Impact Assessment has been submitted, on which the Commissioner for Transport has no adverse comments. Therefore, the Proposed Development will not lead to traffic congestion and is feasible from traffic engineering perspective.
12.	The Proposed Development may adversely affect structural safety of the existing 1111 King's Road, nearby residential developments and MTR station.	The proposed scheme has been reviewed and studied by professional teams to ensure structural safety. Before commencement of construction works, architects and structural engineers will ensure the works to be undertaken pose no danger to any existing structures. Buildings Department will vet General Building Plans before commencement of works to ensure safety as well.