
Attachment 1

Revised Planning Statement

**(updating of the main text and relevant figures only;
without the appendices)**

**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**

Planning Statement

May 2026

**Ilewelyn
davies**

In association with

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Wong Tung & Partners Ltd.

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MVA Hong Kong Ltd.

Meinhardt (Hong Kong) Ltd.

Ramboll Hong Kong Ltd.

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EXECUTIVE SUMMARY

BACKGROUND

The “Commercial (7)” (“C(7)”) zone bounded by King’s Road and Taikoo Shing Road on the Quarry Bay Outline Zoning Plan (OZP) consists of 1111 King’s Road (formerly known as Cityplaza One), Cityplaza and east HONG KONG. This “C(7)” zone is subject to a maximum non-domestic gross floor area (GFA) of 123,129m² and is subject to 2 building height (BH) bands: 1111 King’s Road and east HONG KONG are subject to maximum BH of 135mPD; while Cityplaza in between 1111 King’s Road and east HONG KONG is subject to maximum BH of 45mPD. In this planning application, to support office extension of 1111 King’s Road, extra GFA and BH is required for 1111 King’s Road. Therefore, two items that require planning permission from the Town Planning Board (the Board) are involved:

- Minor relaxation of the GFA restriction of “C(7)” zone from 123,129m² to 148,629m² (+25,500m² / 20.7%)
- Minor relaxation of the BH restriction of 1111 King’s Road from 135mPD to 165mPD (+30m / 22.2%)

The increase in GFA and BH is for 1111 King’s Road office extension (phase II works), other buildings in the “C(7)” zone will not be affected.

PURPOSE OF SUBMISSION

This planning application is submitted to seek permission from the Board for minor relaxation of GFA and BH restrictions for permitted office use and other permitted uses (hereafter referred to as the “Proposed Development”) in the “C(7)” Zone bounded by King’s Road and Taikoo Shing Road on the Approved Quarry Bay OZP No. S/H21/28 (hereafter referred to as the “Application Site”) under Section 16 of the Town Planning Ordinance (CAP. 131).

INDICATIVE DEVELOPMENT PROPOSAL

The Proposed Development will bring about 13 new storeys to 1111 King’s Road, in which 10 storeys are for office use, 2 storeys are for mechanical and electrical facilities, and 1 for refuge floor-cum-sky garden.

30/F of the Proposed Development will be a refuge floor-cum-sky garden to serve as a multi-activity area. Office workers and the public can enjoy active and passive activities here, including yoga and jogging. There is an existing open area on 5/F outside the main entrance to 1111 King’s Road abutting King’s Road. A barrier-free pick-up / drop-off area

is proposed to provide an alternative access point to 1111 King’s Road. To further enhance vibrancy of this open area and to provide comfort for people waiting for bus along King’s Road, several enhancement works are proposed, such as creating a semi-outdoor / indoor area in the current office lobby area, providing seatings and landscaping in the open area, etc. Also, pedestrian connectivity between King’s Road and Taikoo Shing Road will be improved, by provision of a more direct route from King’s Road on 5/F to the shuttle lifts on 6/F.

PLANNING JUSTIFICATIONS

Major justifications in support of this planning application are listed as follows:

- The relaxation of GFA and BH restrictions is minor in nature;
- The Proposed Development conforms to the planning intention;
- The Proposed Development is compatible with the surrounding context;
- The Proposed Development reinforces Quarry Bay as a secondary commercial / office centre;
- Multiple planning gains are proposed; and
- Technical feasibility is confirmed.

In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider the application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異，應以英文原文為準。)

背景

鯽魚涌分區計劃大綱圖上被英皇道及太古城道包圍的「商業(7)」地帶包含英皇道 1111 號(前稱太古城中心 1 期)、太古城中心及香港東隅。此「商業(7)」地帶的最大非住用總樓面面積為 123,129 平方米，並且有兩個建築物高度限制：英皇道 1111 號及香港東隅的高度限制為主水平基準以上 135 米，而位於英皇道 1111 號及香港東隅之間的太古城中心的高度限制為主水平基準以上 45 米。為了英皇道 1111 號辦公室擴建，此規劃申請為英皇道 1111 號爭取更多的總樓面面積及建築物高度。因此，此規劃申請牽涉兩項需要城市規劃委員會(下稱「城規會」)給予規劃許可的事項：

- 略為放寬「商業(7)」地帶的總樓面面積限制，由 123,129 平方米放寬至 148,629 平方米(+25,500 平方米 / 20.7%)
- 略為放寬英皇道 1111 號的建築物高度限制，由主水平基準以上 135 米放寬至主水平基準以上 165 米(+30 米 / 22.2%)

總樓面面積和建築物高度的增幅是用作英皇道 1111 號辦公室擴建(二期工程)，太古城中心及香港東隅不會有任何改動。

申請目的

申請人根據城市規劃條例(第 131 章)第 16 條向城規會遞交規劃申請(下稱「本申請」)，擬議於鯽魚涌分區計劃大綱核准圖編號 S/H21/28 上被英皇道和太古城道包圍的「商業(7)」地帶(下稱「申請地盤」)略為放寬總樓面面積和建築物高度限制作經常准許的辦公室用途及其他經常准許的用途(下稱「擬議發展」)。

擬議發展計劃

擬議發展將為英皇道 1111 號帶來 13 層新樓層，當中 10 層作辦公室用途，2 層預留給機電設施，1 層作隔火層兼空中花園。

擬議發展的 30 樓為隔火層兼空中花園，該處會成為多功能場地。辦公室員工和公眾可以在此進行動態和靜態活動，例如瑜伽和緩跑。現時英皇道 1111 號位於 5 樓的英皇道入口外有一個露天場地。申請人擬議在此設一個無障礙上落客區，以提升英皇道 1111 號的可達性。為令此露天場地更有活力，並為沿英皇道等候巴士的市民提供舒適的環境，申請人提出幾項改善工程，包括在現時的辦公室大堂打造一個半戶外半室內的空間、在露天場地提供枱檯及園景設計等等。此外，申請人會提供一條暢通易達的通道，以更好連接 5 樓英皇道入口及 6 樓的電梯，從而改善英皇道和太古城道之間的連接。

規劃理據

主要的規劃理據如下：

- 放寬總樓面面積和建築物高度限制的幅度不大；
- 擬議發展與規劃意向相符；
- 擬議發展與周圍環境互相協調；
- 擬議發展能鞏固鰂魚涌作為次要商業 / 辦公室中心的地位；
- 申請人提出了規劃增益；及
- 技術層面上可行。

基於以上發展理據及規劃增益，現懇請城規會接納是次規劃申請。

1 INTRODUCTION

1.1 Background

1.1.1 The “Commercial (7)” (“C(7)”) zone bounded by King’s Road and Taikoo Shing Road on the Quarry Bay Outline Zoning Plan (OZP) consists of 1111 King’s Road (formerly known as Cityplaza One), Cityplaza and east HONG KONG, with a total area of about 13,581m² (**Figure 1.1** refers). This “C(7)” zone is subject to a maximum non-domestic gross floor area (GFA) of 123,129m². This “C(7)” zone is subject to 2 building height (BH) bands: 1111 King’s Road and east HONG KONG are subject to maximum BH of 135mPD; while Cityplaza in between 1111 King’s Road and east HONG KONG is subject to maximum BH of 45mPD.

1.1.2 In this planning application, to support office extension (phase II works) of 1111 King’s Road, extra GFA and BH is required for 1111 King’s Road. Therefore, two items that require planning permission from the Town Planning Board (the Board) are involved (see **Figure 1.2**):

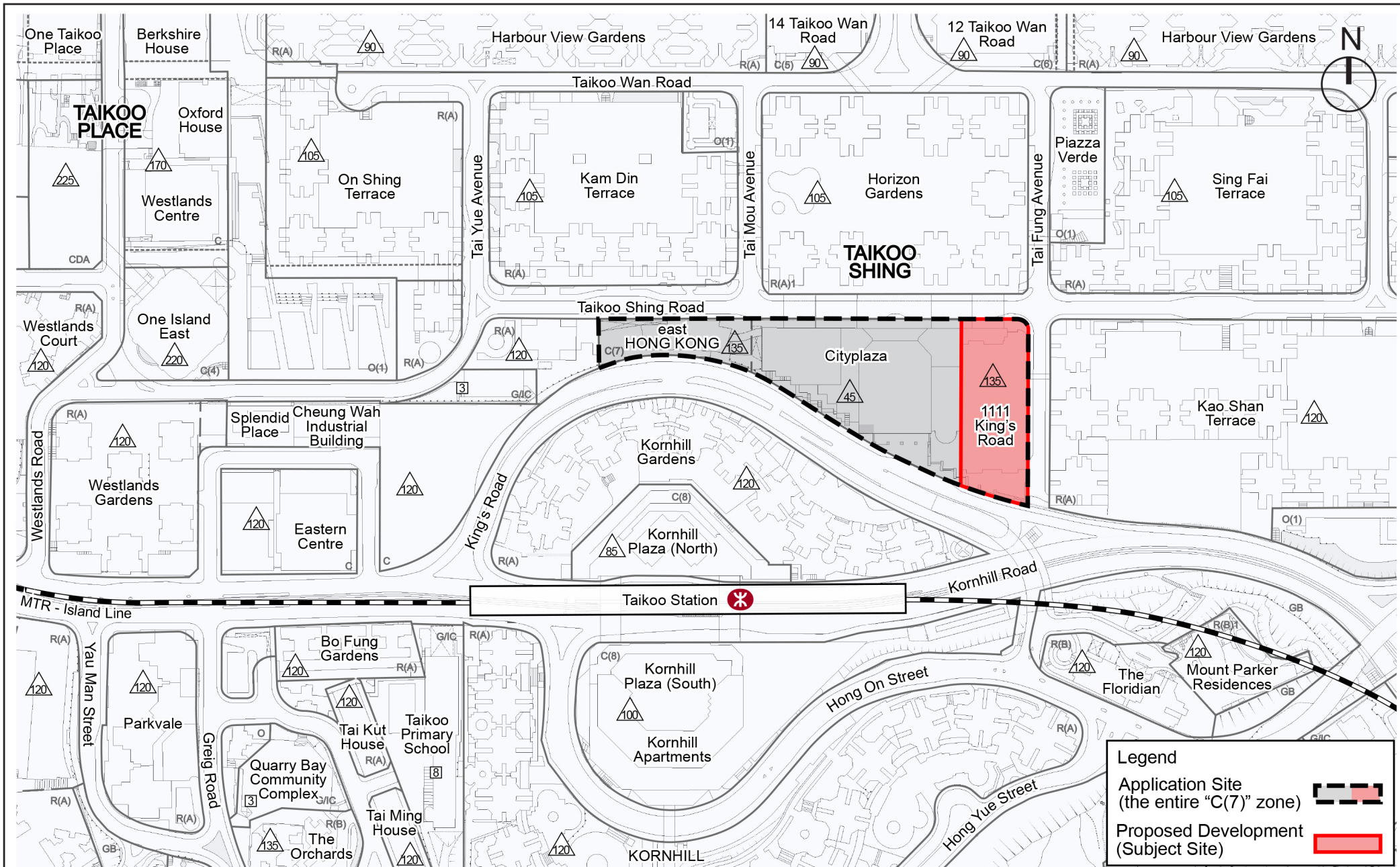
- Minor relaxation of the “C(7)” zone GFA restriction from 123,129m² to 148,629m² (+25,500m² / 20.7%)
- Minor relaxation of the BH restriction of 1111 King’s Road from 135mPD to 165mPD (+30m / 22.2%)

1.1.3 It should be noted that no changes to Cityplaza and east HONG KONG in the “C(7)” zone will be made. Existing uses in the “C(7)” zone, which are always permitted, include ‘Office’, ‘Hotel’, ‘Eating Place’, ‘Shop and Services’ and ‘Place of Entertainment’, etc. These always permitted uses are also covered by this planning application, **but the increase in GFA and BH is for office extension of 1111 King’s Road (Subject Site) only.**


1.1.4 In 2008, a set of General Building Plans (GBP) was approved by the Buildings Department (BD). The proposed BH of 1111 King’s Road was up to **189.95mPD** in that approved GBP, with total GFA of the “C(7)” zone reaching 164,042.113m².


1.2 Purpose of Submission

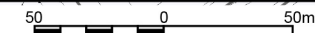
1.2.1 This planning application is submitted to seek permission from the Board for minor relaxation of GFA and BH restrictions for permitted office use and other permitted uses (hereafter referred to as the “Proposed Development”) in the “C(7)” Zone



Legend

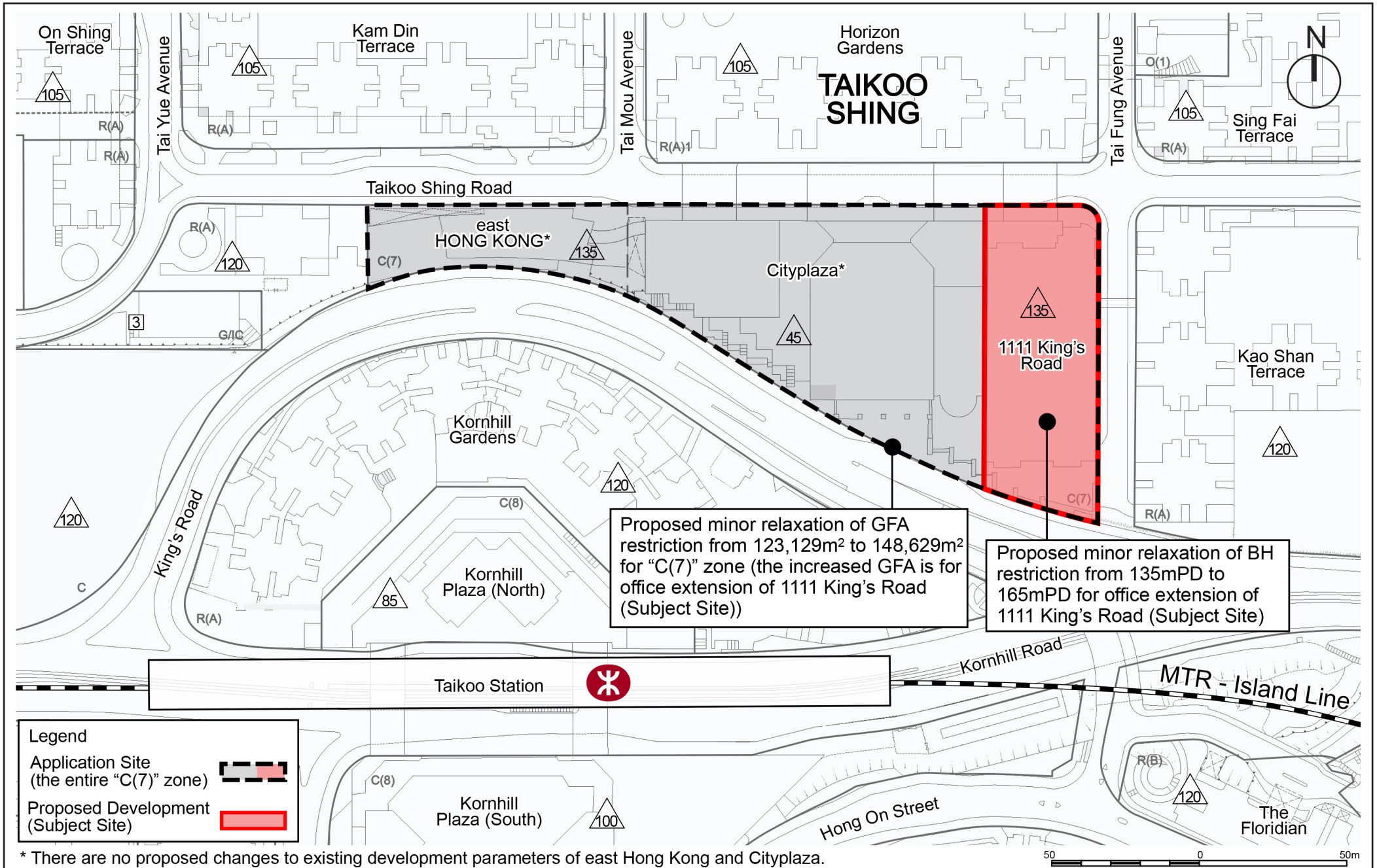
Application Site
(the entire "C(7)" zone) 

Proposed Development
(Subject Site) 



Title **Extract of the Approved Quarry Bay Outline Zoning Plan No. S/H21/28**

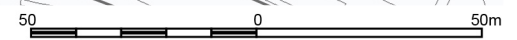
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Legend

- Application Site (the entire "C(7)" zone)
- Proposed Development (Subject Site)

* There are no proposed changes to existing development parameters of east Hong Kong and Cityplaza.



bounded by King’s Road and Taikoo Shing Road on the Approved Quarry Bay OZP No. S/H21/28 (hereafter referred to as the “Application Site”) (**Figure 1.1** refers) under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

1.2.2 Planning approval on two items to support office extension of 1111 King’s Road are required (see **Figure 1.2**):

- Minor relaxation of the “C(7)” zone GFA restriction from 123,129m² to 148,629m² (+25,500m² / 20.7%)
- Minor relaxation of the BH restriction of 1111 King’s Road from 135mPD to 165mPD (+30m / 22.2%)

The proposed GFA and BH in this planning application are far below than that approved in 2008. The extent of relaxation is minor in nature.

1.2.3 It should be highlighted that although the Application Site will be the whole “C(7)” zone on the OZP covering 1111 King’s Road, Cityplaza and east HONG KONG, **the addition of GFA and BH is to 1111 King’s Road (the Subject Site for Proposed Development) only**. The existing development parameters of Cityplaza and east HONG KONG in “C(7)” zone will remain unchanged.

1.3 Report Structure

1.3.1 This Planning Statement includes the following sections:

- Section 2: describes the Application Site particulars, including its surrounding context and planning background;
- Section 3: showcases the indicative development proposal with associated planning and design merits;
- Section 4: summarizes the key findings in the Visual Impact Assessment (VIA);
- Section 5: summarizes the key findings in the Traffic Impact Assessment (TIA);
- Section 6: summarizes the key findings in the Air Ventilation Assessment (AVA);
- Section 7: summarizes the key findings in the Sewerage Impact Assessment (SIA) and Water Supply Impact Assessment (WSIA);
- Section 8: presents the planning justifications for the Proposed Development; and
- Section 9: concludes the Planning Statement.

1.3.2 Detailed technical assessments are attached in **Appendices A to F**.

- Appendix A : Landscape Proposal
- Appendix B: Visual Impact Assessment
- Appendix C: Traffic Impact Assessment
- Appendix D: Air Ventilation Assessment
- Appendix E: Sewerage Impact Assessment
- Appendix F: Water Supply Impact Assessment

2 SITE PARTICULARS

2.1 Site and Surrounding Context

2.1.1 The Application Site, covering an area of about 13,581m², comprises 1111 King’s Road (the Subject Site), part of Cityplaza and east HONG KONG (**Figure 2.1** refers). 1111 King’s Road, which is the subject matter of proposed increase in GFA and BH, is currently 106.35mPD tall (at main roof) (i.e. lower than the OZP BH restriction), made up of 28 storeys excluding 1 level of basement. The existing GFA of 1111 King’s Road alone is 78,068.629m²; while that of the entire “C(7)” zone is 123,129m², which tallies with the GFA restriction on OZP.

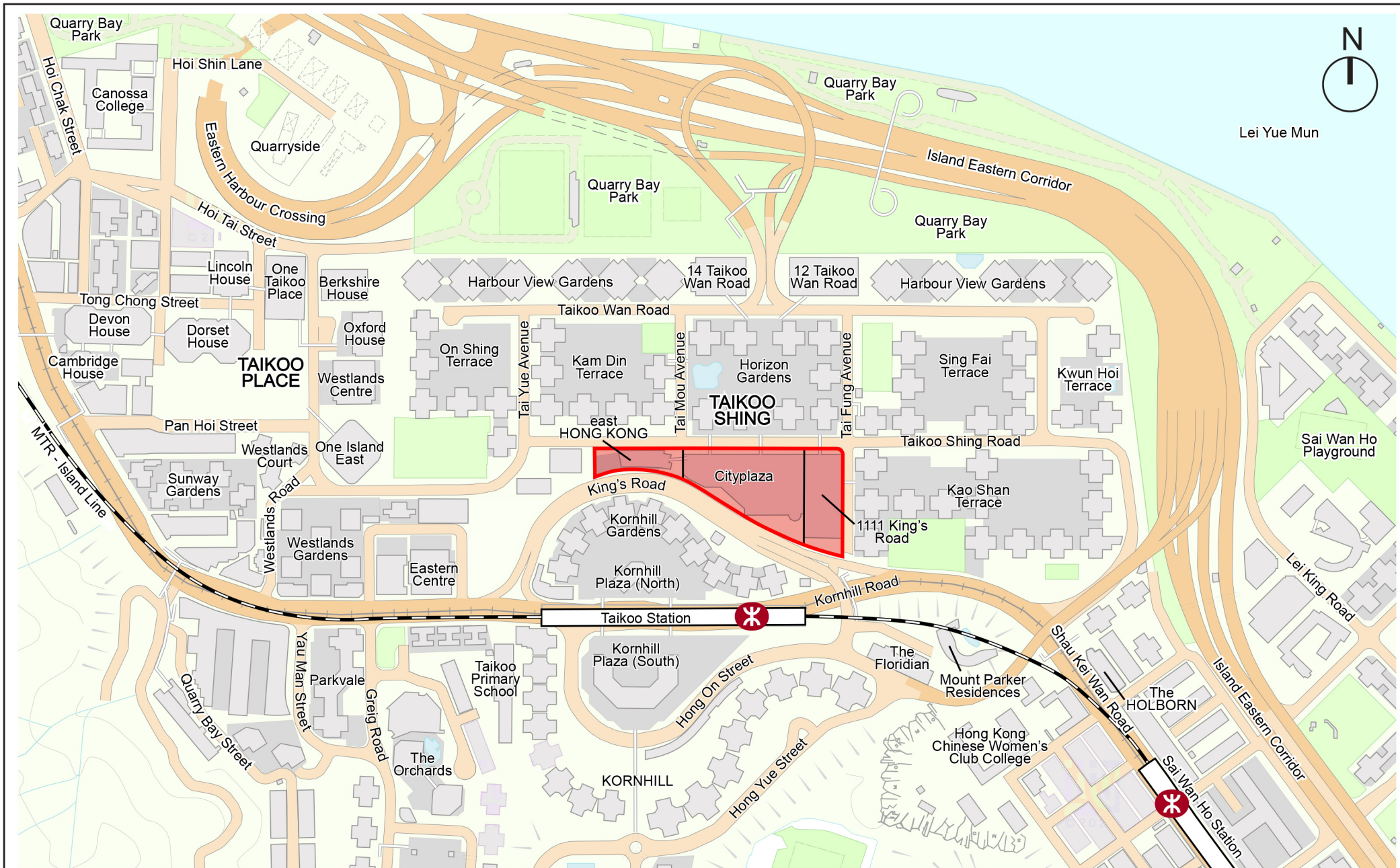
2.1.2 1111 King’s Road abuts King’s Road to its south and Taikoo Shing Road to its north. To its immediate east is Tai Fung Avenue; while to its immediate west is Cityplaza. 1111 King’s Road is well connected to other parts of Cityplaza, owned by Swire Properties, by an elevated walkway.

2.1.3 The Application Site is located in a high-density, developed urban context (**Figure 2.2** refers). It is at the heart of the comprehensive residential-cum-commercial development of Taikoo Shing. Existing office and residential clusters are found in the vicinity of the Application Site. The residential blocks of Taikoo Shing surround the Application Site. Kornhill Gardens, Kornhill Plaza and KORNHILL are to its south. To further west to the Application Site is Taikoo Place, a hub of Grade A office buildings. The majority of Cityplaza is to the immediate north of the Application Site. Office blocks 14 Taikoo Wan Road (formerly known as Cityplaza Three) and 12 Taikoo Wan Road (formerly known as Cityplaza Four) are to further north of the Application Site.

2.1.4 Therefore, the Application Site lies at the heart of a well-established commercial and residential centre.

2.2 Planning Context

2.2.1 The Application Site falls within the Approved Quarry Bay OZP No. S/H21/28. According to the Notes of the OZP, the Application Site is subject to a maximum non-domestic GFA of 123,129m², which reflects the as-built total GFA. According to the OZP, the Application Site is subject to 2 BH restrictions. 1111 King’s Road and east HONG KONG are subject to maximum BH of 135mPD; while Cityplaza in



Application Site (the entire "C(7)" zone)

50 0 100m

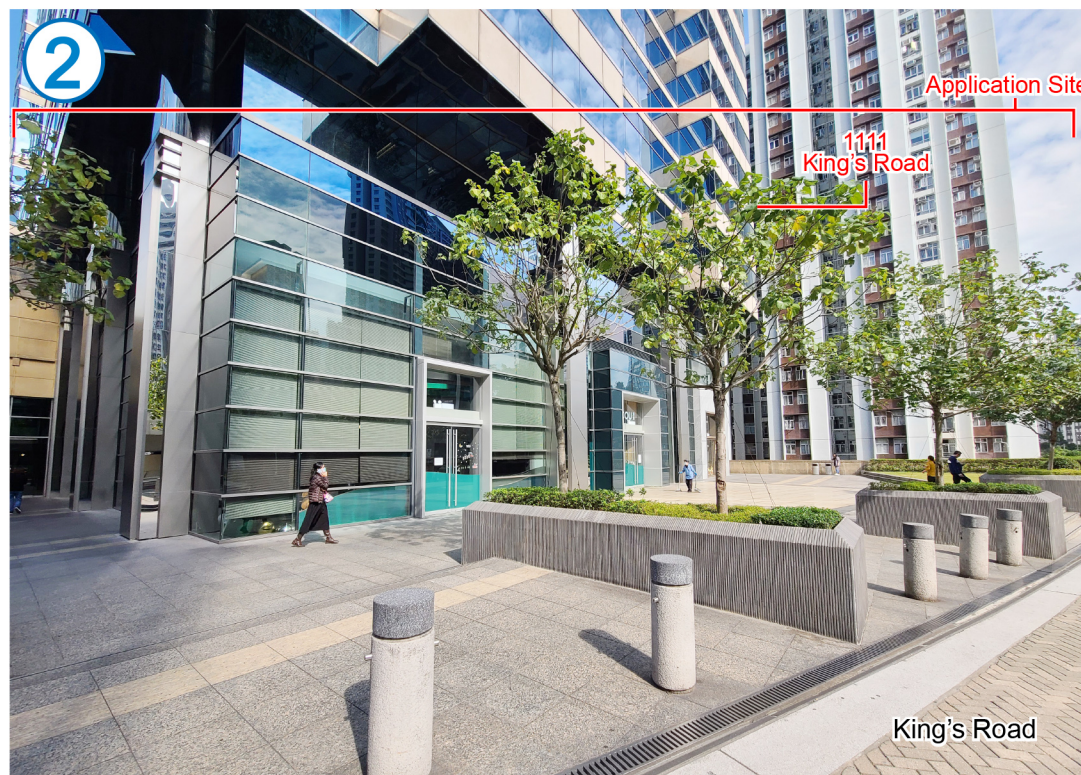


Title
Location Plan

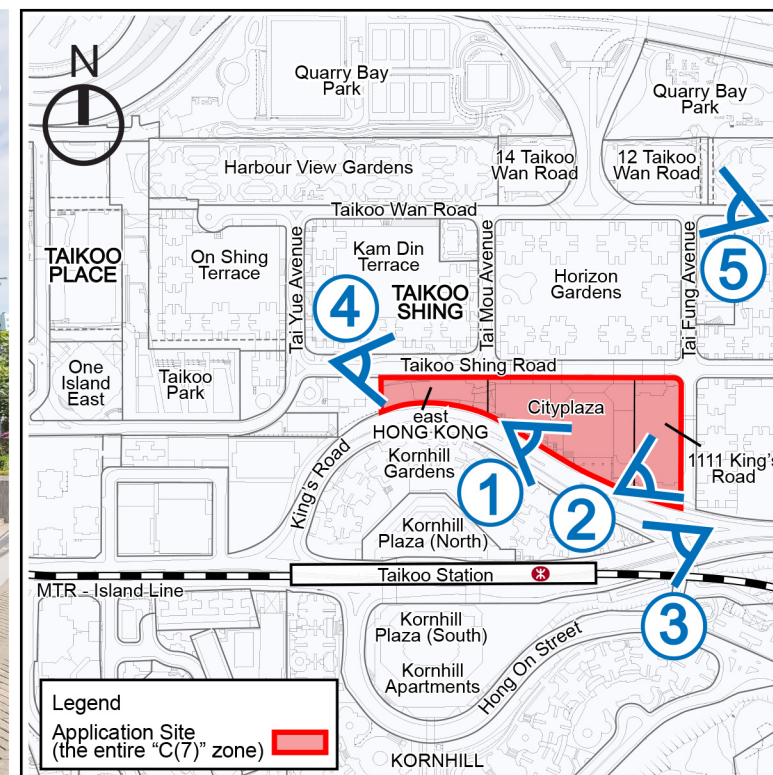
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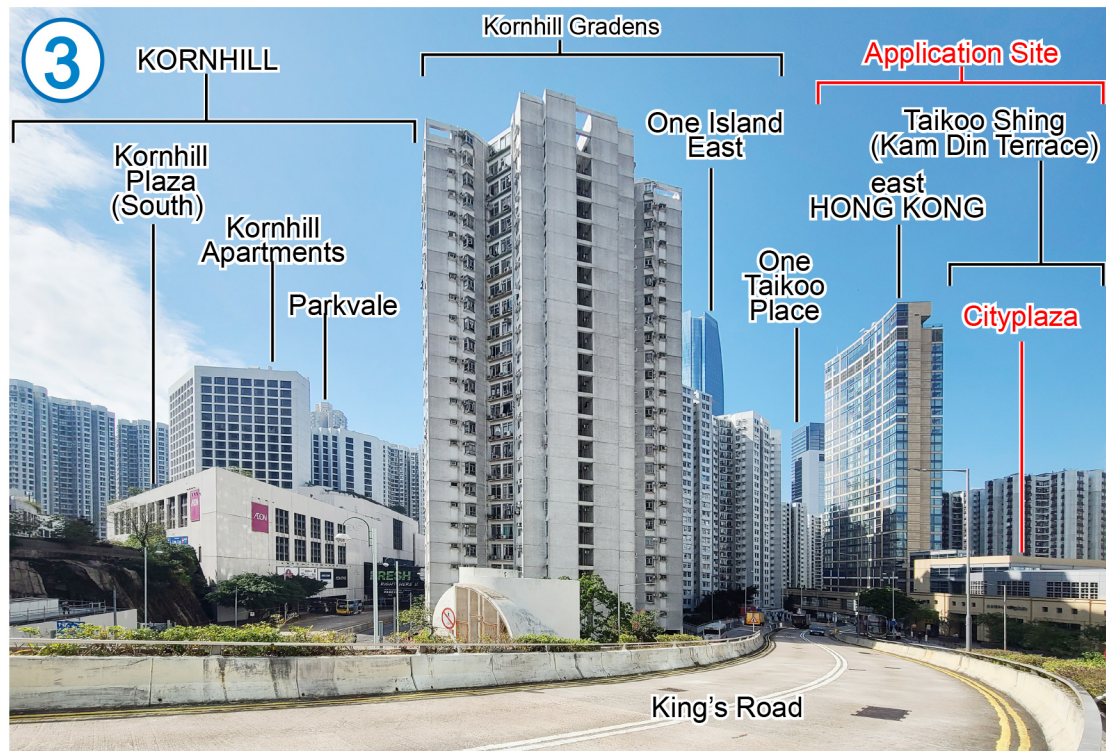
Application Site and the Surrounding Residential Developments viewed from King's Road



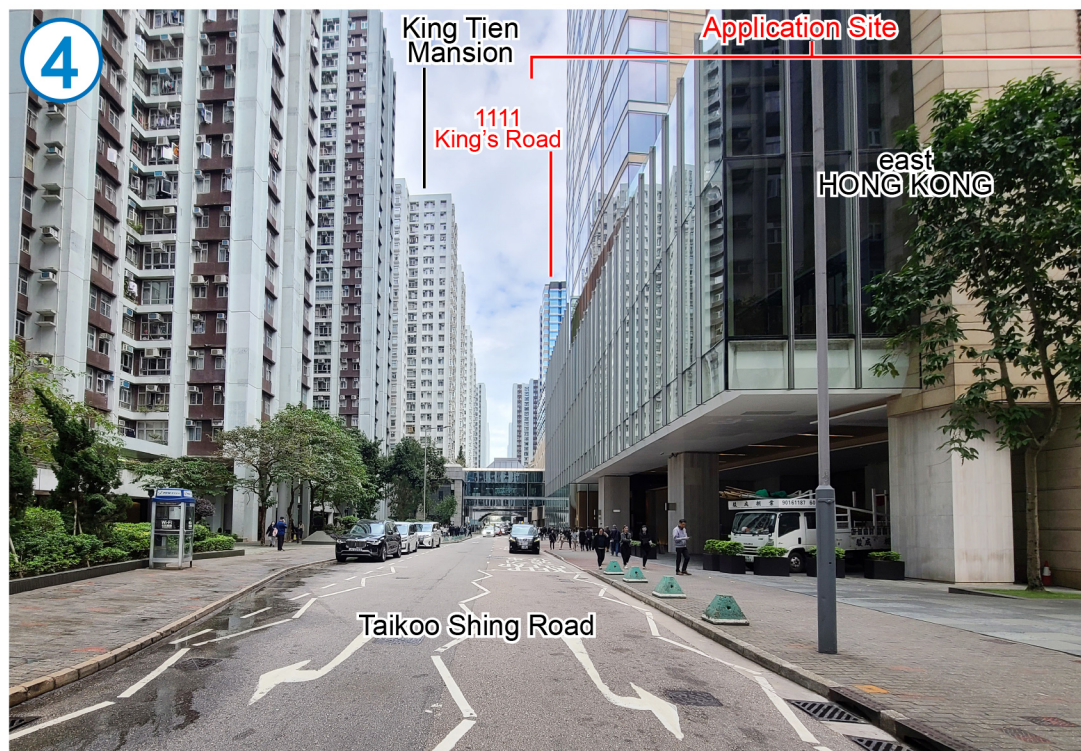
The Main Entrance of 1111 King's Road from King's Road



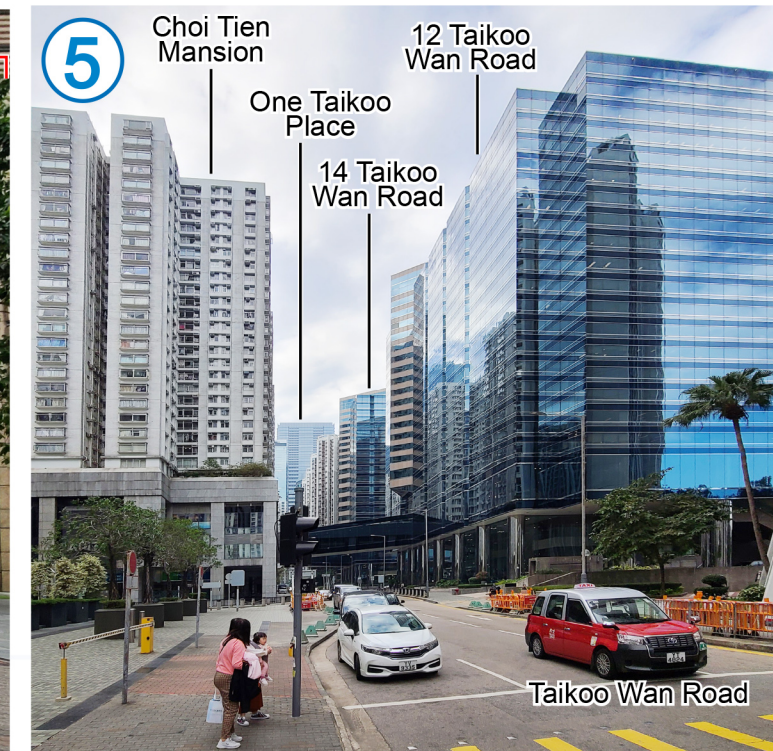
KEY PLAN



Application Site and Surrounding Developments viewed from King's Road



Application Site and Surrounding Developments viewed from Taikoo Shing Road



12 Taikoo Wan Road and 14 Taikoo Wan Road viewed from Taikoo Wan Road

the “C(7)” zone is subject to BH restriction of 45mPD.

2.2.2 As stipulated on the Notes of the OZP, based on individual merits of a development or redevelopment proposal, minor relaxation of GFA and BH restrictions may be considered by the Board on application under S16 of the Ordinance.

2.2.3 The “C” zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as regional or district commercial / shopping centres. The areas under this zoning are usually major employment nodes.

2.3 Development History

2.3.1 The Occupation Permit of 1111 King’s Road was issued in 1997, meaning the BH of 1111 King’s Road has remained at 106.35mPD since 1997. Yet, on 3.7.2008, a set of GBP for 1111 King’s Road with BH at 189.95mPD was approved by BD, while the approved total non-domestic GFA for “C(7)” zone is 164,042.113m².

2.3.2 After approval of this set of GBP, the current BH and GFA restrictions for the “C(7)” zone were imposed on the OZP on 25.7.2008 and 9.10.2009 respectively. From 2008 to now, several GBP (amendment) submissions were made to BD. The latest GBP for 1111 King’s Road office extension was approved in May 2025, with BH at 189.95mPD and total GFA of “C(7)” zone reaching 163,530.242m². With a valid approved GBP under which 1111 King’s Road was approved with a BH and GFA exceeding the current restrictions for the “C(7)” zone, the Applicant should not be deprived of the development right to implement the proposed expansion of 1111 King’s Road. It was against this background that the Applicant submits this planning application.

3 INDICATIVE DEVELOPMENT PROPOSAL

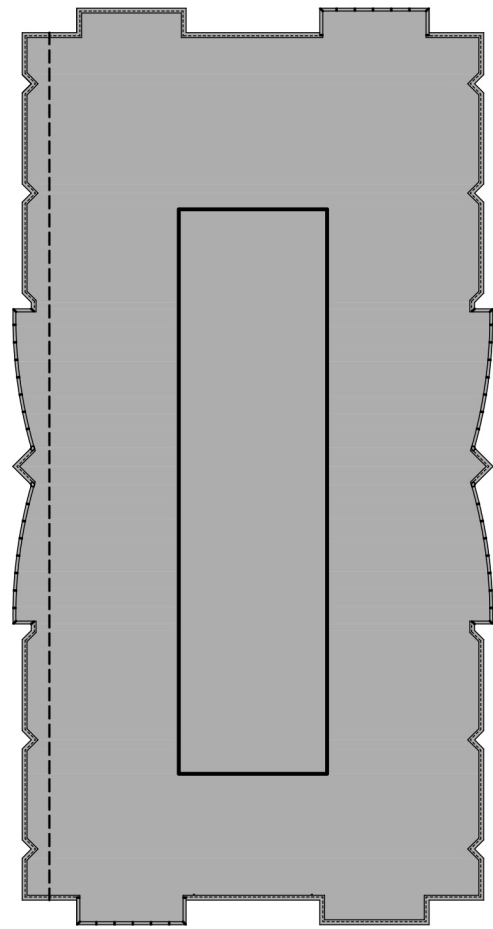
3.1 Proposed Extension of 1111 King’s Road

3.1.1 The Applicant proposes additional GFA and BH to 1111 King’s Road for its extension above the existing office building. Therefore, this planning application seeks minor relaxation of GFA restriction of the Application Site (the entire “C(7)” zone) from 123,129m² to 148,629m² (+25,500m² / 20.7%)¹, and minor relaxation of BH restriction of 1111 King’s Road, the Subject Site, from 135mPD to 165mPD (+30m / 22.2%).

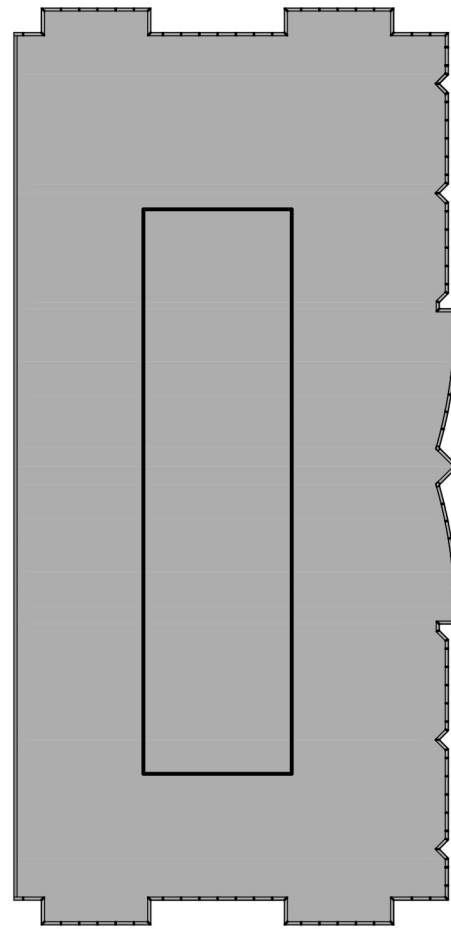
3.1.2 The increase in GFA and BH will bring about 13 new storeys to the existing office building of 1111 King’s Road. Out of the 13 new storeys, 10 storeys will be for office use, 2 floors are for mechanical and electrical (M&E) facilities, and 1 floor will be designated as refuge floor-cum-sky garden. The typical office floor plan, M&E floor plans, refuge floor-cum-sky garden plan and section plan are presented in **Figures 3.1 to 3.3**. For easy reference, existing uses by floor are also indicated on **Figure 3.2**.

3.1.3 The proposed extension will be constructed on top of the existing office building, no changes to the existing 1111 King’s Road will be made. Cityplaza and east HONG KONG in the same “C(7)” zone will remain unchanged as well. **Table 3.1** below summarises the development parameters of the Proposed Development.

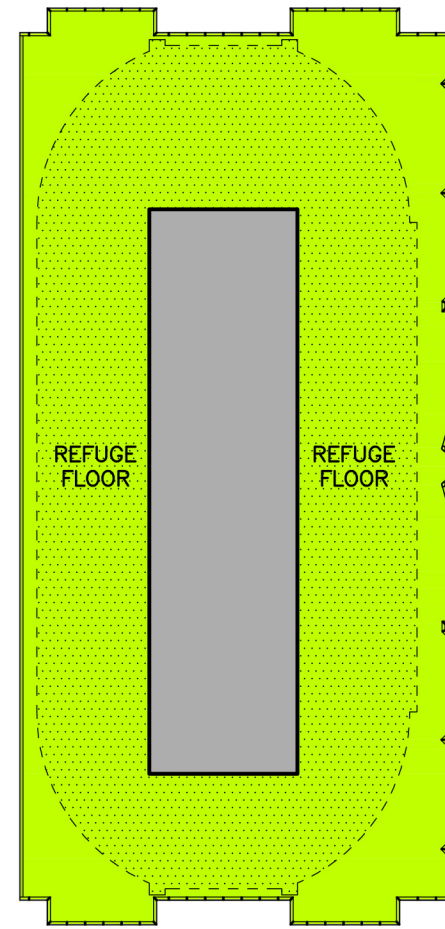
¹ The existing GFA of 1111 King’s Road is 78,068.629m², thus the increase in GFA at 1111 King’s Road alone is about 32.7%.



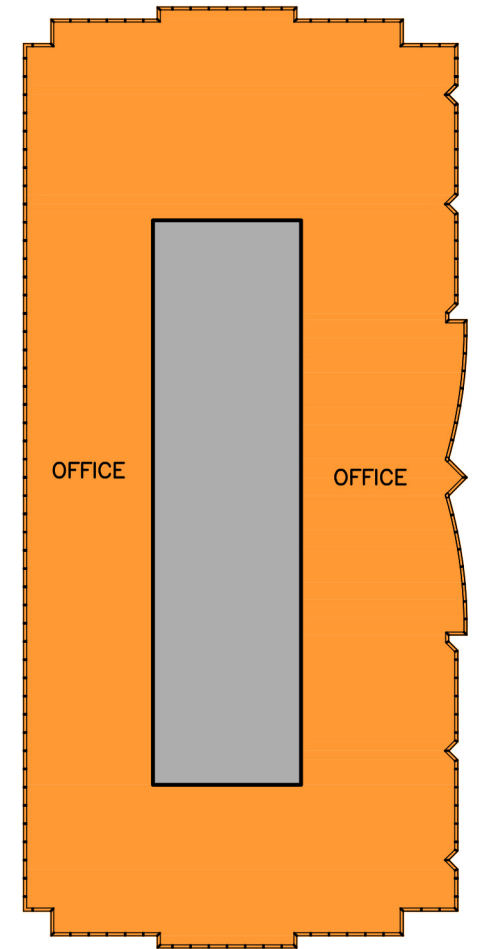
28TH FLOOR PLAN
(M/E FLOOR)
PREVIOUS ROOF PLAN (PHASE 1)



29TH FLOOR PLAN
(M/E FLOOR)
PREVIOUS UPPER ROOF PLAN (PHASE 1)







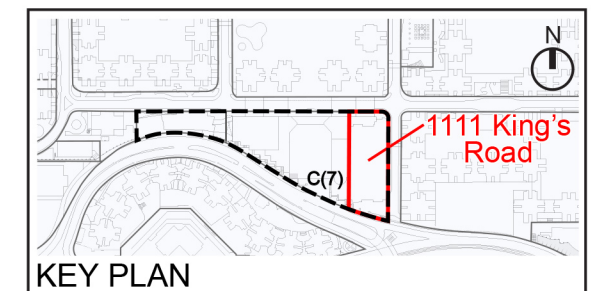
30TH FLOOR PLAN
(REFUGE FLOOR-CUM-SKY GARDEN)



31ST - 40TH FLOOR PLAN
(OFFICE)

LEGEND :-

-  OFFICE
-  E&M / BACK OF HOUSE AREA
-  REFUGE FLOOR
-  GREENERY AREA



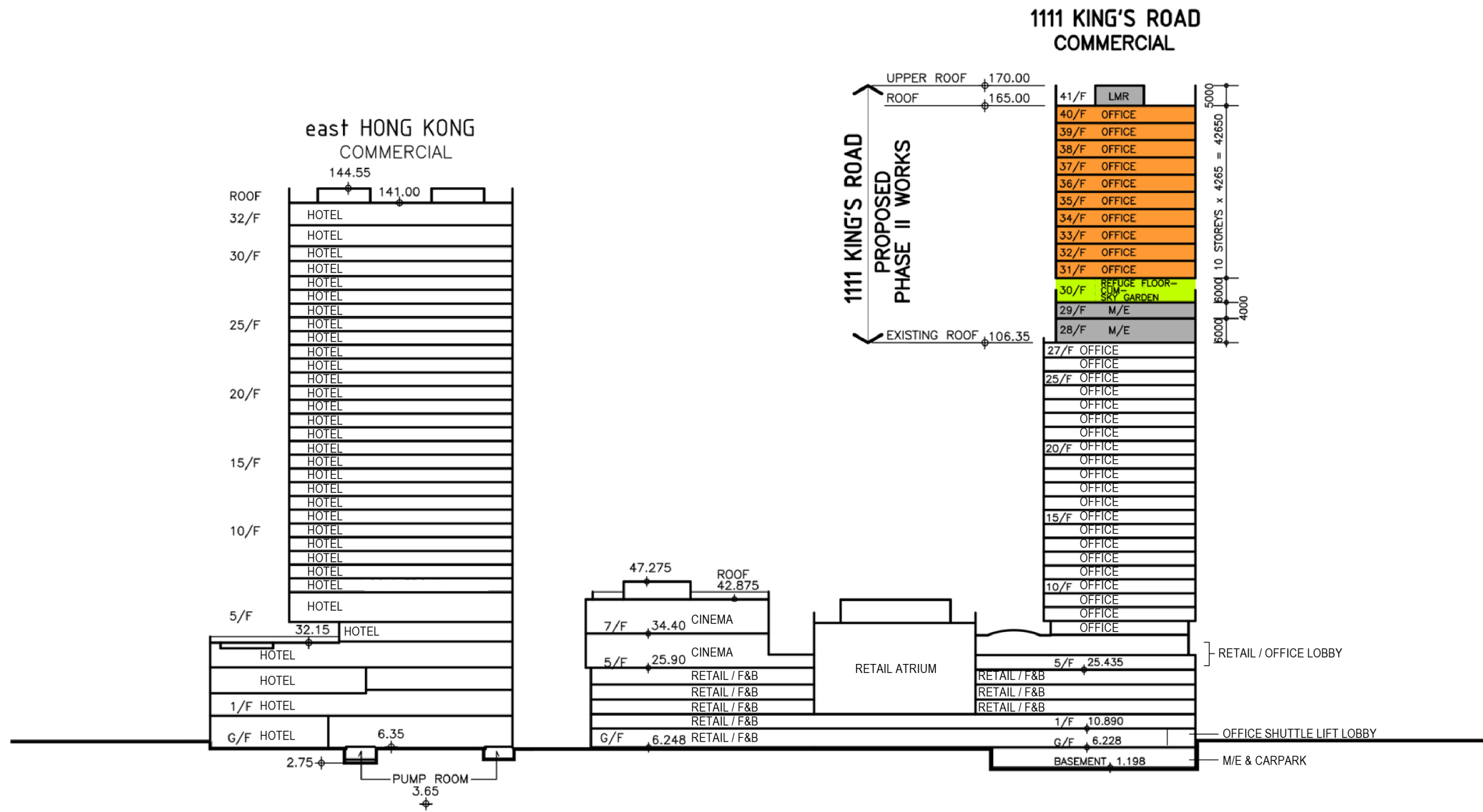
KEY PLAN



Title

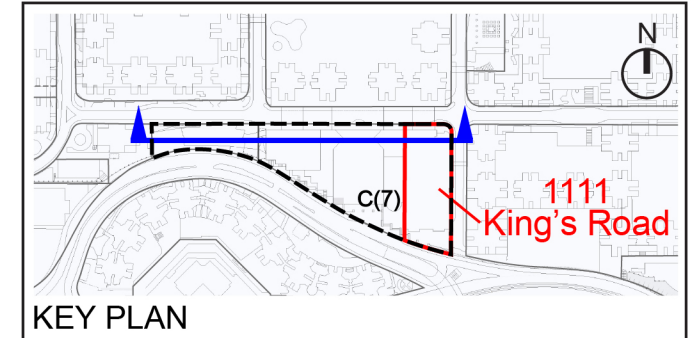
Indicative Floor Plans of 1111 King's Road Extension

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Scale	Figure 3.1		



LEGEND (FOR PROPOSED NEW FLOORS ONLY)

- OFFICE
- E&M / BACK OF HOUSE AREA
- REFUGE FLOOR-CUM-SKY GARDEN



Title

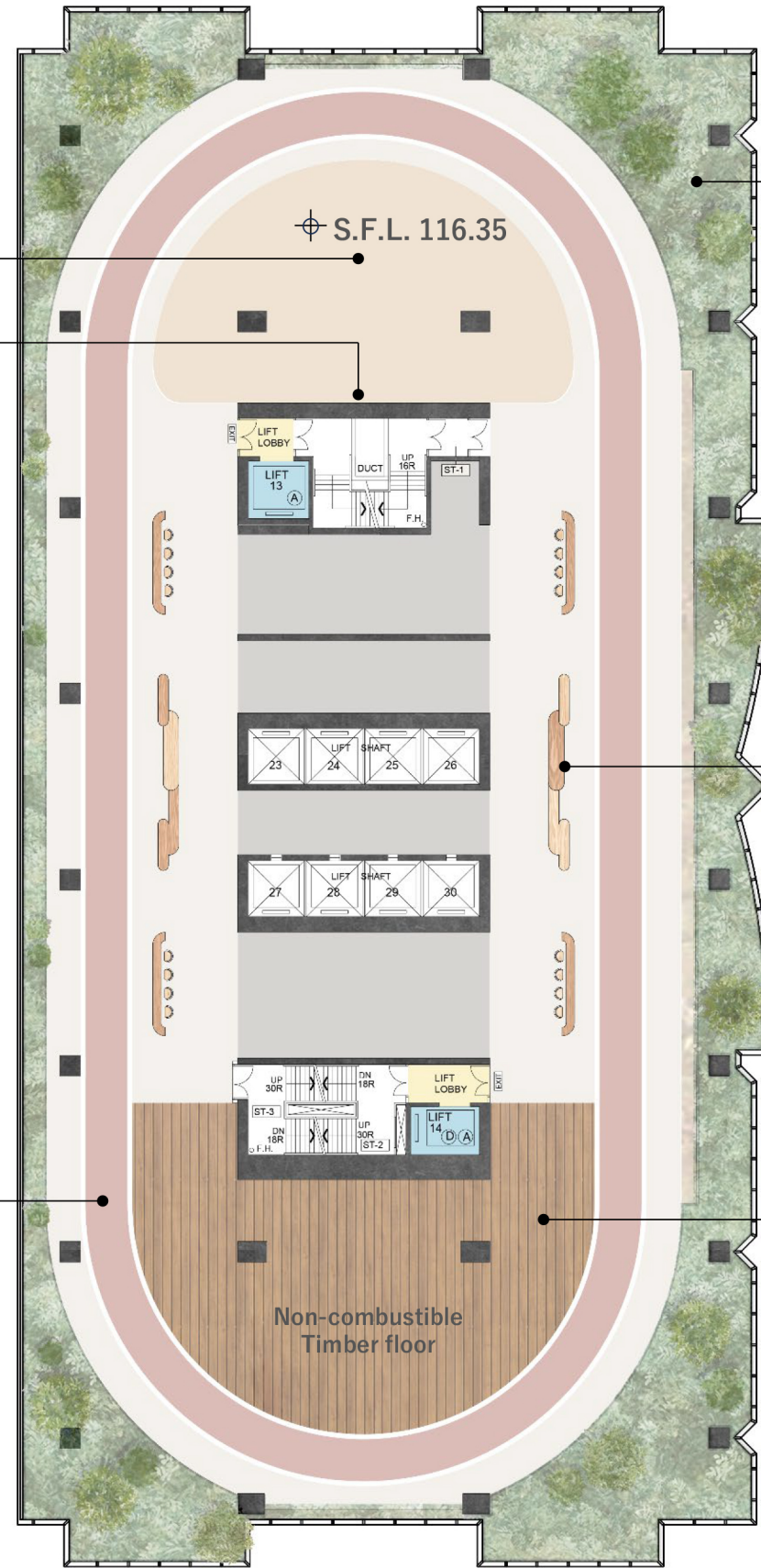
Indicative Section Plan

Checked	DH	Drawn	PW
Rev	0	Date	May 2026
Scale	Figure 3.2		

Fitness area with mirror (195 sqm)



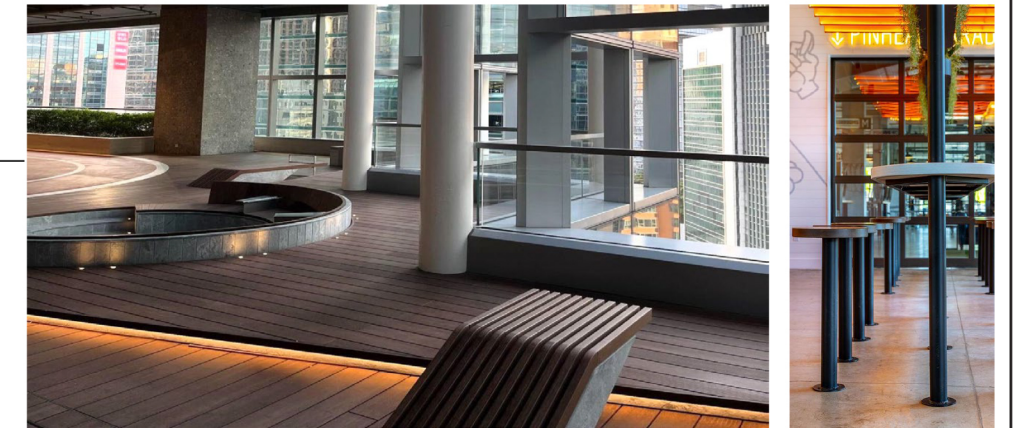
Jogging Lane (397 sqm/ 167m)



Sky Planters (547 sqm)



Sitting Area (48 sqm)



Yoga area with mirror (260 sqm)



- Fireman's Lift
- Lift Lobby



Title

30/F Refuge Floor-cum-Sky Garden Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2026
Scale	Figure 3.3		

Table 3.1 Major Development Parameters of the Proposed Development

Application Site Area (about)	13,581m ²		
	OZP restriction	Proposed parameter	Difference
Application Site (“C(7)” zone)			
GFA (about)	123,129m ²	148,629m ²	+25,500m ² / 20.7% (for office extension of 1111 King’s Road, i.e. extension atop existing building)
1111 King’s Road (Subject Site)			
BH (at main roof)	135mPD	165mPD	+30m / 22.2% (number of storeys of 1111 King’s Road will increase from 28 to 41, excluding basement)

3.1.4 The existing 1111 King’s Road and the proposed new storeys will be central air-conditioned with proper fresh-air intake to ensure occupants will not be exposed to unacceptable environmental nuisances.

3.1.5 The Applicant strives to provide planning gains in this planning application to benefit the public and office users. Details are discussed in the following sections.

3.2 Provision of Sky Garden

3.2.1 30/F of 1111 King’s Road upon completion of the extension will be a refuge floor-cum-sky garden. **Figures 4.4** and **4.5** in the VIA (**Appendix B** refers) show the approximate location of the sky garden. With an area of about 2,143m², the sky garden will adopt a permeable design, it will not be enclosed by curtain wall or glass façade on 4 sides. It will bring visual interest to the existing façade of 1111 King’s Road and create a relaxing environment for all to enjoy. Users can enjoy a panoramic view towards Victoria Harbour and Kowloon at this sky garden.

3.2.2 While meeting relevant regulations and requirements on a refuge floor, this sky garden can provide a multi-activity area for public, not only office workers, to enjoy. The design of the sky garden is shown in **Figure 3.3**. Along the boundary of the sky garden will be planters and shrubs to soften the building edge and to create a pleasant environment for users. A loop of jogging lane is designed around the sky garden. Areas for aerobic exercises, yoga, etc. are reserved. These facilities

provided under a covered and weather-proof space with harbour view at the sky garden could serve the leisure and recreational needs of users, including Taikoo Shing residents whom do not have a clubhouse at their estate.

- 3.2.3 The proposed sky garden will be in nature different from other sky gardens in commercial buildings in Quarry Bay. The proposed sky garden on 30/F of 1111 King’s Road will be permeable and provide active zones to create happenings that can attract visitors to stay. It will not be merely an observation deck with enclosed design, it will be a one-of-a-kind sky garden in Eastern District.
- 3.2.4 The sky garden will be under the Applicant’s management and maintenance. It will be opened to public free of charge from 8 a.m. to 8 p.m. daily. A dedicated lift which provides the public with direct access to the sky garden will be reserved. Signage will be provided in office lobby to let the public know there is a space on 30/F for everyone to access and enjoy.
- 3.2.5 Regarding the control mechanism on the implementation of the proposed sky garden to the satisfaction of relevant departments, 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 during the subsequent GBP stage. Under lands regime, having obtained the S16 approval, the Applicant 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 Applicant 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.

3.3 **Provision of Pick-up/Drop-off for Taxi/Private Car at King’s Road with Barrier-free Access to 1111 King’s Road and Cityplaza**

3.3.1 The existing area outside the main entrance of 1111 King’s Road on 5/F facing King’s Road now mainly serves as a pedestrian circulation area and a bus waiting space for people waiting for buses along King’s Road. To make better use of this open area, the Applicant commits to provide a pick-up / drop-off area here (**Figure 3.4** refers). The proposed road works regarding the new pick-up / drop-off layby abutting King’s Road will be designed and implemented by the Applicants. After completion, it is proposed to be surrendered to Government for management and maintenance. This “Arrival Plaza” will accommodate 2 laybys for public use, so that people in need, such as disabled persons or the elderly, can enjoy a seamless and barrier-free access to the service lifts inside 1111 King’s Road, including Lift 14 shown on **Figure 3.4**.

3.3.2 Currently, layby for pick-up / drop-off is only available at Taikoo Shing Road. For visitors going to Cityplaza / 1111 King’s Road by private vehicle or taxi, Taikoo Shing Road is the only available point of access. This newly proposed pick-up / drop-off area provides an alternative access to the main entrance of 1111 King’s Road abutting King’s Road, which can only be reached by bus or MTR at the moment.

3.4 **Enhancement Works on 5/F**

3.4.1 To further release potentials of the area on 5/F outside the main entrance of 1111 King’s Road abutting King’s Road, the Applicant proposes to upgrade this area for enjoyment by everyone and provide a comfortable environment for people waiting for buses. The 5/F Landscape Plan at **Figure 3.4** summarises the enhancement works to be carried out on 5/F.

3.4.2 Part of the current office lobby area on 5/F will be renovated as a semi-outdoor / indoor area to provide relaxing space within an indoor environment but with sides opened-up facing King’s Road to achieve a more interactive space between outdoor / indoor atmosphere. Flexible seating is provided in this area, both along the outdoor-indoor boundary and the more indoor area, making this area a dining space for people to enjoy light meal and coffee. This area also provides comfort for people waiting for buses, because digital signage board showing bus arrival time will be installed here. People can sit in a semi-outdoor / indoor area to wait for



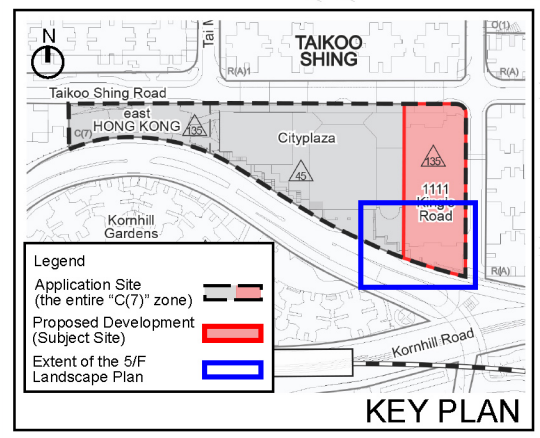
- LEGEND**
- ARRIVAL PLAZA
 - PEDESTRIAN PLAZA
 - SIGNATURE TREE (*Terminalia mantaly*)
 - DEVELOPMENT SIGNAGE
 - 6 NOS. EXISTING TREES TO BE TRANSPLANTED (*Hibiscus tiliaceus*)
 - 2 NOS. EXISTING TREES TO BE RETAINED (*Hibiscus tiliaceus*)
 - COURTYARD SIGNATURE TREE (*Tabebuia rosea*)
 - ARRIVAL PLAZA SIGNATURE TREE (*Ilex rotunda* var. *microcarpa*)
 - ORNAMENTAL GRASS WITH SCULPTURE

- PERMANENT LANDSCAPE FEATURE**
- BENCH
- RAISED PLANTER WALL (EXACT HEIGHT SUBJECT TO DETAILED DESIGN AND SUBSEQUENT SUBMISSION)
 - SITTING HEIGHT BENCH

- MOVABLE LANDSCAPE FEATURE**
- KIOSK
 - TRELLIS WITH LOUNGE
 - TABLE AND CHAIRS
- PARASOL
 - POT PLANTS
 - EXISTING NATURAL GRANITE PAVER (FOR PLAND'S REFERENCE ONLY)
 - PROPOSED NATURAL GRANITE PAVER
 - EXISTING HYD. STANDARD CONCRETE PAVER (FOR PLAND'S REFERENCE ONLY)
 - PROPOSED HYD. STANDARD CARRIAGEWAY PAVEMENT

- PORTION OF C(7) PLANNING APPLICATION SITE BOUNDARY
- EXTENT OF PROPOSED LANDSCAPE ENHANCEMENT WORKS ON 5/F
- FFL - FLOOR FINISHED LEVEL
- TOB - TOP OF BENCH
- TOS - TOP OF SOIL
- TOW - TOP OF WALL
- SL - STRUCTURAL LEVEL

IN RED COLOR (EXISTING LEVEL)
IN BLACK COLOR (PROPOSED LEVEL)



Title

5/F Landscape Plan

Checked	DH	Drawn	PW
Rev	0	Date	Apr 2026
Scale	Figure 3.4		

incoming bus instead of waiting outside, where there is currently nil provision of seating.



Indicative Rendering of the Semi-outdoor / indoor Area

- 3.4.3 Apart from the flexible seating, there will be some new kiosks in this semi-outdoor / indoor area. These kiosks can provide light refreshment or other retail services to office users and public to make this area, which currently only serves as office lobby and circulation area, more lively and functional. Overall, this area opened up for public usage will allow people to enjoy seamless connection of indoor, covered and outdoor spaces.
- 3.4.4 Outside the office building, there will be an outdoor kiosk providing food vending options, which is to the south of a “trellis with lounge”. People can enjoy food in relaxing and comfortable seating provided with trellis. The “lounge” will provide shade and shelter for people to rest. Cozy smaller tables are provided around the “trellis with lounge” to provide additional variety of gathering and resting space for public enjoyment. Apart from the trellis lounge, between the southern façade of 1111 King’s Road and the “Arrival Plaza”, tables and chairs with 4 parasols will be provided. It can provide shelter from sun and rain.
- 3.4.5 The existing landscaping on 5/F has been reviewed. Among the existing 8 numbers of *Hibiscus tiliaceus* in raised planters, 2 numbers will be retained and the remaining 6 numbers will be transplanted to newly designed planting areas (refer to the Landscape Proposal under **Appendix A** for tree treatment details). 8 new trees are proposed in total. Ornamental grass and sculpture are also proposed to

create sense of place.

- 3.4.6 All planters, including the *Hibiscus* and larger feature trees, will have flowering shrubs and groundcovers with varying leaf textures and foliage. Plants will cascade over the planter walls to create a beautiful setting for people to relax.
- 3.4.7 For more details of the enhancement works on 5/F, please refer to the Landscape Proposal under **Appendix A**.
- 3.4.8 Together with the sky garden on 30/F, the Proposed Development will have sufficient open space provision as per Hong Kong Planning Standards and Guidelines (HKPSG) (**Tables 3.2** and **3.3** refer).

Table 3.2 Required Provision of Local Open Space

	GFA	No. of workers (assuming 25m ² GFA per worker as per HKPSG)	Open space requirement (assuming 0.5m ² open space per worker as per HKPSG)
Existing 1111 King’s Road	About 78,069m ²	About 3,123	About 1,561.5m ²
Proposed Extension	About 25,500m ²	About 1,020	About 510m ²
			Total: about 2,071.5m ²

Table 3.3 Proposed Provision of Local Open Space

Location	Area of local open space
5/F	About 1,060m ²
30/F	About 2,143m ²
Total	About 3,203m²

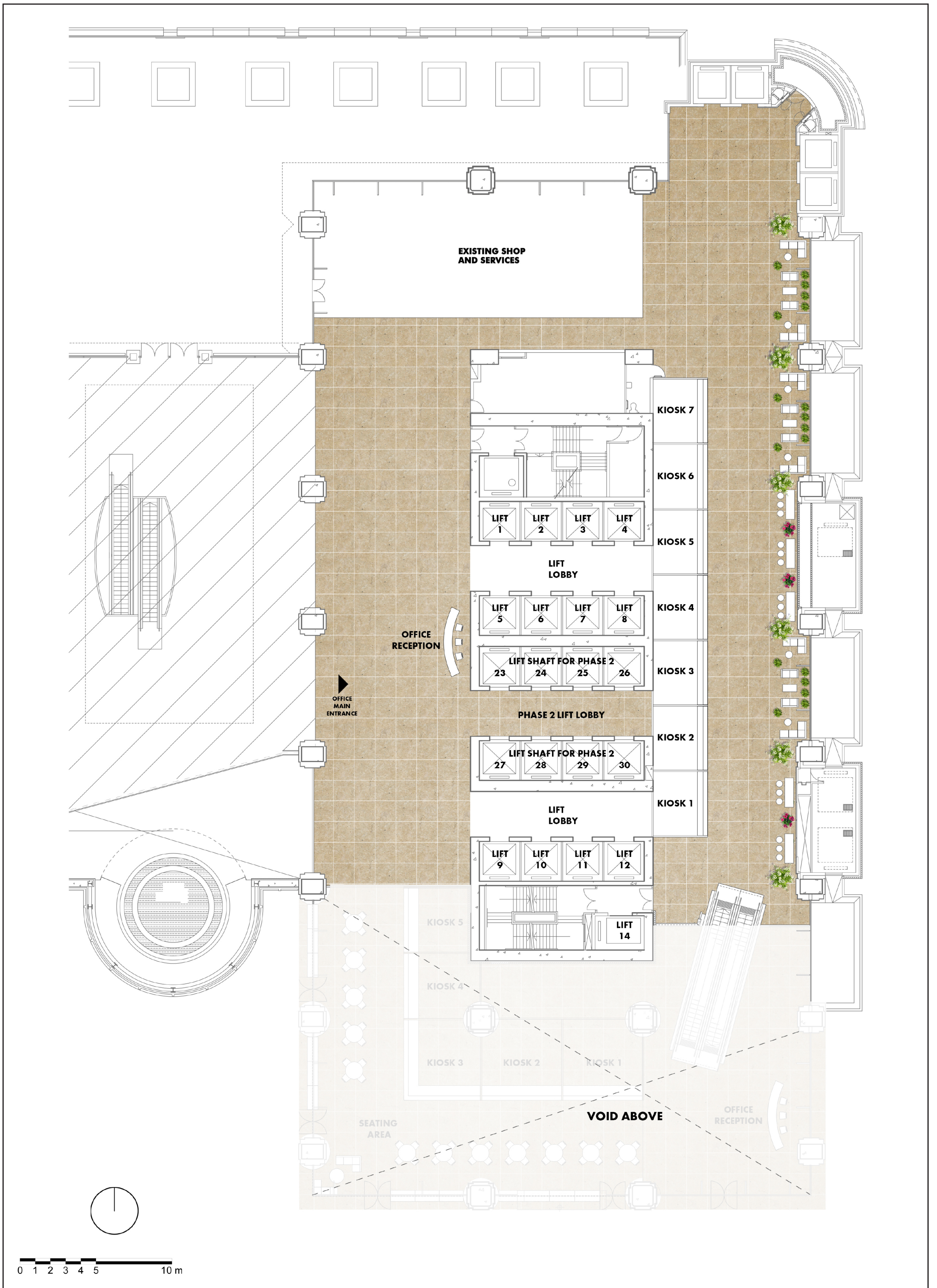
- 3.4.9 These proposed local open space area at 5/F and 30/F are private open space (but accessible by the public), and the total area is about 3,203m², exceeding the 2,071.5m² requirement under HKPSG. Thus, the Proposed Development provides sufficient open space for all to enjoy. [note: It should be clarified that there is no open space requirement at the site at present. For the concerned area of about 1,060m² on 5/F as mentioned in Table 3.3, it is currently an existing outdoor area with some basic landscaping provided and is accessible by the public at present. The Applicant proposes to enhance the landscaping works there, and remains to keep it as accessible by the public.]

3.5 Improved Pedestrian Connectivity

3.5.1 The Applicant strives to enhance pedestrian connectivity between King’s Road on 5/F and Taikoo Shing Road on G/F, which are two major roads utilised by pedestrians. Currently, once pedestrians enter 1111 King’s Road from the main entrance on 5/F abutting King’s Road, they can use escalators / lifts to reach 6/F, where there are shuttle lifts down to Taikoo Shing Road on G/F. However, this route is not often utilised by pedestrians, because the existing route is zigzagged and gives people an ambience that it is for office use only, which may forbid people from using this route. Not using this route, to reach Taikoo Shing Road on G/F from King’s Road on 5/F, pedestrians need to utilise escalators or lifts that stop at any floor between G/F and 5/F, which is more time-consuming.

3.5.2 To further enhance connection between King’s Road and Taikoo Shing Road, the Applicant proposes to straighten the current route between the escalator on 6/F running from 5/F and the shuttle lifts on 6/F to Taikoo Shing Road. Currently there is a bank in-mid of the route, leading to its zigzag configuration. GFA distribution will be rearranged so that the space currently occupied by the bank will be freed up. Along the route from the escalator landing on 6/F and the shuttle lifts down to Taikoo Shing Road, 7 kiosks will be aligned in straight line to make sure there is a direct route between the escalator and shuttle lifts, and to make sure pedestrians can notice the shuttle lifts visually once they arrive at 6/F. Along this corridor, there will be tables, chairs and planters on the side opposite to the kiosks to create a more casual ambience (**Figure 3.5**). Other than the escalator, people can make use of Lift 14 to go to 6/F from 5/F, which is a barrier-free route. Also, clear signage will be provided to guide people to access the shuttle lifts. Enhanced connection between King’s Road and Taikoo Shing Road is illustrated in **Figure 3.6**. For comparison purpose, the existing pedestrian circulation route between the southern entrance lobby and the 6/F shuttle lift lobby to G/F is illustrated in **Figure 3.7** for reference.

3.5.3 The above design helps to create a less office-exclusive atmosphere, and thus welcomes public usage of this passageway that allows convenient, barrier-free connection between King’s Road on 5/F and Taikoo Shing Road on G/F. The straightened route also allows pedestrians’ direct sight of the shuttle lifts once they arrive at 6/F after taking the escalators / lift from 5/F. With the proposed enhancements, people can easily notice there is such route on 6/F, instead of using other more time-consuming routes. For those who are already utilising this route,



0 1 2 3 4 5 10 m

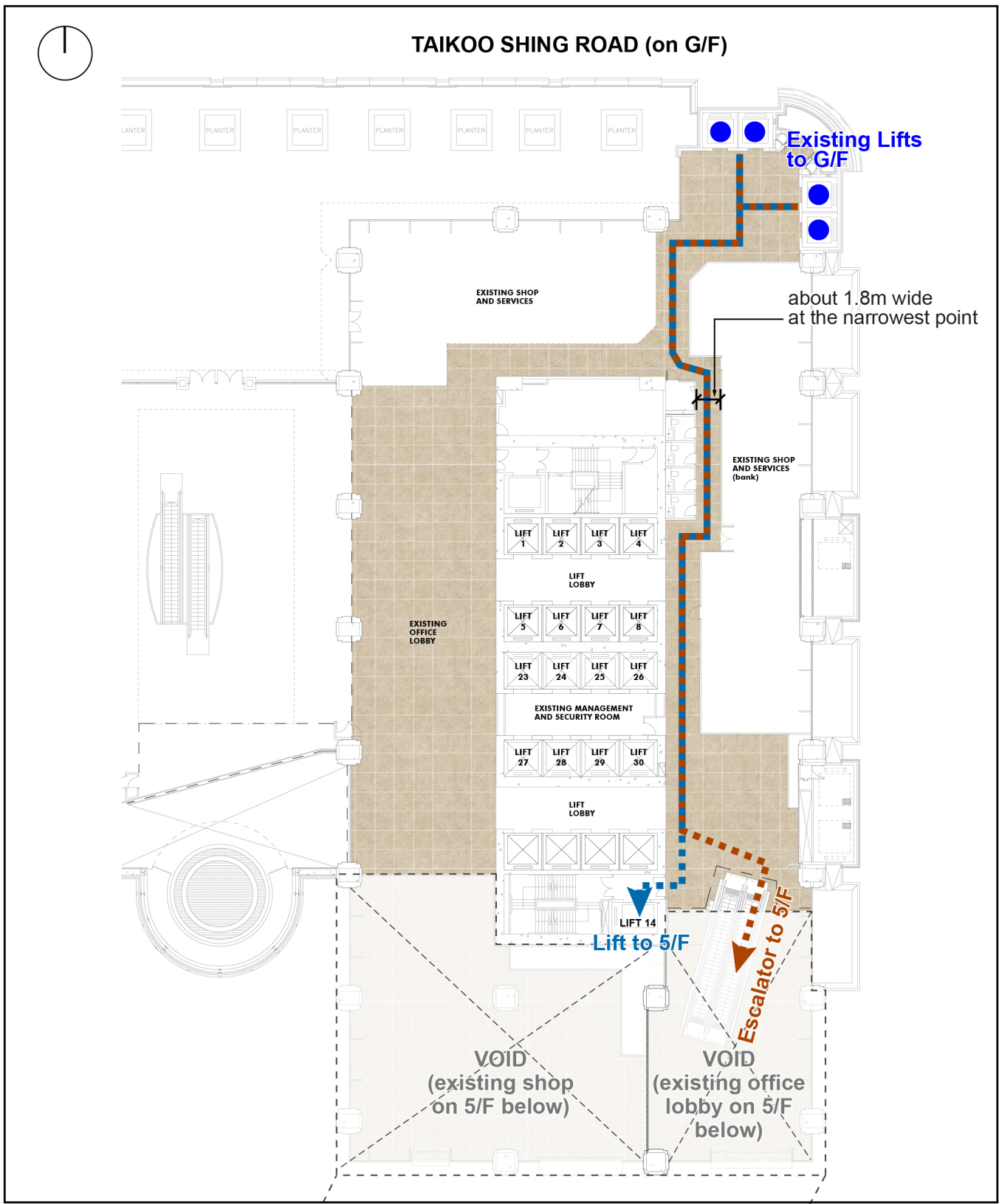


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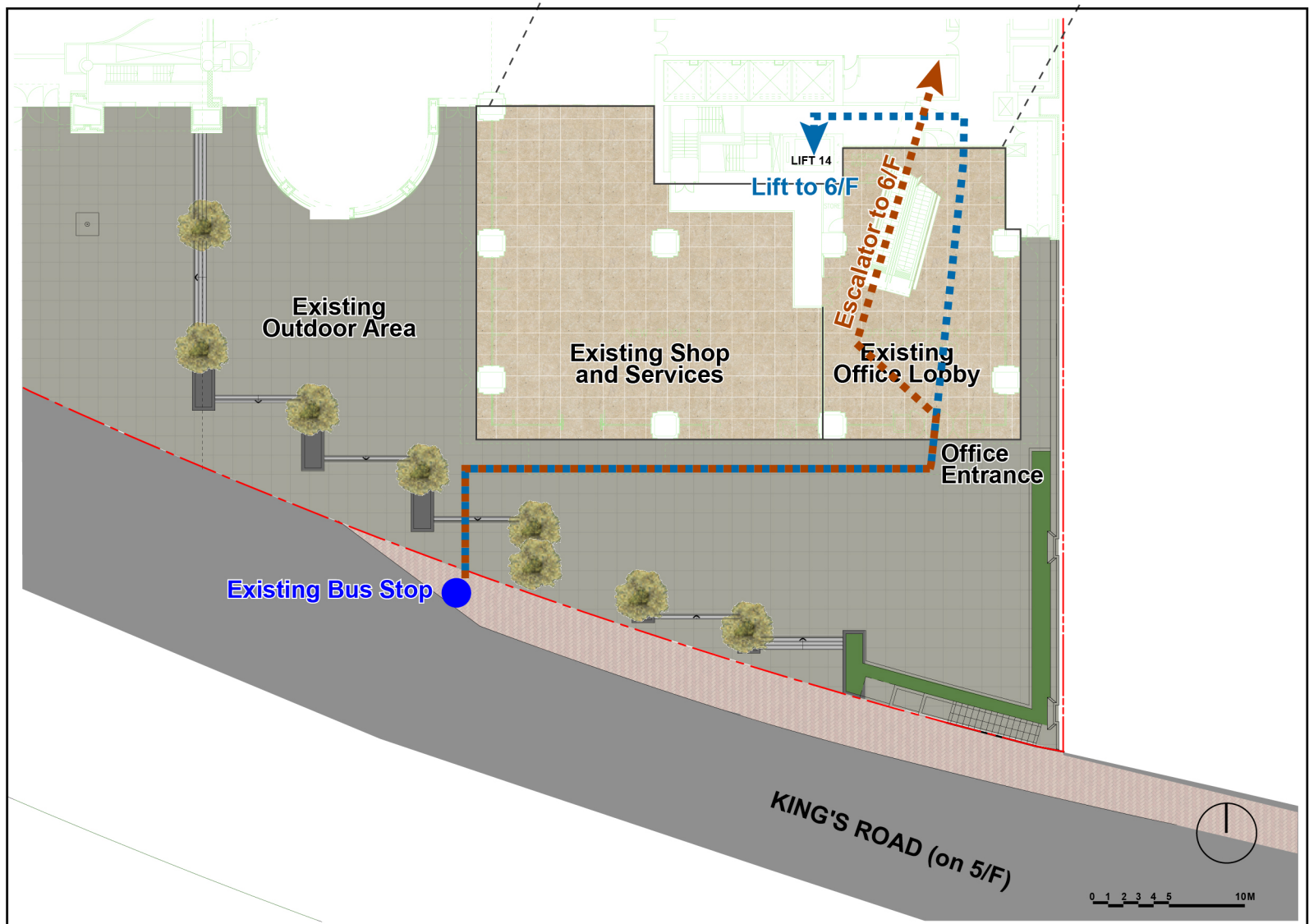
6/F Floor Plan

Checked	DH	Drawn	PW
Rev	1	Date	Jan 2026
Scale	N / A	Figure	3.5

Legend	
Existing Pedestrian Access (via Lift)	
Existing Pedestrian Access (via Escalator)	



6/F Plan of 1111 King's Road



5/F Plan of 1111 King's Road

the enhancements will bring a more comfortable pedestrian experience.

3.5.4 Furthermore, the kiosks along this passageway can provide extra food and beverage or retail choices for the public and office users, making the office lobby more vibrant and functional.

3.5.5 This pedestrian route will be opened to public during operation hours of the mall in Cityplaza.

3.6 **Implementation Schedule**

3.6.1 The anticipated completion year of the Proposed Development is 2029.

4 VISUAL CONSIDERATIONS

- 4.1 A VIA has been conducted to assess potential visual impacts arising from the Proposed Development. Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41A) has been followed when preparing the VIA. Please refer to **Appendix B** for the full report.
- 4.2 5 viewing points (VPs) have been selected for the purpose of this VIA:
VP1: Sai Wan Ho Playground
VP2: Shau Kei Wan Service Reservoir Playground
VP3: Taikoo Park
VP4: Quarry Bay Park
VP5: Kai Tak Cruise Terminal
- 4.3 It should be highlighted that the existing BH of 1111 King’s Road is 106.35mPD, which is lower than the BH restriction of 135mPD on the OZP. Only visual impacts arising from the BH increase on top of 135mPD will be assessed. With reference to the analysis in the VIA and as illustrated on the photomontages taken at selected VPs, the magnitude of visual change due to the Proposed Development would range from negligible to slight. Given the Application Site lies in a highly urbanised context with existing commercial and residential clusters, the increase in BH of 1111 King’s Road will not be out of context; it can blend in well with the surrounding environment instead. Together with the low / medium sensitivity of public viewers, adverse visual impacts are not anticipated.
- 4.4 In conclusion, the Proposed Development is fully acceptable in visual terms.

5 TRAFFIC CONSIDERATIONS

- 5.1 A TIA has been prepared and enclosed under **Appendix C** to review the internal transport facilities (car parking and loading / unloading (L/UL) bays) provision and to assess the potential traffic impacts induced by the Proposed Development. As already mentioned in the TIA, the existing 1111 King’s Road was commissioned in the 90s, as an initial phase. At the time during the planning and construction of this initial phase, the basement and foundation design have provided sufficient space and strengths to accommodate additional office floors above. As the existing office tower has already been designed to cater for additional office floors, car parking spaces, loading/unloading spaces and pick-up/drop-off layby were already in place to accommodate the demand for 1111 King’s Road extension portion. In order to demonstrate the utilisation of the existing car park and loading area, recent utilisation records were reviewed to ensure sufficient car parking spaces and loading bays are available for the future increase in GFA after the office extension works.
- 5.2 The current number of car parking spaces provided in the basement of Cityplaza mainly to serve Cityplaza and 1111 King’s Road is 845. Southern loading area located to the south of Taikoo Shing Road provides 11 heavy goods vehicle (HGV) and 9 light goods vehicle (LGV) L/UL bays.
- 5.3 A utilisation survey has been conducted to ascertain the current provision of car parking spaces and L/UL bays is sufficient for the Proposed Development. It was found that even during peak hour period, there are sufficient car parking spaces to meet the demand arising from the Proposed Development (minimum 85 car parking spaces as required under HKPSG). Furthermore, there are several existing public car parks in the vicinity of 1111 King’s Road. Thus, the additional car parking demand due to the Proposed Development could easily be accommodated by the existing parking spaces available and no new private car parking spaces are proposed.
- 5.4 As for provision of L/UL bays, there is no observation of queue back from the basement or illegal on-street L/UL activities nearby. From the utilisation survey, the existing southern loading area is still under-utilised and has spare capacity to cater for the future demand from the Proposed Development. Nevertheless, the layout of loading area has been further reviewed to see if more L/UL bays can be provided, despite the loading area being constrained by basement extent, existing columns and M&E facilities. 9 additional L/UL bays are proposed by conversion of some

existing HGV bays to LGV / van bays and relocation of M&E rooms. Based on the proposed layout, 8 HGV, 10 LGV and 9 van L/UL bays could be provided in basement. On 5/F, the newly proposed pick-up / drop-off laybys can be share-used as 2 van L/UL bays as well. Therefore, basement and 5/F in total can provide 9 extra L/UL bays, meeting the requirement as per HKPSG.

5.5 To be in line with HKPSG requirement, for the Proposed Development, 13 motorcycle parking spaces are proposed in basement.

5.6 For purpose of traffic forecast, year 2032 was adopted as design year. Operation performance of 6 junctions were assessed:

J1: Taikoo Wan Road / Tai Mou Avenue

J2: Taikoo Shing Road / CityPlaza

J3: Taikoo Shing Road / Tai Fung Avenue

J4: King’s Road / Taikoo Shing Road

J5: Taikoo Shing Road / Tai Yue Avenue

J6: Taikoo Shing Road / Westlands Road

5.7 Results show that all junctions will be operating within capacity for both reference scenario and design scenarios. Traffic impacts arising from the Proposed Development are anticipated to be minimal. Therefore, there will not be adverse traffic issues.

6 AIR VENTILATION CONSIDERATIONS

- 6.1 A qualitative AVA has been prepared to review the air ventilation impacts induced by the Proposed Development due to increase in BH. Please refer to **Appendix D** for details.
- 6.2 The prevailing annual winds in the study area are E, ESE and ENE; while the prevailing summer winds are SW, SSW, WSW, E and ESE. As the Application Site is already surrounded by high-rise developments (e.g. Kao Shan Terrace, Sing Fai Terrace, Nan Fung Sun Chuen, etc.), prevailing winds would flow along the existing road networks.
- 6.3 The Proposed Development is for extension of 1111 King’s Road atop its existing building. The footprint of the newly proposed storeys are the same or slightly reduced compared with existing storeys. Therefore, it is anticipated that the wind flow along the existing road networks will not be significantly affected. The overall air ventilation performance of the Proposed Scheme (Proposed Development) will be comparable with that of the Baseline Scheme (existing development).
- 6.4 Therefore, the Proposed Development will be fully acceptable in air ventilation aspect.

7 SEWERAGE AND WATER SUPPLY CONSIDERATIONS

7.1 Sewerage Aspect

7.1.1 To assess the sewerage impact due to increase in sewage flow generation from the 13 additional new storeys, an SIA has been conducted and enclosed under **Appendix E**.

7.1.2 As a conservative approach, in the SIA report, it is assumed that all extra GFA is for office use. Based on detailed sewerage calculations, the increase in GFA would generate peak flow of 13 L/s. The sewage generated will be discharged to the existing public manhole FMH7036243 at Taikoo Shing Road. Upgrading works on the sewers (FMH7036243 to FMH7036248, FMH7036249 to FNH7036270 and FSH7001300 to FMH7036294) by the Applicants are required. After the proposed upgrading works, there would not be any adverse impact on the public sewerage system.

7.2 Water Supply Aspect

7.2.1 A WSIA has been conducted to assess the impacts of Proposed Development in terms of water demand and supply. Please refer to **Appendix F** for details.

7.2.2 The proposed increase in GFA for 1111 King’s Road is 25,500m². Adopting a conservative approach, in the assessment it is assumed that all additional GFA is for office use.

7.2.3 Assessment results show that the additional freshwater demand and flushing water demand is 51m³/day and 17.85m³/day respectively. Given the increase in water demand is not significant, adverse impacts and upgrading works are not anticipated. There will not be insurmountable water supply issues.

8 PLANNING JUSTIFICATIONS

8.1 Relaxation of GFA and BH Restrictions is Minor in Nature

8.1.1 It is proposed to minor relax the GFA restriction of the Application Site from 123,129m² to 148,629m² and the BH restriction of 1111 King’s Road from 135mPD to 165mPD. The former is a 20.7% increase, while the latter is a 22.2% increase. This increase is considered minor in nature and will not bring out-of-context change to the existing built urban context.

8.1.2 In fact, the Applicant has previously obtained GBP approval for a higher GFA and BH for 1111 King’s Road extension before stipulation of relevant restrictions on OZP. The latest GBP for the office extension of 1111 King’s Road was approved in May 2025, with main roof at 189.95mPD and total non-domestic GFA of the “C(7)” zone being 163,530.242m². With a valid GBP approval for the above-mentioned BH and GFA, the Applicant should not be deprived of the development right to implement the proposed expansion of 1111 King’s Road. However, the Applicant has thoroughly reviewed the development context and the extant OZP restrictions. It is anticipated that with BH of up to 189.95mPD, the expanded 1111 King’s Road might bring adverse visual impacts and be incompatible with the surrounding context. Thus, the Applicant subsequently decided to voluntarily reduce the development bulk of 1111 King’s Road extension. Compared with the approved parameters on GBP, the currently proposed GFA and BH are much lower. Therefore, the extent of GFA and BH increase at 1111 King’s Road is considered minor and acceptable, and should be given favourable consideration by the Board.

8.2 In Line with Planning Intention

8.2.1 According to the Notes of the Approved Quarry Bay OZP No. S/H21/28, “C” zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as regional or district commercial / shopping centres. The areas under this zoning are usually major employment nodes.

8.2.2 The existing 1111 King’s Road is an office building with ‘Eating Place’ and ‘Shop and Services’. With proposed extension, there can be extra 10 storeys for office use. ‘Office’ use is a Column 1 use and is in line with the planning intention for “C” zone. The Proposed Development will reinforce Taikoo Shing as a district

commercial and shopping centre.

8.3 Compatible with Surrounding Context

8.3.1 The Application Site lies in a highly urbanised context. There are established commercial clusters surrounding the Application Site (**Figure 2.1** refers), such as Cityplaza, 14 Taikoo Wan Road and 12 Taikoo Wan Road to the north of the Application Site and Kornhill Plaza to the south of the Application Site. To further west, Taikoo Place forms another major commercial hub in Quarry Bay with a number of Grade A office buildings. Therefore, in terms of land use, the Proposed Development for office use is fully compatible with the surrounding environment.

8.3.2 In terms of building bulk, the proposed extension will blend in well with the existing buildings in Quarry Bay. BH of office buildings in Taikoo Place generally range from 150mPD to 170mPD:

- Oxford House: 170.34mPD
- Dorset House: 157.25mPD
- Cambridge House: 159mPD
- PCCW Tower: 168.05mPD

In particular, One Island East even reaches 301mPD. Therefore, the proposed BH of 1111 King’s Road at 165mPD is fully compatible with the existing context.

8.4 Reinforces Quarry Bay as a Secondary Commercial / Office Centre

8.4.1 According to the Explanatory Statement (ES) of the OZP, the developments of Taikoo Shing and Taikoo Place have marked the gradual transformation of the Quarry Bay area from an industrial / dockyard area into a major residential and commercial community. It is implied that, 1111 King’s Road, located in Taikoo Shing, is one of the major commercial icons in this area. Also, the ES states that Quarry Bay is a secondary commercial / office centre. Upon completion of the Proposed Development, there will be an addition of 25,500m² office floor space supply in Quarry Bay. This provision of quality office space will reinforce Quarry Bay’s positioning as a commercial / office hub, and is in line with the current planning for Quarry Bay.

8.4.2 Despite the economic downturn Hong Kong is experiencing, 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. Overall speaking, office occupancy rate of Island East is on high side compared with other commercial districts in Hong Kong. With reference to **Table 8.1** below, while almost all commercial districts show an increase in office vacancy rate, the increase in Island East is not as drastic as other districts. The office vacancy rate is still lower than Hong Kong’s average.

Table 8.1 Office Vacancy Rate by District (Hong Kong)

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%

Source: Savills Research

8.4.3 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. This trend highlights how businesses are strategically responding to high rental costs while maintaining a strong presence in viable commercial areas. Consequently, Island East, including Taikoo, is increasingly

recognized as a smart choice for companies looking to optimize their real estate expenditures without compromising on location. Stable office supply is therefore crucial to reinforce Quarry Bay as a secondary commercial hub.

8.4.4 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 market conditions can change significantly during this period, it is inappropriate to rely solely on short-term economic conditions to project future office demand. Therefore, current market downturn in Hong Kong does not imply declining office demand in future. Quarry Bay is deemed to be a competitive commercial hub amongst other commercial districts in Hong Kong, therefore, increasing office supply is appropriate and necessary.

8.5 Planning Gains are Proposed

8.5.1 The Applicant has strived to provide planning gains for the benefit of the public:

Provision of sky garden

8.5.2 A sky garden with an area of about 2,143m², which will also meet relevant regulations and requirements on refuge floor, is proposed on 30/F. The permeable sky garden will bring visual relief to the existing façade of 1111 King’s Road, as it will not be covered by curtain wall or glass façade on 4 sides; and planters will be provided along the edge of the sky garden. This sky garden will provide jogging lane and areas for active and passive activities like no other. These facilities provided under a covered space with harbour view could serve the leisure and recreational needs of users, including Taikoo Shing residents whom do not have a clubhouse at their estate. The sky garden, being a private open space but accessible by the public, will be under the Applicant’s management and maintenance. It will be opened to the public 8 a.m. to 8 p.m. daily for free. There will be a dedicated lift for direct access to the sky garden.

Provision of pick-up/drop-off for taxi/private car at King’s Road with barrier-free access to 1111 King’s Road and Cityplaza

8.5.3 A new pick-up / drop-off area (i.e. “Arrival Plaza”) (**Figure 3.4** refers) is proposed on 5/F abutting King’s Road. This serves as a new pick-up/drop off for taxi/private car at King’s Road with barrier-free access to 1111 King’s Road and Cityplaza.

Passengers with disabilities or the elderly can drop off right outside the office entrance on 5/F to take the service lifts inside easily. Currently, people can only make use of the entrance to Cityplaza (and to 1111 King’s Road further) at Tai Koo Shing Road if they arrive by taxi/private car, where laybys are available. With the proposed new pick-up / drop-off area at King’s Road, an alternative barrier-free access is made available.

Enhancement works outside 5/F abutting King’s Road

- 8.5.4 A landscape plan (**Figure 3.4** refers) has been prepared for the existing area outside the office lobby of 1111 King’s Road on 5/F abutting King’s Road. As detailed in previous sections, multiple design features are introduced, such as placing food kiosks, provision of different types of tables and seatings with trellis / parasols, planting of new feature trees, installation of digital signboard to show bus arrival time, etc.
- 8.5.5 With these enhancement works in place, the proposed private open space on 5/F (but accessible by the public), with an area of about 1,060m², can be better utilised to provide more interesting experiences for the public and office users.

Improved pedestrian connectivity

- 8.5.6 A more direct route between King’s Road on 5/F and Taikoo Shing Road on G/F is proposed, as detailed in section 3.5 (see also Figures 3.6 and 3.7). With implementation of the improvement works, pedestrians can enjoy a seamless connection between King’s Road and Taikoo Shing Road with better pedestrian experiences. The access route will be straightened with provision of kiosks and tables. This area will not only serve as a route, but also a relaxing area for people to enjoy light meal. This route will be available for public usage during operation hours of Cityplaza.

8.6 No Technical Issues are Anticipated

- 8.6.1 To ascertain technical feasibility of the Proposed Development, the Applicant has conducted a VIA (**Appendix B** refers), TIA (**Appendix C** refers), AVA (**Appendix D** refers), SIA (**Appendix E** refers) and WSIA (**Appendix F** refers). No insurmountable issues have been identified.

9 CONCLUSION

- 9.1 This planning application is submitted to seek permission from the Board for minor relaxation of GFA and BH restrictions for permitted office use and other permitted uses in the “C(7)” Zone bounded by King’s Road and Taikoo Shing Road on the Approved Quarry Bay OZP No. S/H21/28 under S16 of the Ordinance. It should be highlighted that although the Application Site is the whole “C(7)” zone, **the proposed increase in GFA and BH is for office extension of 1111 King’s Road (Subject Site)**. There are no changes to the development parameters of east HONG KONG and Cityplaza. Existing uses in the “C(7)” zone (such as ‘Hotel’, ‘Eating Place’, ‘Shop and Services’, ‘Place of Entertainment’, etc.), that are always permitted, are covered by the subject planning application as well.
- 9.2 According to the indicative development proposal, an extra GFA of 25,500m² and extra BH of 30m are proposed. Therefore, upon completion of the Proposed Development, GFA of the whole “C(7)” zone will be increased from 123,129m² to 148,629m² (+25,500m² / 20.7%); while the BH of 1111 King’s Road will be increased to 165mPD, which is a 30m / 22.2% increase compared to its current BH restriction of 135mPD. To provide planning and design gains for enjoyment by the public, the Applicant commits to create a sky garden on 30/F for the public to enjoy from 8 a.m. to 8 p.m. daily. The Applicant also proposes a pick-up / drop-off area on 5/F abutting King’s Road, and series of enhancement works in the current open area. Also, pedestrian connectivity between King’s Road on 5/F and Taikoo Shing Road on G/F will be greatly improved with provision of a more direct connection from King’s Road to the shuttle lifts on 6/F of 1111 King’s Road.
- 9.3 The Proposed Development is supported by the following justifications:
- Relaxation of GFA and BH restrictions is minor in nature;
 - The Proposed Development conforms to planning intention;
 - The Proposed Development is compatible with surrounding context;
 - The Proposed Development reinforces Quarry Bay as a secondary commercial / office centre;
 - Planning gains are proposed; and
 - There are no adverse technical impacts.
- 9.4 In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.