

REVISED PLANNING STATEMENT



LCH Planning and Development
Consultants Limited

**Section 16 Application for Proposed Minor Relaxation of
Building Height Restriction for Proposed Hotel Development
with Shop and Services at “Residential(A)” Zone and Area
Shown as ‘Road’ at Nos. 9-19 (odds) Kam Wa Street, Shau Kei
Wan**

Planning Assessment Report

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Executive Summary

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

This Application is submitted to seek the approval from the Town Planning Board ("**the Board**") under Section 16 of the Town Planning Ordinance ("**the Ordinance**") for the proposed hotel development with shop and services, including a minor relaxation of the maximum building height restriction ("**the Proposed Development**") at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan ("**the Application Site**", "**the Site**"). The Application Site falls within an area zoned as "Residential (Group A)" ("**R(A)**") and area shown as 'Road' on the Approved Shau Kei Wan Outline Zoning Plan No. No. S/H9/22.

The development proposal involves about 336 nos. of guest rooms. Car parking spaces will be provided on G/F and 2/F. The ground floor retail area is designed for general commercial use and as ancillary space to the hotel, providing retail facilities that serve both hotel guests and the surrounding community. The building will have a total of 31 storeys, with a proposed maximum building height of not more than 113.56 mPD. Since this slightly exceeds the current height limit of 100 mPD, a minor relaxation of the building height restriction is sought.

To capitalise on the abundant neighbourhood tourism resources in Shau Kei Wan and advance the vision of "Tourism is Everywhere" under the Development Blueprint for Hong Kong's Tourism Industry 2.0, the Proposed Development aims to provide high-quality hospitality services supported by a stable hotel supply. It aligns with the Government's strategic direction to reinforce Hong Kong's position as a world-class premier tourism destination, echoing the policy initiatives in the Policy Address and the broader vision of Hong Kong 2030+. The project also supports the "Culture + Tourism" and "Ecology + Tourism" strategies in the Eastern District by optimising local tourism assets, conserving the unique hawker culture, and ensuring effective utilisation of land resources. As a private-sector initiative, the development will help stabilise hotel accommodation supply, enhance visitor arrival arrangements and proactively respond to evolving tourism trends in Hong Kong.

The proposal demonstrates strong planning merits and careful design considerations. It is compatible in terms of land use nature, scale and intensity with the surrounding environment, and is technically feasible with no anticipated adverse traffic, visual, sewerage and environmental impacts.

In view of the above justifications, we would sincerely seek the favourable consideration of the Board to approve this Application.



內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請根據《城市規劃條例》第 16 條，向城市規劃委員會（下稱「**城規會**」）申請批准位於筲箕灣金華街 9 至 19 號(單號)（下稱「**申請地點**」）作擬議放寬建築物高度限制，以作擬議設有商店及服務行業的酒店發展（下稱「**擬議發展**」）。申請地點位於《筲箕灣分區計劃大綱核准圖編號 S/H9/22 號》劃為「住宅（甲類）」地帶及「道路」的範圍內。

擬議發展未來將提供約 336 間酒店客房，並於地下及二樓提供泊車位，以配合政府鞏固香港作為世界級的首選旅遊目的地的策略方向。該項目亦有助穩定酒店住宿供應、改善旅客接待安排，並積極回應旅遊業發展的新方向。地面的商店及服務行業設計作一般商業用途，同時作為酒店的附屬設施，為酒店住客及周邊社區提供零售服務。整座建築物共 31 層，建議的最高建築高度為不高於主水平基準 113.56 米。由於建築高度略高於現有 100 米主水平基準的高度限制，故此規劃申請希望在建築高度限制上可作輕微放寬。

為充分發揮筲箕灣鄰近社區豐富的旅遊資源，並推進《香港旅遊業發展藍圖 2.0》下「無處不旅遊」的願景，是次擬議發展項目旨在提供高品質的酒店服務，以穩定的酒店供應作支撐。該項目將配合政府加強香港作為世界級首選旅遊目的地的地位，並致力實現《2025 年施政報告》的政策倡議及《香港 2030+》的長遠策略願景。項目同時支援東區「文化 + 旅遊」及「生態 + 旅遊」的發展策略，透過優化本地旅遊資產、保育獨特的小販文化，確保土地資源的有效運用。作為私營機構主導的發展項目，擬議發展項目有助香港穩定酒店住宿供應，完善旅客接待安排，積極回應不斷演變的旅遊趨勢。

是次擬議發展項目具備充分的規劃優點及審慎的設計考慮，並在土地用途性質、規模及發展強度方面與周邊環境相容，而且技術上可行，預期不會對交通、景觀、排污及環境造成不利影響。

鑒於以上提出的依據，我們真誠地尋求城規會批准該申請。



1 INTRODUCTION

1.1 The Application

- 1.1.1 The Application Site, situated at Nos. 9, 11, 13, 15, 17 and 19 Kam Wa Street in Shau Kei Wan, comprises a vacant parcel of land that has remained idle for years. The Applicant would like to optimise the use of this existing land resource by developing the Site into a hotel development. To facilitate the proposed development and to fully realise its development potential, a minor relaxation of the maximum building height restriction is also sought.
- 1.1.2 We are commissioned by the Applicant to prepare this planning assessment report on its behalf to seek approval from the Town Planning Board under Section 16 of the Town Planning Ordinance for the proposed hotel development with shop and services, including a minor relaxation of the maximum building height restriction (hereinafter referred to as the “**Proposed Development**”) at Nos. 9, 11, 13, 15, 17 and 19 Kam Wa Street, Shau Kei Wan (**Figures 1 & 2**) (hereinafter referred to as the “**Application Site**” / “**the Site**”).
- 1.1.3 The Application Site falls within an area zoned as “Residential (Group A)” (“**R(A)**”) and area shown as ‘Road’ on the Approved Shau Kei Wan Outline Zoning Plan No. No. S/H9/22 (“**the OZP**” / “**Shau Kei Wan OZP**”) (**Figure 3**). It involves developing the Application Site in the “Residential (Group A)” (“**R(A)**”) zone and area shown as ‘Road’ for Proposed Development.



2 THE APPLICATION SITE AND SURROUNDINGS

2.1 Current Condition of the Site

- 2.1.1 The Application Site covers a total of about 518.41 square metres (“sq.m.”). It is currently a vacant land located at Nos. 9, 11, 13, 15, 17 and 19 Kam Wa Street in Shau Kei Wan. The Site fronts Kam Wa Street to the south, is adjacent to the Shau Kei Wan Tram Terminus to the southeast, and faces Man Wah Dai Ha Blocks A to G to the east.
- 2.1.2 The Application Site abuts Kam Wa Street and is positioned between Mong Lung Street and Shau Kei Wan Main Street East. It is situated close to the junction of Kam Wa Street and Shau Kei Wan Main Street East, which is known as the Shau Kei Wan Tram Terminus. In front of the Application Site there is a parking area along the Kam Wa Street.
- 2.1.3 **Figure 2** illustrates the location of the Application Site and its immediate vicinity.



Diagram 1 Existing Condition of Application Site



2.2 Land Status

- 2.2.1 The Application Site falls within the boundary of Section D, Section F, Section G and the Remaining Portion of Shaukiwan Inland Lot (SIL) No. 433. (**Figure 4**). The development restrictions of these four various Lots are stipulated under the Government Lease which is solely held by the Applicant. These lots are private land parcels granted under a Government Lease with a lease term of 999 years commencing from 3.1.1860. The Lots are virtually unrestricted except the non-offensive trade clause.

2.3 Surrounding Context and Land Use Pattern

- 2.3.1 At present, the surrounding area is predominately occupied by medium- to high-density mixed residential and commercial neighbourhood (**Figure 7**):

- to the immediate north adjoining the Application Site are high rise private residential developments, namely Mong Lung House and Tung Tai Building and King Fai Building at the same “R(A)” zone. The Shau Kei Wan Main Street East is renowned for its vibrant commercial and cultural character, featuring ground-floor restaurants and traditional Chinese temples. To the further north, across Tung Hei Road is the Aldrich Bay Promenade;
- to the west, north-west and south across Mong Lung Street and Kam Wa Street are high-rise private mixed residential and commercial developments, known as Kam Wa Court, Wing Wah House, Wing Wah Building & Fu Hong Lau, under “R(A)” and “R(A)2” zones; and
- to the immediate east across Shau Kei Wan Main Street East is the Former Shau Kei Wan Market (SKWM) Building and the SKWM Building Sitting-out Area rezoned from “Government, Institution or Community” (“G/IC”) to “Residential (Group A)7” (“R(A)7”) with maximum building height restriction of 120 mPD. To the further east is Ming Wah Dai Ha Blocks A to E under “Comprehensive Development Area” (“CDA”) zone.

Existing Mixed Residential and Commercial Characters of the Application Site and Its Vicinity

- 2.3.2 Various major shopping centres serve the surrounding area, known as Shau Kei Wan Centre, Lime Gala located south of the Application Site, Oi Tung Shopping Centre positioned to the northwest and the Galaxy Plaza. These centres provide a range of retail shops, dining options and essential services to visitors and local residents. Traditional markets add to the area’s commercial vitality, including Kam Wa Street Wet Market and Aldrich Bay Market, which offer fresh produce, seafood and daily necessities. Additional commercial elements contributing to Shau Kei Wan’s retail landscape include the ground-floor shops in particular along Shau Kei Wan Main Street East.



2.3.3 The proximity to Shau Kei Wan MTR Station further enhances commercial accessibility, with station-adjacent retail spaces and the surrounding network of restaurants, convenience stores and service establishments creating a comprehensive commercial ecosystem that serves both residential and working populations in the Shau Kei Wan.

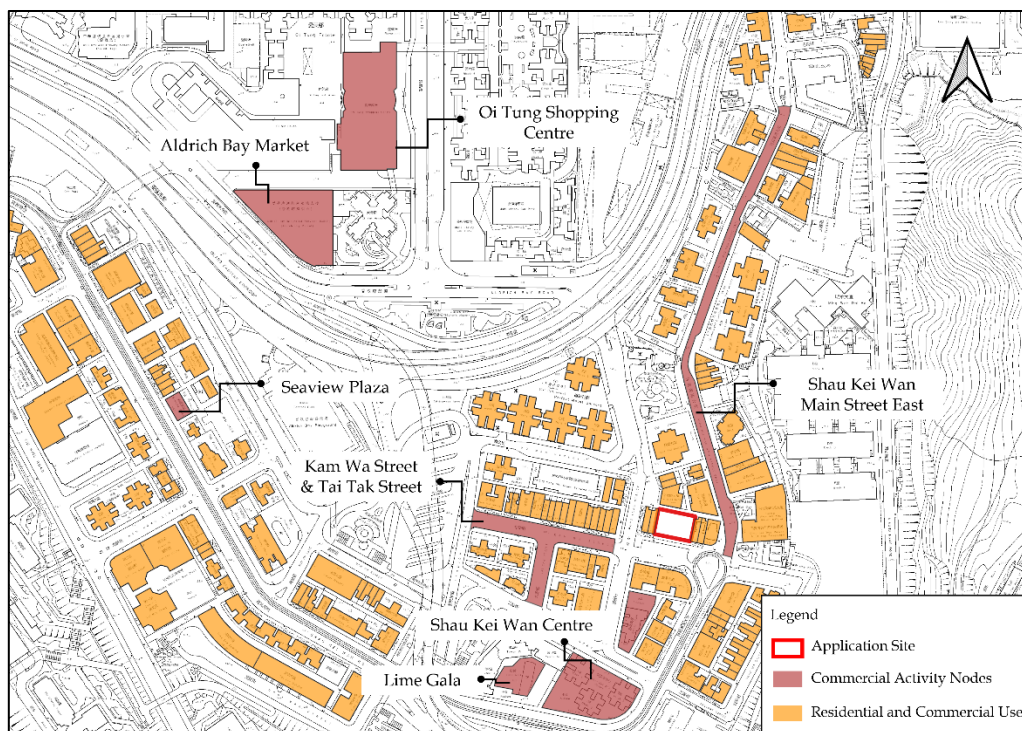


Diagram 2 Mixed Residential and Commercial Characters of the Application Site and Its Vicinity

(Source: Town Planning Board and Lands Department, HKSAR Government)

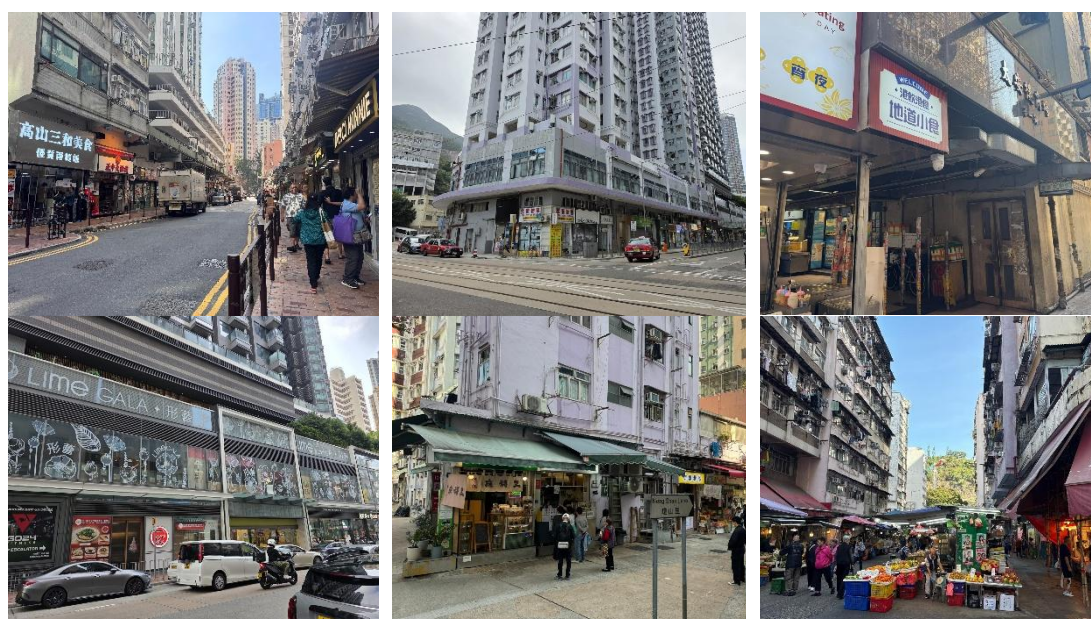


Diagram 3 Commercial Activities in the Vicinity



Existing Hawker Culture in Shau Kei Wan

- 2.3.4 Hawker markets is still one of the key iconic features in Shau Kei Wan, serving the local resident’s needs and attracting tourists. According to the latest information from Food and Environmental Hygiene Department, currently there are around 120 nos. of fixed pitch hawker licences scattered along Tai Tak Street, Shau Kei Wan Road, Shau Kei Wan Main Street East, Mong Lung Street, Kam Wa Street and Aldrich Street.
- 2.3.5 In particular, they are clustered along the section of Kam Wa Street between Aldrich Street and Mong Lung Street, and the connecting Tai Tak Street. These two sections of street are pedestrian prioritized during the day time. The fixed patch hawker stalls along the streets together with the retail stores on the lower floors of the buildings are commonly known as the Kam Wah Street Wet Market. It is recognised as one of the key tourist attractions in Eastern District¹.



Diagram 4 Existing Condition of Kam Wa Street Wet Market

- 2.3.6 It is noteworthy that the section of Kam Wa Street in front of the Application Site is not dominated by hawker stalls. Among the 120 nos. of hawker licence in the vicinity, there are around five hawker stalls in front of the Site along Kam Wa Street. This section of Kam Wa Street with parking area on the two sides is not pedestrian prioritised. It does not form part of the Shau Kei Wan Kam Wa Street Wet Market.

¹ Hong Kong Tourism Board, <https://www.discoverhongkong.com/hk-eng/explore/neighbourhoods/eastern.html>; TripAdvisor, https://en.tripadvisor.com.hk/Attraction_Review-g294217-d23713483-Reviews-Shau_Kei_Wan_Market-Hong_Kong.html



<u>Licence Type</u>	<u>Pitch No.</u>	<u>Address</u>
Fixed-pitch Hawker Licence	11KW O10105	In Front of No. 17 Kam Wa Street
Fixed-pitch Hawker Licence	11KW O10106	In Front of No. 17 Kam Wa Street
Fixed-pitch Hawker Licence	11KW O10112	In Front of No. 11-13 Kam Wa Street
Fixed-pitch Hawker Licence	11KW O10117	In Front of No. 11-13 Kam Wa Street
Fixed-pitch Hawker Licence	11KW O10120	In Front of No. 9 Kam Wa Street

Table 1 Existing Hawker Information
(Source: Food and Environmental Hygiene Department)

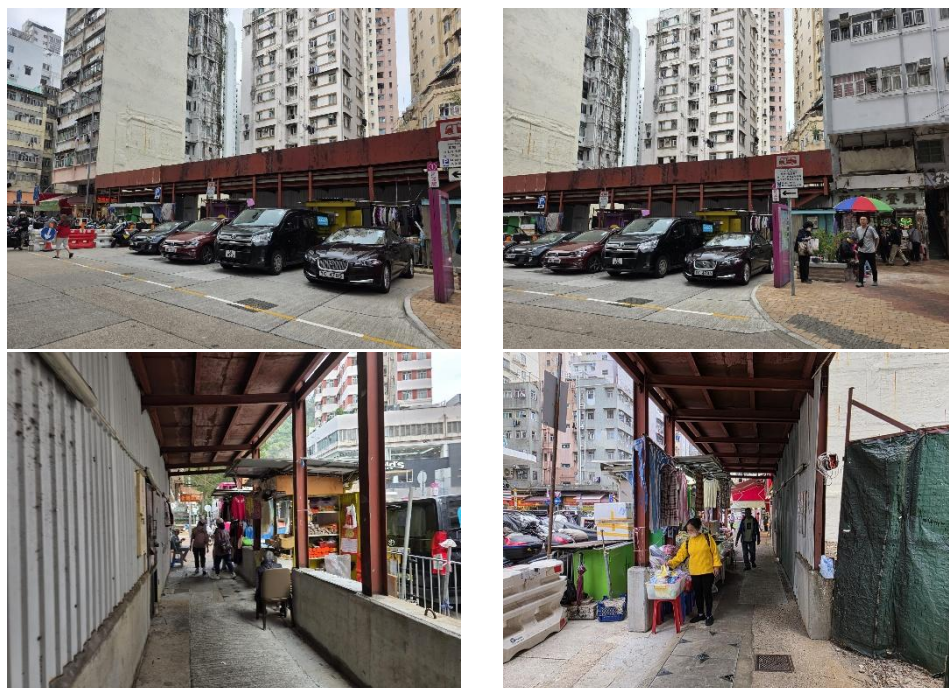


Diagram 5 Existing Hawker Stalls outside Application Site

2.4 Accessibility

- 2.4.1 The Application Site is accessible via Kam Wa Street which further connects to Tung Hei Road and Chai Wan Road to the other parts in Sai Wan Ho and Chai Wan areas (**Figure 1**). It is located at the junction of Kam Wa Street and Shau Kei Wan Main Street East, known as the Shau Kei Wan Tram Terminus.
- 2.4.2 The Application Site is considered a strategic transport node since it is well served by public transportation, including trams, franchised buses,



green and red minibuses (GMB/RMB) services and Mass Transit Railway (MTR). Bus stops are located immediately at Shau Kei Wan Bus Terminus at within 250 m, or less than a 4-minute walk from the Application Site, and Shau Kei Wan MTR Station is located within approximately 200 m, or less than a 3-minute walk from the Site. Route No. 9 to Shek O is only available at the bus stop located at the street end of Kam Wa Street in Shau Kei Wan.

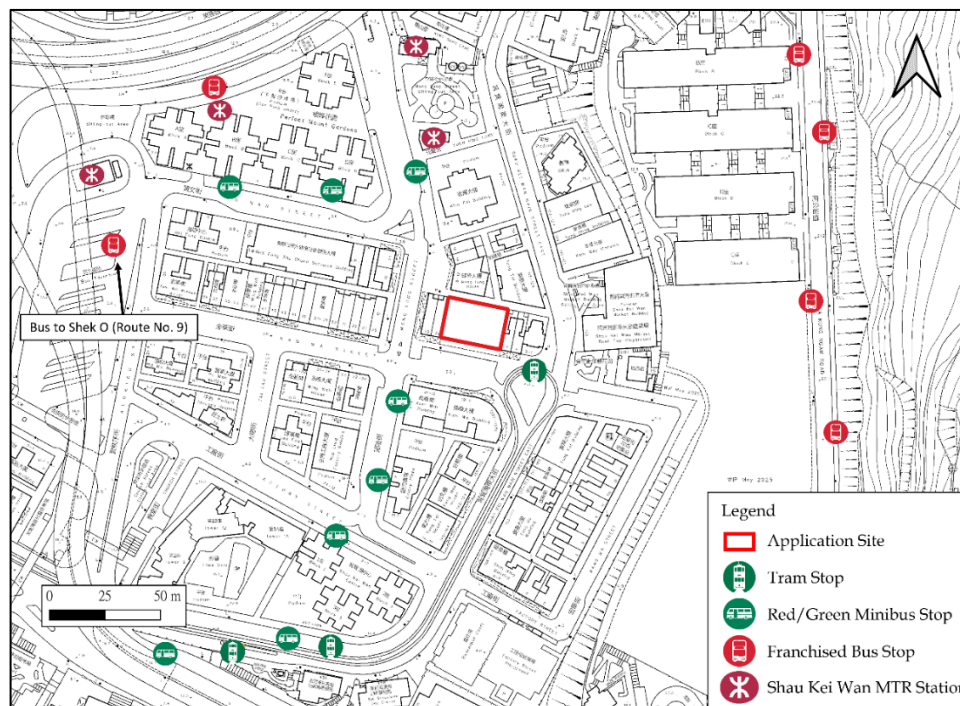


Diagram 6 Availability of Public Transport in the Vicinity
(Source: Transport Department, HKSAR Government)

2.5 Tourism Attractions

2.5.1 Shau Kei Wan Main Street East in the Eastern District is a renowned food street characterised by an array of nostalgic cafés, local snack stalls and contemporary restaurants, attracting visitors from both within and outside the district. Application Site is situated in proximity to several historic buildings and cultural landmarks, including Tin Hau Temple, Tam Kung Temple, Shing Wong Temple and the Eastern District Cultural Square. The nearby tram terminus has become a notable point of interest and was incorporated into the Eastern District Tourism Trail in 2002. With the opening of East Coast Boardwalk, the harbourfront along the northern shore of Hong Kong Island, extending from Shek Tong Tsui in the Western District to Aldrich Bay in Shau Kei Wan, will be fully connected, forming a continuous promenade approximately 12 kilometres in length for public enjoyment. This enhancement will provide a highly walkable environment linking major districts including Causeway Bay, Quarry Bay and Shau Kei Wan, which further improving accessibility and the overall visitor experience. Refer to **Figure 5** for Tourist Attractions and Facilities in the Surrounding Area.



3 PLANNING CONTEXT

3.1 Statutory Planning Context

- 3.1.1 The Application Site falls within an area zoned as "R(A)" and area shown as 'Road' on the Approved Shau Kei Wan Outline Zoning Plan No. S/H9/22 (**Figure 3**) (also known as the "the OZP" / "Shau Kei Wan OZP"). The planning intention of the "R(A)" zone is *"intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building"*.
- 3.1.2 According to the Schedule of Notes for "R(A)" zone, 'Hotel' is Column 2 use that may be permitted with or without conditions on application to the Town Planning Board ("**the Board**"). The proposed hotel development with shop and services in the area shown as 'Road' also require permission from the Board.
- 3.1.3 The Notes of the OZP state that, on land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", no new development or redevelopment of any domestic or non-domestic building shall result in a total development and/or redevelopment exceeding a maximum domestic plot ratio of 8 for a Class A site, 9 for a Class B site and 10 for a Class C site; or a maximum non-domestic plot ratio of 15, and a maximum building height ("**BH**") of 100 metres above Principal Datum ("**mPD**") as stipulated, or the BH of the existing building, whichever is the greater.
- 3.1.4 According to the Note (15) of the "R(A)" zone in the OZP, minor relaxation of the building height restriction ("**BHR**") may be considered by the Board based on the individual merits of a development or redevelopment proposal.
- 3.1.5 According to the Explanatory Notes of OZP, a minor relaxation clause for building height restrictions is provided to encourage developments or redevelopments that demonstrate design merits and planning gains. Each application for minor relaxation of building height restrictions under s.16 of the Ordinance will be considered on its own merits, with reference to the following assessment criteria:
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;
 - (d) providing separation between buildings to enhance air and visual permeability;



- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to the townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

3.1.6 The Explanatory Notes of the OZP also states that two non-building areas (NBAs) are designated within the Ming Wah Dai Ha site, including a 10m-wide central strip of land aligned with Kam Wa Street which also along the southern boundary of the subject "R(A)" zone, to enhance air circulation toward the town centre and improving the overall urban microenvironment.

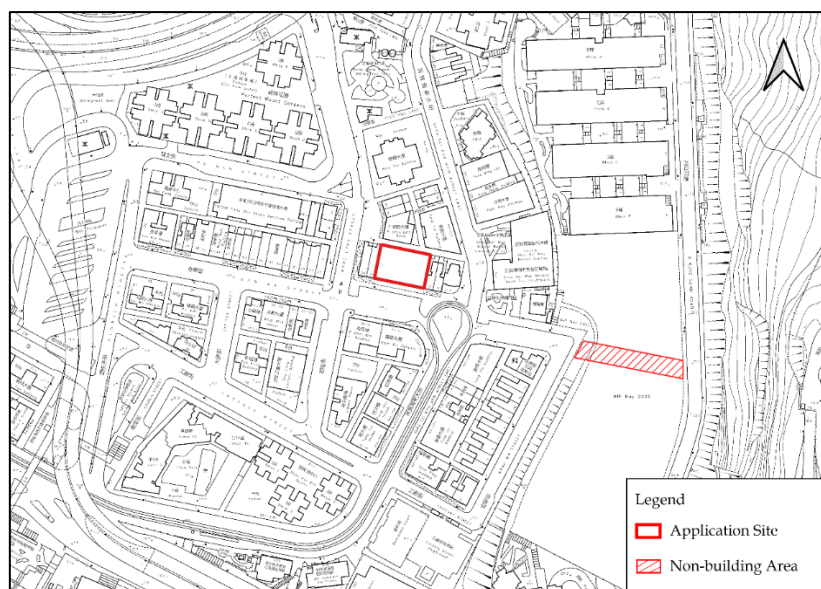


Diagram 7 One of the Designated Non-Building Areas Adjacent to Kam Wa Street
(Source: Lands Department, HKSAR Government)



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RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Vehicle Park (excluding container vehicle) (on land designated “R(A)5” and “R(A)6” only)	Office
Residential Institution	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle) (not elsewhere specified)
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

(Please see next page)



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RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted
(a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) On land designated "Residential (Group A)" ("R(A)"), "Residential (Group A)1" ("R(A)1"), "Residential (Group A)2" ("R(A)2"), "Residential (Group A)3" ("R(A)3"), "Residential (Group A)5" ("R(A)5"), "Residential (Group A)6" ("R(A)6") and "Residential (Group A)7" ("R(A)7"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) On land designated "R(A)2", a maximum building height of 120mPD would be permitted for sites with an area of 400m² or more.
- (3) On land designated "R(A)3", a maximum building height of 135mPD would be permitted for sites with an area of 400m² or more.
- (4) On land designated "Residential (Group A)4" ("R(A)4"), no new development, or addition, alteration and /or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of mPD, as stipulated on the Plan.

(Please see next page)



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RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (5) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", no new development of or redevelopment to a domestic or non-domestic building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 8 for Class A site, 9 for Class B site and 10 for Class C site, or a maximum non-domestic plot ratio of 15, as the case may be. The definition of Class A, Class B and Class C sites shall be in accordance with the Building (Planning) Regulations.
- (6) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", for new development of or redevelopment to a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum permitted non-domestic plot ratio of 15 and the actual non-domestic plot ratio proposed for the building and the maximum permitted domestic plot ratio for the building divided by the maximum permitted non-domestic plot ratio of 15. The maximum permitted domestic plot ratios are as stipulated in paragraph (5) above.
- (7) On land designated "R(A)", "R(A)2", "R(A)3", "R(A)4", "R(A)5" and "R(A)7", no addition, alteration and/or modification to an existing building shall result in a total development in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (5) or (6) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –
 - (a) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (b) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (5) or (6) above shall apply if any addition, alteration and/or modification to an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (8) On land designated "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6, or the plot ratio of the existing building, whichever is the greater.
- (9) On land designated "R(A)6", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 85,800m².
- (10) In determining the maximum plot ratio for the purposes of paragraphs (5), (6) and (8) above, the area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings solely for accommodating GIC facilities including school(s) as may be required by Government shall be deducted from calculation of the site area.



- 7 -

S/H9/22

RESIDENTIAL (GROUP A) (Cont’d)

Remarks (Cont’d)

- (11) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (5), (6), (8) and (9) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (12) On land designated “R(A)5”, “R(A)6” and “R(A)7”, in determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (5), (6) and (9) above, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may also be disregarded.
- (13) On land designated “R(A)5”, in determining the relevant maximum plot ratio for the purposes of paragraphs (5) and (6) above, any floor space that is constructed or intended for use solely as public vehicle parks may be disregarded.
- (14) Where the permitted plot ratio as defined in the Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraph (5), (6) or (9) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (5), (6) or (9) above may thereby be exceeded.
- (15) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height/plot ratio/gross floor area restrictions stated in paragraphs (1) to (4), (8) and (9) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Diagram 8 Extract of Notes of Approved Shau Kei Wan OZP No. S/H9/22

(Source: Town Planning Board, HKSAR Government)



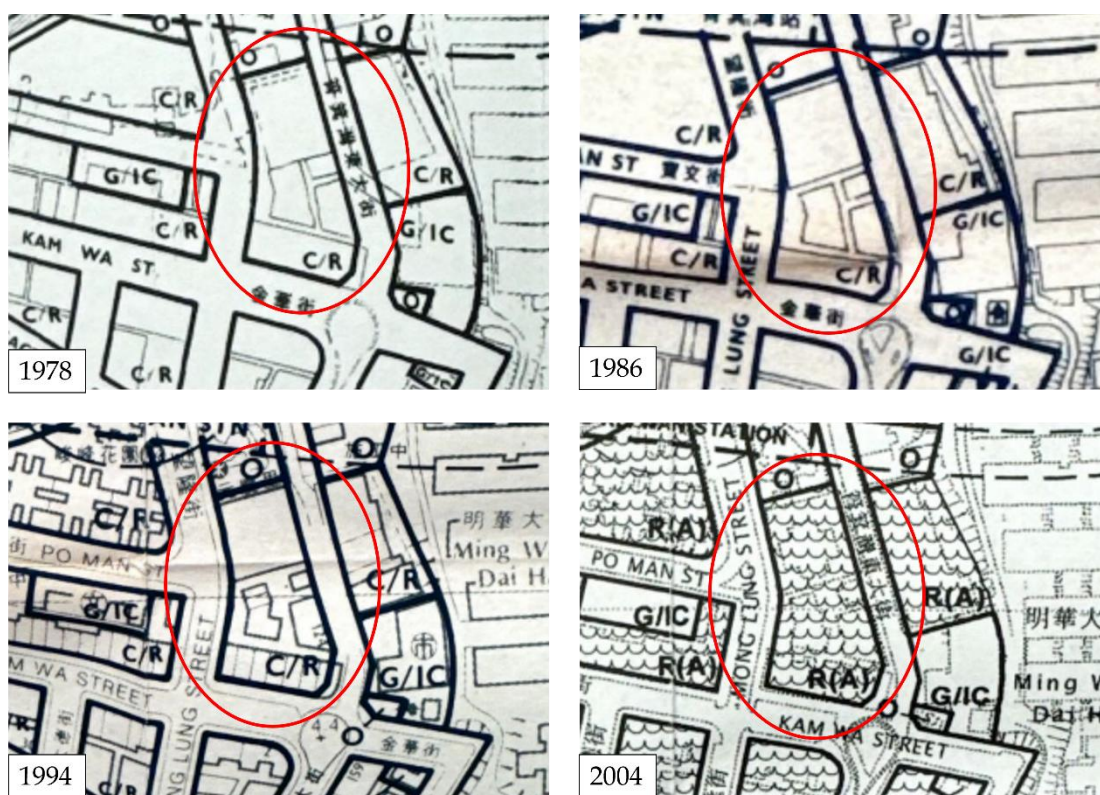
Diagram 9 Existing Condition of the Non-building Area

Building Height Restrictions in the Vicinity

- 3.1.7 The Application Site is located at the eastern part of Shau Kei Wan (“SKW”) area, it is surrounded by existing private residential developments (with the BHR up to 100-120mPD) to its immediate west, south, south-west and north. Across the road and railway to the north-west, there is an existing housing development with the BHR of 120mPD along the waterfront area.
- 3.1.8 The Application Site is located within an area comprising medium- to high-density mixed private and public residential and commercial developments, with most of the developments with a PR of 8 or higher.
- 3.1.9 According to the Explanatory Statement of OZP, it is stated that within the surrounding inland built-up area, the 100 mPD and 115 mPD height band zone is recommended.
- 3.1.10 It is noteworthy that area to the south of Kam Wa Street is under “R(A)2” zone, which a maximum building height of 120mPD would be permitted for sites with an area of 400 sq.m. or more. While the area to the north of Kam Wa Street is subject to a maximum building height of 100mPD. The Application Site with a site area of larger than 400 sq.m. is just situated in between the BHR of 100 to 120mPD. Just to the east of the Application Site is a newly rezoned “R(A)7” area which is subject to a BHR of 120mPD. Overview of the BH profile of SKW area is at **Figure 6** respectively.

3.2 Discrepancy in the Understanding of Subject Zoning Boundary

3.2.1 A comparison of the zoning boundaries across multiple OZP prepared in 1978, 1986, 1994 and 2004 (referenced as LH/9/38, S/H9/1, S/H9/3 and S/H9/13 respectively), it reveals slight variations in the demarcation of the subject site's boundaries. As revealed from the past OZPs, in particular 1978, 1986 and 1994, the zoning boundary was in line with the building footprint. The building footprint has also remained unchanged over the years. It is believed that there may be slight discrepancies during the digitalization of OZP during 2000s. These discrepancies, while minor in nature, indicate that the zone boundaries have evolved incrementally over the successive planning periods. *the zoning boundary consistently coincided with the existing building footprint, which has remained unchanged over time.*



**Diagram 10 Extract of Drafted/Approved Shau Kei Wan OZP in
1978, 1986, 1994 and 2004**

(Source: Town Planning Board, HKSAR Government)

3.2.2 Currently the zoning boundary is slightly further setback from the concerned lot boundary, with minor portion of the Application Site encroaches onto the Area shown as 'Road'. According to the covering Notes of the OZP, alignments of roads and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.



3.3 Planning History Review

Designation of "Commercial/Residential" zone in 1980

- 3.3.1 The Site fell within an area zoned as "Commercial/Residential" ("C/R") under the draft Shau Kei Wan Outline Zoning Plan No. LH 9/38 back to 1980. Within this zone, hotel, hostel and guesthouse uses were the uses that always permitted. The zoning exercise was undertaken with the objective of rationalizing the prevailing development character of the area. In addition, the planned provision of the Mass Transit Railway, with stations proposed at the western end of Shau Kei Wan Road and at Shau Kei Wan Main Street East, was expected to promote and facilitate the development of commercial and residential uses within the surrounding area.

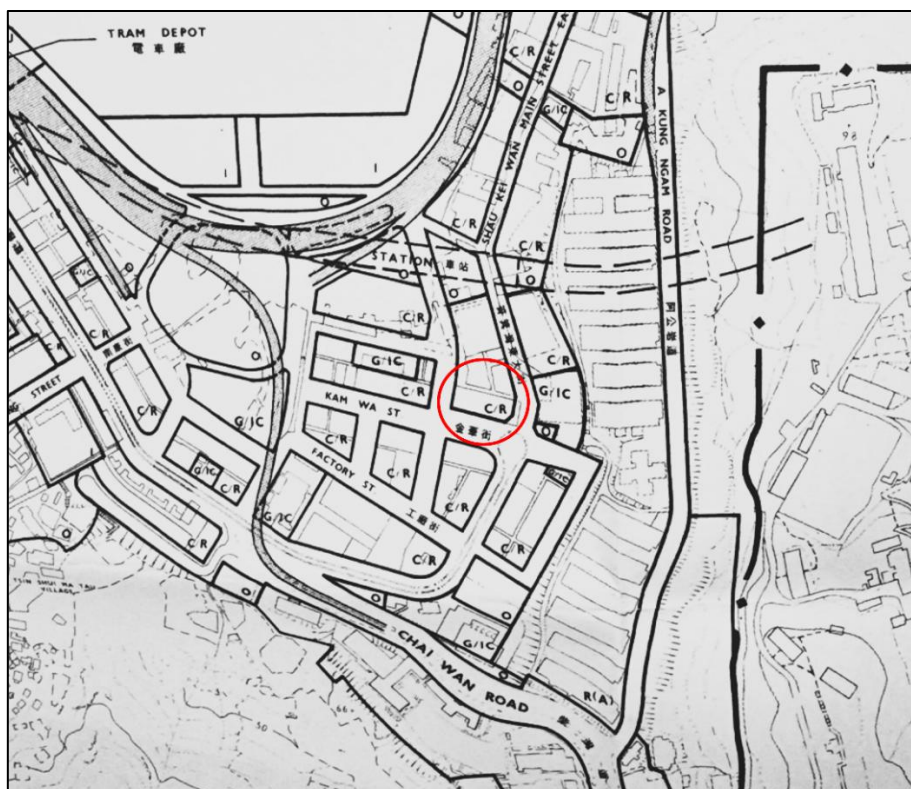


Diagram 11 Extract of Shau Kei Wan Draft OZP No. LH 9/38
(Source: Town Planning Board, HKSAR Government)



- 3 -				LH 9/38
Zone	Uses always permitted		Uses that may be permitted with or without conditions on application to Town Planning Board	Remarks
2.1 COMMERCIAL/ RESIDENTIAL	Ancillary car park	Massage or sauna parlour	Community centre	
	Apartment	Museum	Government use	
	Bank	Night club	Hospital	
	Bar	Office	Laundry	
	Bath house	Old people's home	Market	
	Betting office	Open space	Petrol filling station	
	Boarding house	Pedestrian area	Public car park	
	Carpenters' quarters	Place of public entertainment	Public transport station	
	Children's home	Residential club	Public utility installation	
	Clinic	Residential institution	Recreational facility	
	Convalescent home	Restaurant	Refuse collection point	
	Department store	Retail shop	Religious institution	
	Dormitory	Road	School	
	Drain and sewer	Service lane	Storage yard	
	Exhibition hall	Showroom	Warehouse	
	Flat	Social club	Workshop	
	Guest house	Street		
	Hostel	Studio		
	Hotel	Supermarket		
	House	Tenement		
	Laundrette	Storage ancillary to the above uses		
	Library			
	Lodging house			

Diagram 12 Extract of the Notes of Shau Kei Wan Draft OZP No. LH 9/38

(Source: Town Planning Board, HKSAR Government)

Rezoning from "Commercial/Residential" use to "Residential(A)" use since 2004

- 3.3.2 Until February 2004, the majority of sites along both sides of Shau Kei Wan Road and Shau Kei Wan Main Street East, including the Application Site, were rezoned from "C/R" to "Residential (Group A)" ("R(A)") under the draft Shau Kei Wan OZP No. S/H9/13.

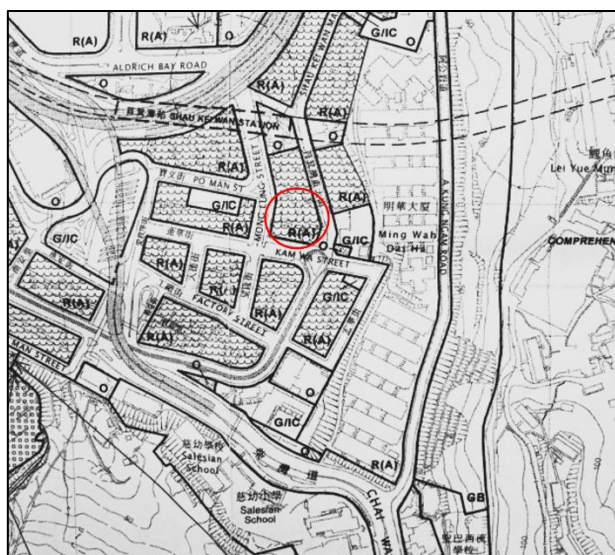


Diagram 13 Extract of Shau Kei Wan Draft OZP No. S/H9/13

(Source: Town Planning Board, HKSAR Government)

- 3.3.3 To clearly reflect the planning intention to avoid overdevelopment, particularly through the transfer of development potential, and to preserve the distinct characteristics of individual sites, it was proposed



that the domestic plot ratio restrictions of 8 to 10 and a non-domestic plot ratio restriction of 15 be specified in the Notes of the “R(A)” zone.

Imposition of Development Control in 2000s

- 3.3.4 To provide more effective planning control over BH, PR and GFA upon development or redevelopment, an Air Ventilation Assessment (AVA) Study for SKW area was completed to evaluate the proposed BHR in 2008.² Based on the findings of the AVA Study, a maximum building height of 100mPD was proposed to form a transitional zone that would contribute to a stepped-height profile, moderating the visual impact of taller inland developments while complementing the historical context at the urban fringe.
- 3.3.5 During the Board meeting for Draft SKW OZP No. S/H9/15, Planning Department clarified that the imposition of a 100mPD building height restriction for the “R(A)” site adjoining Kam Wa Street was derived from the stepped-height concept. Both the AVA Study and the Department’s internal assessment concluded that the 100mPD restriction would not result in any adverse visual or air quality impacts.
- 3.4 Precedent Planning Application for Hotel-related Use in Residential Zoning**
- 3.4.1 Two precedent cases for hotel development (Application Nos. A/H9/68 and A/H9/73) have been approved in 2012 and 2015 respectively in the vicinity, are within the “R(A)2” zone in Shau Kei Wan. No other similar applications have been received since then.
- 3.4.2 There are precedent applications (Application Nos. A/H8/438 and A/H8/439) for proposed hotel in “R(A)” zone on the North Point OZP. The proposed BH was within the maximum BH of 120mPD stipulated under the OZP, and was considered not incompatible with the surrounding residential buildings with BHs ranging from 3 to 36 storeys and 17mPD to 113mPD. The application was approved by the Board on January 2024 (**Table 2**).

² https://www.pland.gov.hk/file/resources/ava_register/government/pdf/AVRG27_Report.pdf



Application No.	Proposed Use	Date of Consideration	Decision
A/H8/438	Proposed Hotel	26.1.2024	Approved with conditions
A/H8/439	Proposed Hotel	26.1.2024	Approved with conditions
A/H9/73	Proposed Hotel	2.1.2015	Approved with conditions
A/H9/68	Proposed Hotel	20.1.2012	Approved with conditions

Table 2 Similar S.16 Applications within "R(A)" Zone on Shau Kei Wan OZP and North Point OZP

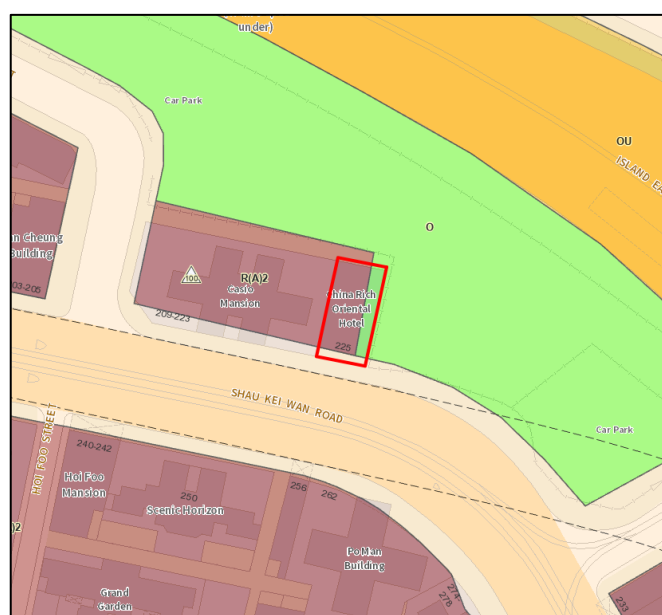
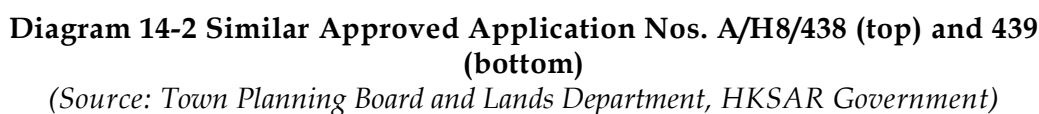


Diagram 14-1 Similar Approved Application Nos. A/H9/68 and 73
(Source: Town Planning Board and Lands Department, HKSAR Government)



3.5.1 The redevelopment of Ming Wah Dai Ha (Application No. A/H9/78) in Shau Kei Wan, led by the Hong Kong Housing Society, is a three-phase project launched in 2011 using an integrated model with in-situ rehousing. The whole redevelopment is expected to be completed by 2035.

3.5.2 To make better use of idle flats in Blocks A-E ahead of Phase 3, the Hong Kong Housing Society launched the “T-Home” Transitional Rental Housing Scheme at Ming Wah Dai Ha in October 2021. It refurbishes vacant flats (originally about 200 units, with around 40 available as of



mid-2024) for temporary rental to eligible public housing applicants, mainly 2-4 person families on the waiting list. Tenants must vacate when Phase 3 redevelopment commences.

- 3.5.3 The A Kung Ngam Village has been resumed for public housing development in 2025. Initiated by the Hong Kong Housing Society, the project is expected to be completed by 2032/33 with about 1,500 units. Site formation and infrastructure works is now on-going.
- 3.5.4 Just to the east of the Application Site, the former Shau Kei Wan Market Building and its sitting-out area is rezoned from “G/IC” to “R(A)7” in 2025, with a maximum domestic plot ratio of 8-10, a maximum non-domestic plot ratio of 15, and a maximum building height of 120 mPD, to facilitate a private residential development of about 200 flats. This site is now under the Land Sale Programme in the first quarter of 2026.

3.6 Non-Statutory Planning Context

Adopting MiC Building Technology to Enhance Green and Innovative Buildings

- 3.6.1 Under current technology, the adoption of Modular Integrated Construction (MiC) normally involves thickened/double slabs between MiC modules, resulting in an increase in storey height of MiC floor and hence in the overall BH of the building. To facilitate the adoption of MiC, favourable consideration may be granted to an increase of BH up to 4% of the total storey height of MiC floors, which may be exempted under the relevant MiC provisions under JPN No. 8.³

Gross Floor Area Exemption Arrangement for Aboveground Parking Spaces in Private Developments

- 3.6.2 The enhanced arrangements for exempting aboveground car parks from the calculation of gross floor area (GFA) in private development projects have been taken in effect since November 2025.^{4 5} Under the policy, up to two levels of aboveground parking can now be fully exempted from GFA calculation. If developers submit planning applications for minor relaxation of height restrictions because of constructing no more than two levels of aboveground carparks, under most circumstances, they will only be required to submit visual appraisal.

3 JPN No.8 - Incentive to Promote Green and Innovative Buildings: Enhanced Facilitation Measures for Buildings Adopting Modular Integrated Construction

4 PNAP APP-2 - Calculation of Gross Floor Area and Non-accountable Gross Floor Area Building (Planning) Regulation 23(3)(a) and (b)

5 Practice Note Issue No. 9/2025 Gross Floor Area Exemption Arrangement for Aboveground Parking Spaces in Private Development



*Hong Kong 2030+: Towards a Planning Vision and Strategy
Transcending 2030"*

- 3.6.3 As one of the strategic directions under Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("Hong Kong 2030+") to create capacity for sustaining economic growth and broadening economic base, it is the long-term vision to provide planning support to reinforce Hong Kong as world-class premier tourism destination.

Development Blueprint for Hong Kong's Tourism Industry 2.0

- 3.6.4 The Development Blueprint for Hong Kong's Tourism Industry 2.0 identifies 18 Districts as priority new tourism nodes to promote the concept of "tourism is everywhere".
- 3.6.5 One of the identified key directions is to enrich district tourism resources so as to promote tourist experience with Hong Kong characteristics and the enrich city-walk routes in 18 Districts⁶. Another notably direction is 'Ecology + Tourism'⁷ which emphasise on green tourism, island tourism and integrated resort projects focusing on environmental protection and eco-tourism, as well as 'Culture + Tourism'⁸ which create a brand of diverse cultural tourism offerings in 18 Districts.
- 3.6.6 As a key strategy to provide quality services for visitors, it targets to improve hardware facilities like the hotel supply.⁹ The government has consistently emphasised providing greater flexibility in land-use changes and actively supporting private-sector hotel developments in the priority zones.

Hawker Policy Review

Hawker Control

- 3.6.7 In general, hawking is highly regulated, and hawker licenses are no longer newly issued under normal circumstances. There are two types of hawker licences in Hong Kong, which are itinerant hawker licence and fixed-pitch hawker licence.¹⁰
- 3.6.8 Under the current Government policy, the application for succession to and transfer of hawker licences are also subject to strict restrictions. Generally, a fixed pitch hawker licence can only be succeeded to or transferred by the licensee's "immediate family members" (i.e. parents, spouse, son or daughter). All hawker licences issued on or after 21 May, 2010, including those issued by "succession" or "transfer", are not eligible for further succession or transfer.

⁶ Strategy 1 Recommendations 11 & 12, Development Blueprint for Hong Kong's Tourism Industry 2.0

⁷ Strategy 1 Recommendation 4, Development Blueprint for Hong Kong's Tourism Industry 2.0

⁸ Strategy 1 Recommendation 1, Development Blueprint for Hong Kong's Tourism Industry 2.0

⁹ Strategy 4 Recommendation 59, Development Blueprint for Hong Kong's Tourism Industry 2.0

¹⁰ Research Office, Legislative Council Secretariat, *Hawker control in Hong Kong*, ISSH18/2025



Hawker Blackspot in Shau Kei Wan

- 3.6.9 Kam Wa Street area including Mong Lung Street and Tai Tak Street is identified as one of the Unlicensed Hawker Blackspots in Easter District¹¹. Some hawker licensees on Kam Wa Street have previously been reported to violate the Hawker Regulation by causing street obstruction and impeding the free movement of pedestrians¹².

¹¹ FEHD, *Eastern District Hawker Blackspots*,
https://www.fehd.gov.hk/english/pleasant_environment/hawker/blackspots/Eastern.html

¹² FEHD, *FEHD orders Shau Kei Wan fixed-pitch hawker to suspend business for seven days*,
https://www.fehd.gov.hk/english/news/details/20210923_8894.html



4 TOURISM RESOURCE REVIEW

Evidence-based urban planning tool is applied to support this Application. While technical feasibility is supported by various assessment reports, this report aims to provide evidence and analysis to support that there are abundant tourism resources in Shau Kei Wan area which ultimately drive hotel demand in the vicinity.

According to United Nations Development Programme¹³, Evidence-based urban planning can be considered as “a transformative approach to urban development, where decision-making is no longer driven by intuition or tradition but rather by a meticulous and data-driven process. At its core, this methodology revolves around the collection, analysis, and application of accurate and current data and evidence to inform every facet of urban planning and development.”

4.1 Explosive Recovery in Tourist Arrivals

4.1.1 Hong Kong has recorded close to 45 million visitor arrivals in 2024, reflecting a 31 percent increase from the previous year, driven by steady growth from Mainland China and a strong rebound from Southeast Asian and other overseas markets. This upward trend persisted into 2025 with 45.2 million arrivals, representing a 9 percent year-on-year rise – comprising 9.25 million Mainland visitors (+6%) and 2.98 million non-Mainland visitors (+18%). Approximately half of these visitors opted for overnight stays, averaging 3.1 nights, with satisfaction levels reaching 8.8 out of 10 according to the Hong Kong Tourism Board’s Departing Visitor Survey by the end of 2025.

Year	2024	2025
Total visitor arrivals (million)	44.5	45.2
Mainland	34	34.5
Non-Mainland	10.5	10.8
Share of overnight visitors	About 50%	About 47%
Average length of stay of overnight visitors (nights)	3.2	3.1
Per-capita spending of overnight visitors (HK\$)	About 5,490	About 5,400
Mainland	About 5,000	About 5,000
Non-Mainland	About 1200	About 1200
Satisfaction (out of 10)	8.8	8.8
Revisit intention	94%	96%
Average hotel occupancy	85%	87%
Average hotel room rate (HK\$)	About 1,300	About 1,200

Table 3 Arrival of Visitors, Overnight Visitors and Average Hotel Occupancy in 2024 and 2025¹⁴

¹³ UNDP, <https://www.undp.org/latin-america/digitalhub4/projects/urban-planning-evidence>

¹⁴ Hong Kong Tourism Board



4.2 Strong Hospitality Demand Restricts by Lagging Supply

4.2.1 The data indicates a significant upward trend in inbound tourism to Hong Kong. The retail, hospitality and tourism sectors have continued their post-pandemic recovery in 2025, supported by a marked increase in international arrivals and shifting consumer behaviours. This positive trajectory is evident in hotel performance on the Eastern & Southern Hong Kong, where occupancy rates remained robust, achieving approximately 95 percent in November 2025.

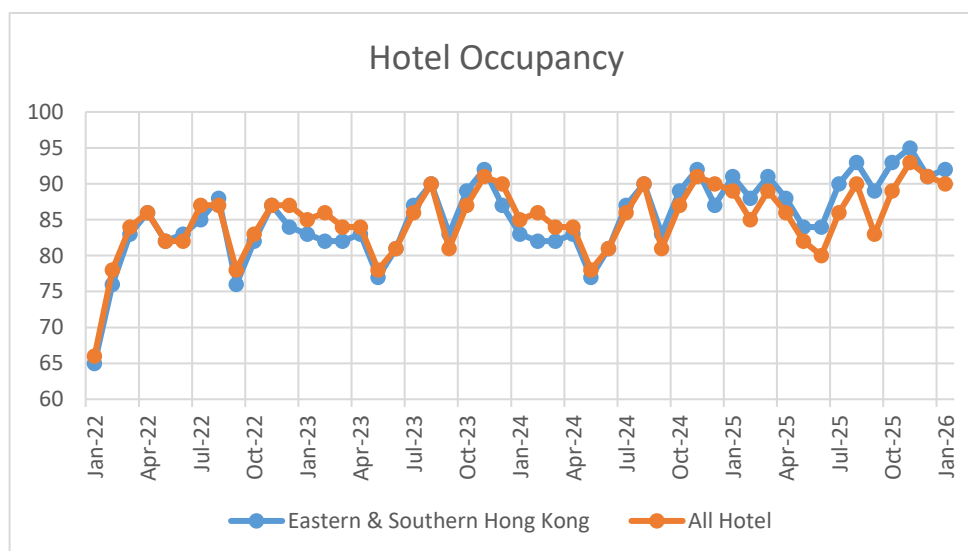


Diagram 15 Room Occupancy of Eastern & Southern Hong Kong and All Hotel in Hong Kong

(Source: Hotel Room Occupancy Report, Hong Kong Tourism Board)

4.2.2 It is an interesting observation that the room occupancy of Eastern & Southern Hong Kong is higher than the overall room occupancy of Hong Kong in year 2025 with an average occupancy of 90%, which clearly shows the tourist’s preference in the Eastern & Southern Districts.

Year	Eastern & Southern Hong Kong		All Hong Kong		% of room in Eastern & Southern Hong Kong
	No. of Hotel	No. of Room	No. of Hotel	No. of Room	
2019	22	6,745	303	84,089	8.02%
2020	24	7,633	311	86,700	8.80%
2021	25	7,820	319	88,614	8.82%
2022	25	8,040	319	89,205	9.01%
2023	26	8,269	321	90,109	9.18%
2024	29	8,591	330	92,922	9.25%
2025	29	8,591	333	93,472	9.19%

Table 4 Hotel Room Supply from 2019 to 2025

(Source: Hotel Room Occupancy Report, Hong Kong Tourism Board)

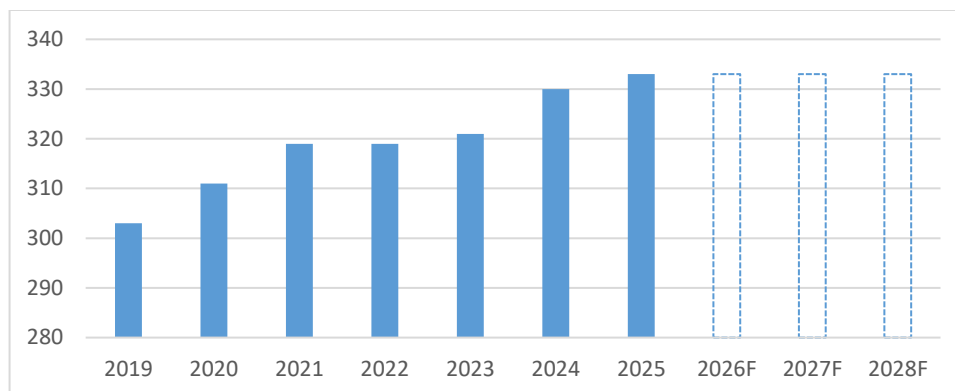


Diagram 16 Hotel Room Supply from 2019 to 2028 Forecast
(Source: Hotel Supply Situation, Hong Kong Tourism Board)

- 4.2.3 There is a lack of new supply in the Eastern & Southern Hong Kong, providing about 9% of the total room number in Hong Kong. It is anticipated that there will be sluggish growth in hotel room supply. There are about 25 hotel projects without confirmed completion timeline, and none of them are located in Eastern District.
- 4.2.4 It indicates that supply is struggling to keep pace with visitor growth. These trends reveal a market opportunity and justify the need for the Proposed Development in the area to accommodate rising demand and support the continued expansion of the tourism economy.
- 4.2.5 Hotel supply growth across Hong Kong remains stagnant. Following the launch of the Hostels in the City Scheme in July 2025 which enables the conversion of existing commercial buildings, including hotels, into student hostels, conversions of lower-end hotels into student hostels and staff accommodation are expected to remain prevalent, which will further constrain the availability of hotel supply.

4.3 Strong Tourism Potential of Shau Kei Wan District

- 4.3.1 The Development Blueprint for Hong Kong's Tourism Industry 2.0 identifies several development directives, featuring in 'Culture + Tourism' and 'Ecology + Tourism', etc. This review demonstrates there are abundant tourism resources in Shau Kei Wan that are in line with the captioned Blueprint.

Shau Kei Wan as Accessible Eastern District Hub

- 4.3.2 Shau Kei Wan serves as a highly accessible tourism hub in Hong Kong's Eastern District, directly connected by the Island Line MTR at Shau Kei Wan Station and the Hong Kong Tramways Shau Kei Wan Terminus. These links provide seamless public transport from Central or Chai Wan where it takes around 25-30 minutes by tram to support diverse visitors. This connectivity draws day-trippers to its markets, temples and typhoon shelter while enabling extended stays.



Gateway for Eco-Coastal Exploration

- 4.3.3 Positioned as a potential gateway to the east coastal areas of Hong Kong, Shau Kei Wan offers easy access to eco-tourism spots such as Shek O (via Bus No. 9 from MTR in which it takes 30 minutes) and Cape D’Aguilar Marine Reserve, known for rugged cliffs, hiking trails and marine biodiversity. The Eastern District Tourist Trail extends from Shau Kei Wan’s waterfront toward these areas, promoting nature walks amid high-rises and historic shipyards. Multi-modal transport (MTR to Shau Kei Wan, then bus or minibus) facilitates low-impact eco-excursions, blending urban heritage with Hong Kong’s southeastern coastal ecosystems. Other tourist destinations in Shau Kei Wan include:
- Cultural x Religious Tourism: Tin Hau Temple, Tam Kung Temple, Shing Wong Temple and Yuk Wong Temple etc.
 - Culinary tourism: Kam Wa Street Wet Market and Shau Kei Wan Main Street East
 - Scenic x Maritime Tourism: Shau Kei Wan Typhoon Shelter, Eastern District Cultural Square and Lei Yue Mun Park and Holiday Village.
 - Educational Tourism: Hong Kong Museum of the War of Resistance and Coastal Defence

Geospatial Analysis on Neighbourhood Tourism Resources

Geospatial Analysis Methodology

- 4.3.4 The Proposed Development is strategically positioned to capitalize on a rich array of accessible neighbourhood tourism resources, which underpin its viability as a hospitality asset in Hong Kong's dynamic tourism landscape. A geospatial analysis was conducted by evaluating kernel density estimates (KDE) of key tourism resources within an 800-meter buffer around the site, equivalent to a typical visitor walking distances of about 20 minutes.¹⁵ This analysis focuses on three primary resource categories: local attractions (i.e. museums, monuments, and natural reservations), historical heritage sites (i.e. temples), and food culture (i.e. restaurants and dining establishments). These categories were selected based on their proven appeal to both leisure and cultural tourists.
- 4.3.5 To benchmark the potential of Application Site, the methodology focused on quantifying the concentration of three key tourism resources allowing direct comparison between the application site and existing hotel across Hong Kong (**Diagram 17**). The analysis utilizes the index of average KDE means to demonstrate resource accessibility of the proposed site against the existing hotels across Hong Kong.

¹⁵ Kernel Density Estimate calculates the density of attractions in the selected buffer area. A higher mean from KDE indicates there are more tourism resources within the selected buffer area.

- 4.3.6 The result reveals that the proposed site not only meets but exceeds typical benchmarks in critical areas, demonstrating a clear market opportunity for a hotel that can serve as a gateway to these assets.

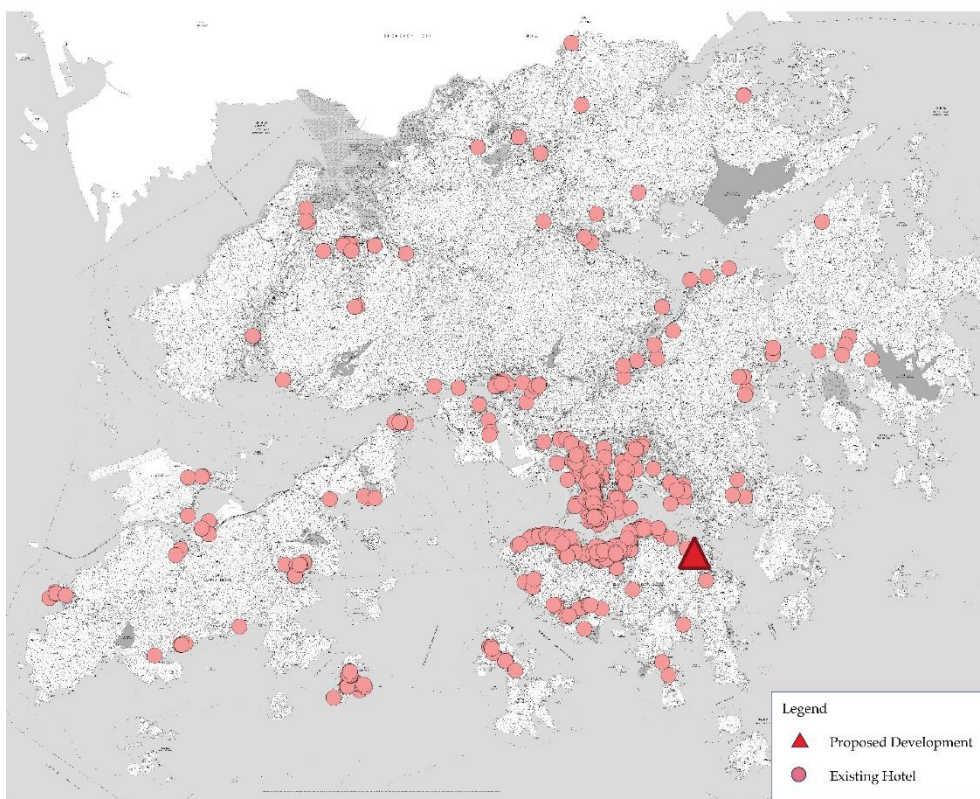
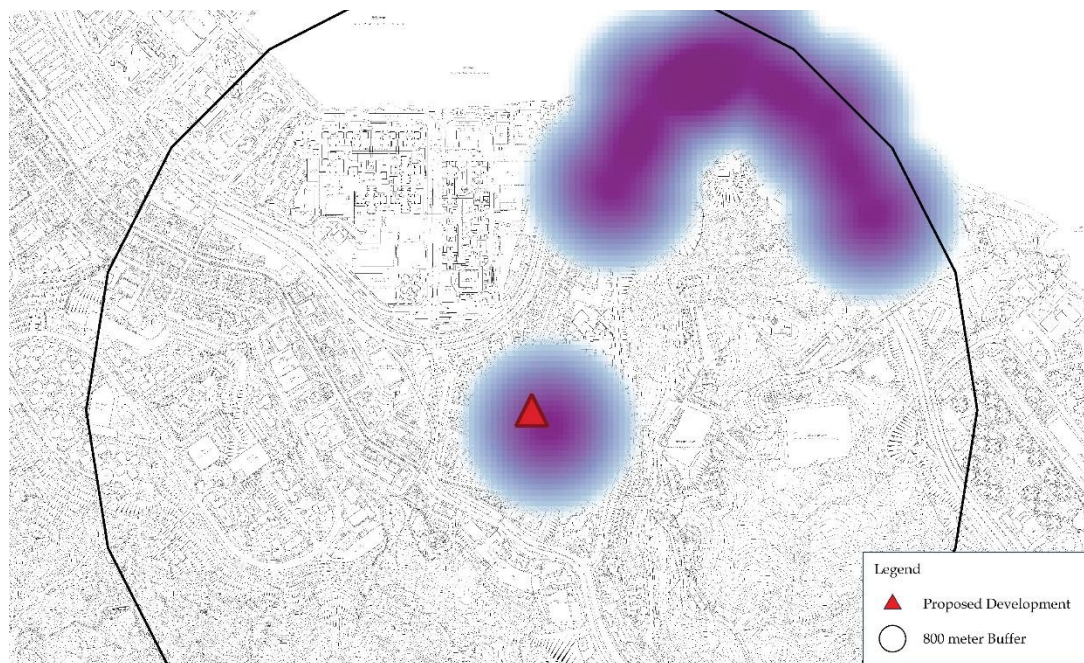


Diagram 17 Comparison Between the Application Site and Existing Hotel Across Hong Kong
(Source: CSDI Portal, HKSAR Government)

Local Attractions (i.e. Museums, Monuments, and Natural Reservations)

- 4.3.7 The KDE heatmaps shows clustered hotspots of local attractions around the site is mainly situated to the northeast of the application site (See **Diagram 18**). It is calculated that the Application Site’s KDE mean for attractions is 0.000003, surpassing the average value of existing hotels for attractions at the entire territory which is 0.0000024 (**Diagrams 19 and 20**). In other words, the accessibility towards local attraction of application site is 25% higher than the Hong Kong-wide average for existing hotels. This indicates a denser concentration of high-quality attractions nearby, such as prominent museums and natural reserves. The KDE heatmaps (**Diagrams 18 and 19**) also illustrate pronounced hotspots within the walking distance from the Proposed Development, indicating that hotel guests could access multiple attractions on foot or via short transit from the Proposed Development, which enhances convenience and appeal for cultural explorers.



**Diagram 18 KDE Heatmap for Local Attractions at the
Application Site & KDE Mean**
(Source: CSDI Portal, HKSAR Government)

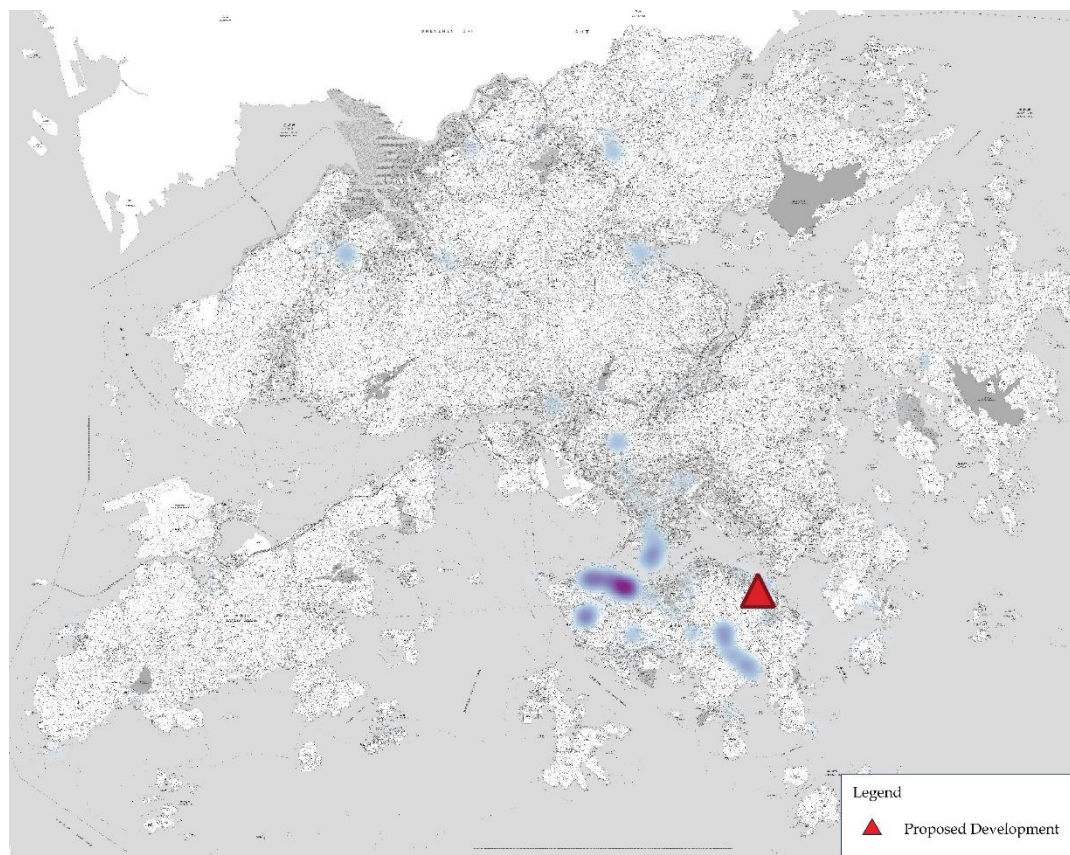
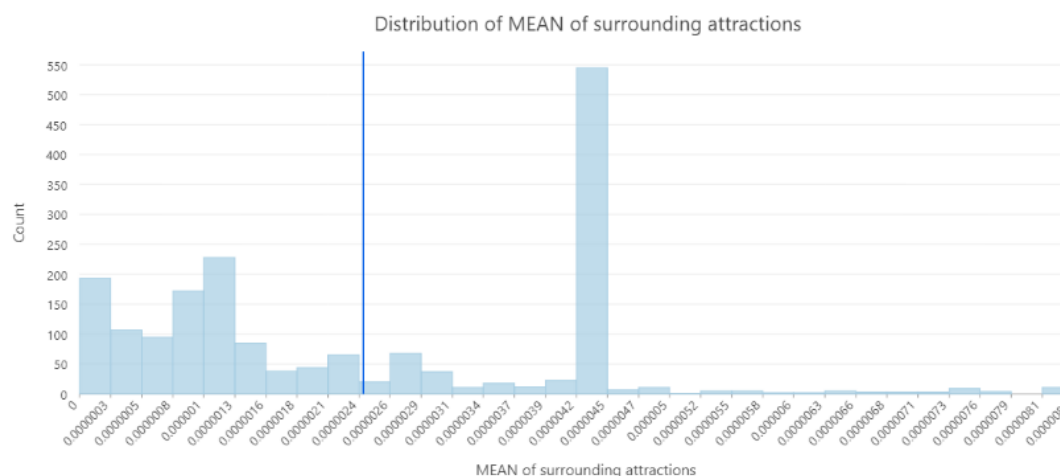


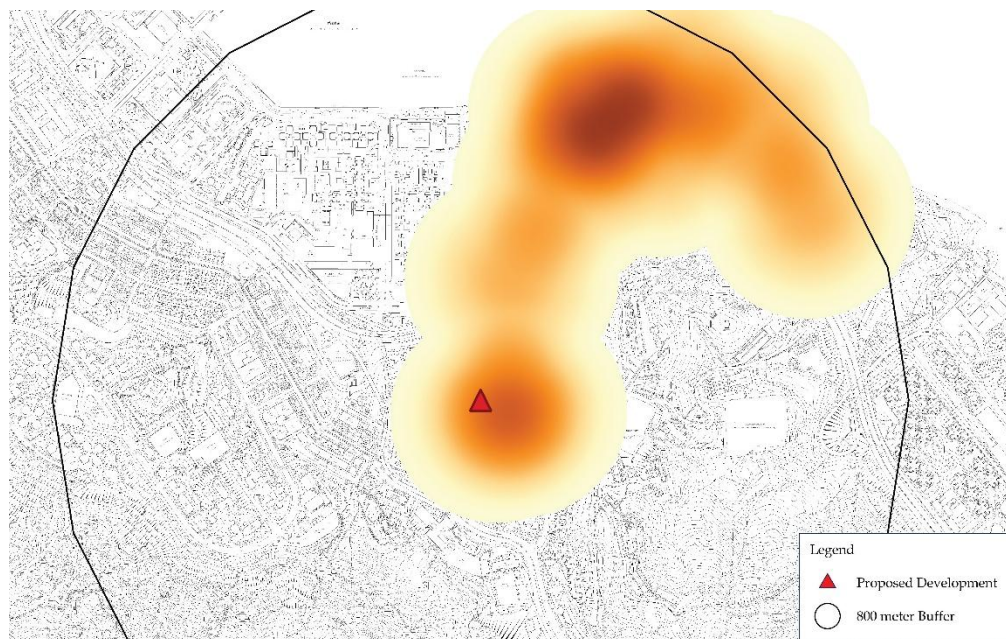
Diagram 19 KDE Heatmap for Local Attractions in Hong Kong
(Source: CSDI Portal, HKSAR Government)



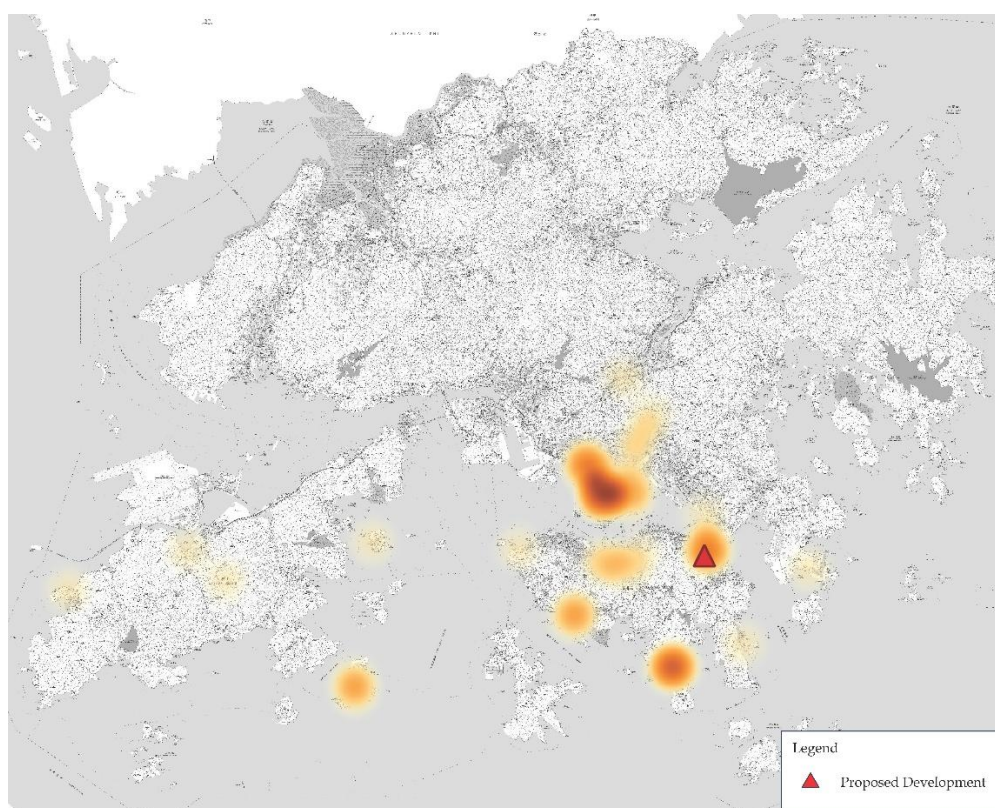
**Diagram 20 Distribution of KDE Mean for Local Attractions
Counting All Existing Hotel in Hong Kong**

Historical Heritage Sites (i.e. Temples)

- 4.3.8 The KDE heatmaps shows tight clustering of historical heritage sites near and to the north of the application site, with a KDE mean of 0.000002 (Diagram 21). The site outperforms the near-zero average (approximately 0) for existing hotels across Hong Kong (Diagrams 22 and 23). This elevated value highlights the site’s adjacency to heritage sites including traditional temples that embody Cantonese architecture, religious practices and cultural rituals which can attract visitors interested in spiritual and historical immersion. Comparatively, the negligible averages for general hotels suggest a broader market undersupply in heritage-accessible accommodations, positioning the proposed development to fill this gap.



**Diagram 21 KDE Heatmap for Historical Heritage Sites at the
Application Site & KDE Mean**
(Source: CSDI Portal, HKSAR Government)



**Diagram 22 KDE Heatmap for Historical Heritage Sites in Hong
Kong**
(Source: CSDI Portal, HKSAR Government)

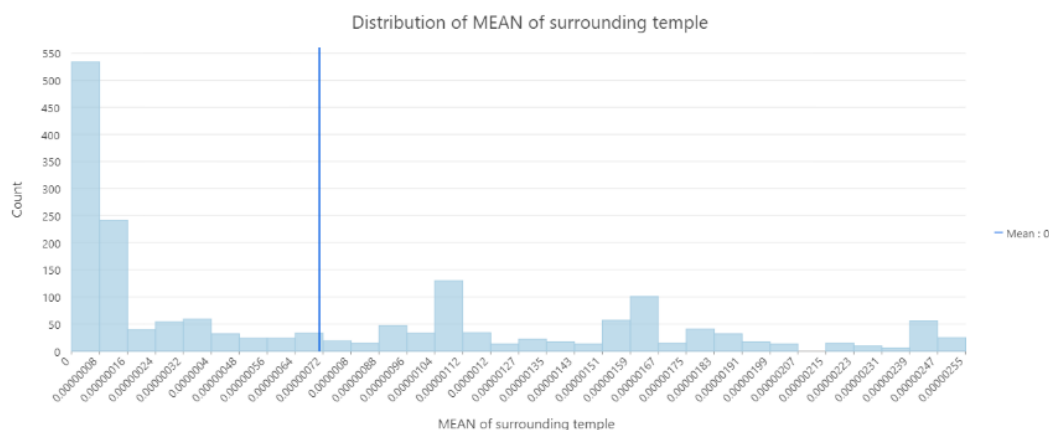


Diagram 23 Distribution of KDE Mean for Historical Heritage Sites Counting All Existing Hotel in Hong Kong
(Source: CSDI Portal, HKSAR Government)

Food Culture (i.e. Restaurants)

- 4.3.9 The KDE heatmap for restaurants reveals a cluster to the north of the proposed site, with a more even distribution across nearby locations to the west, creating a balanced and highly accessible dining landscape within the 800-meter buffer, where the KDE mean for restaurants is 0.006 (**Diagram 24**). It is approximately 15.8 times higher than the Hong Kong-wide average of 0.00038 for existing hotels (**Diagrams 25 and 26**). This substantially elevated density underscores a vibrant concentration of dining options that reflect the area's authentic food culture. Guests would benefit from walkable access to multiple eateries, supporting spontaneous dining experiences, key factor in visitor satisfaction. In comparison, the much lower averages among established hotels indicate generally more dispersed or limited culinary options in their catchments, highlighting a competitive advantage for the proposed site in attracting gastronomy-focused tourists who prioritize dense, varied dining clusters nearby.

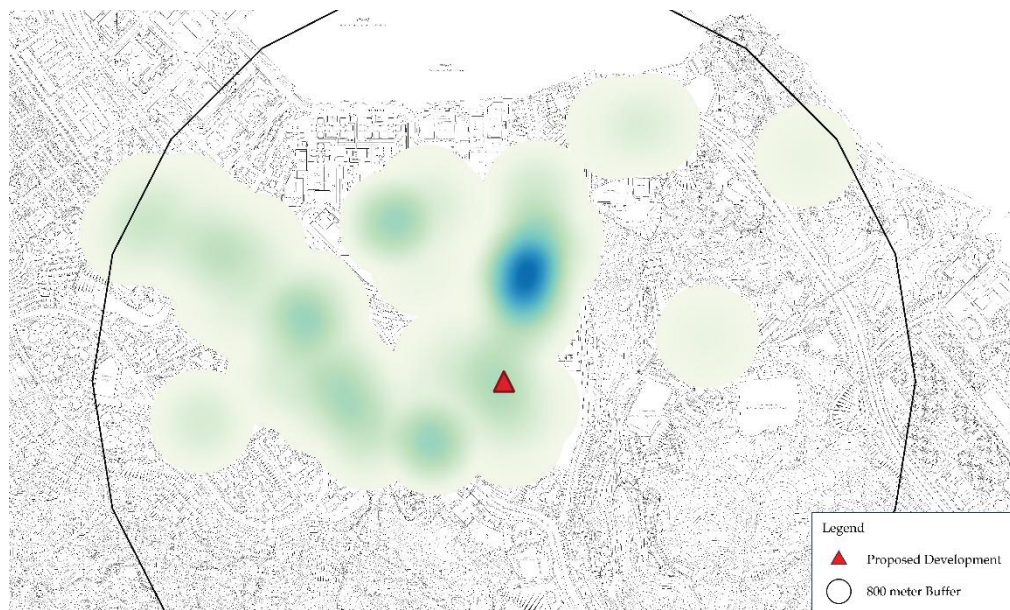


Diagram 24 KDE Heatmap for Food Culture at the Application Site
(Source: CSDI Portal, HKSAR Government)

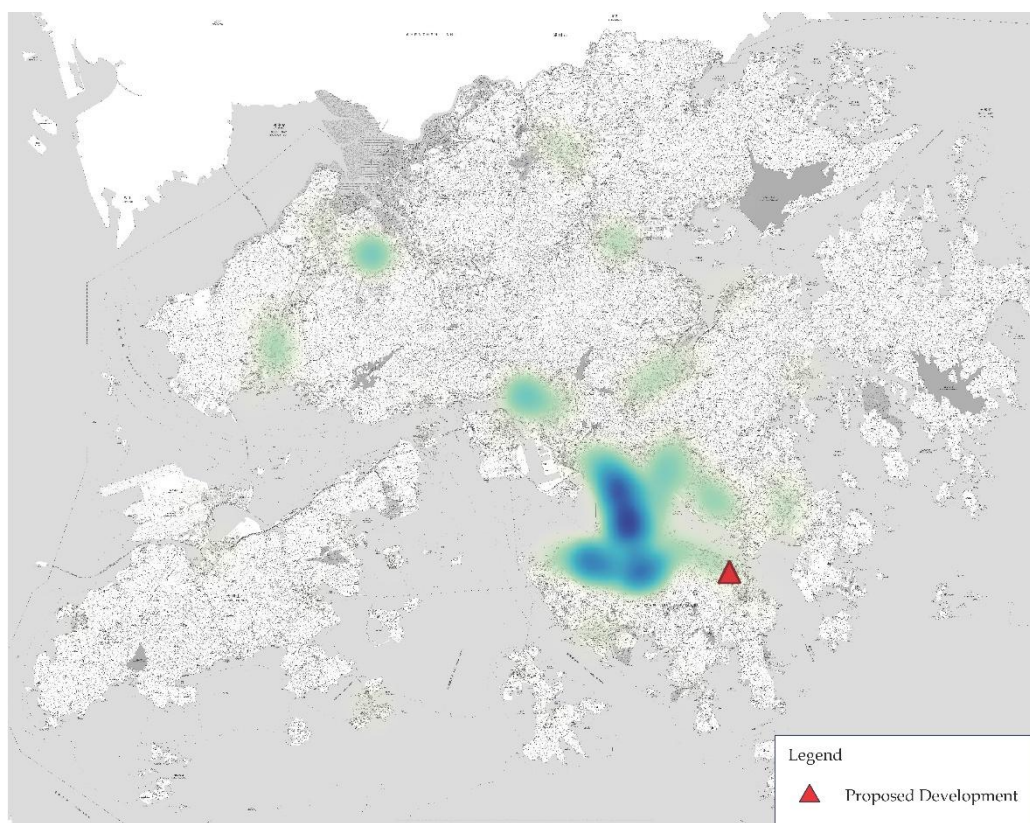
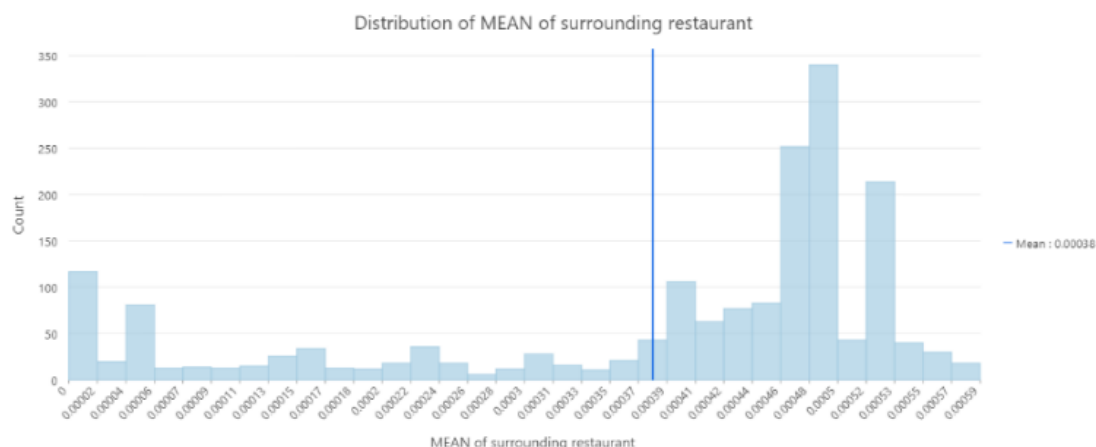


Diagram 25 KDE Heatmap for Food Culture in Hong Kong
(Source: CSDI Portal, HKSAR Government)



**Diagram 26 Distribution of KDE mean for Food Culture Counting
All Existing Hotel in Hong Kong**

- 4.3.10 These metrics illustrate that the Application Site benefits from superior resource clustering as compared to existing established hotels. While existing hotels often rely on broader urban connectivity, the Application Site is strategically located with a high cluster of tourism resource and efficient public transport network, which is considered suitable for hotel development.



5 DEVELOPMENT PROPOSAL

5.1 Indicative Development Scheme

- 5.1.1 The Application Site covers an area of about 518.41 sq.m. and involves a 31-storey building block including 2-storey of aboveground car parks.
- 5.1.2 Details of the development proposal are provided in **Table 5** and indicative architectural drawings of the Proposed Development are shown in **Appendix 1**.

Site Area (about)	518.41 sq.m.
Non-domestic Gross Floor Area (about)	7,776 sq.m. * <i>Including about 50 sq.m. for Shop and Service Use and the remaining area for Hotel Use</i>
Non-domestic Plot Ratio	Not more than 15 *
Site Coverage	Below 15m: Not more than 100% Above 15m: Not more than 60%*
Maximum Building Height (BH)	Not exceeding 113.56mPD
No. of Block	1
No. of Storeys	31
No. of Guest Room	about 336
No. of Parking Spaces/ Laybys	7 (in total)
- Private Car Parking Spaces	- 4 (including one parking space for persons with disabilities)
- Taxi / Private Car Layby	- 3
No. of Goods Vehicle Loading/Unloading Bay/ Shared-use space	4 (in total)
- Light Goods Vehicle	- 2
- Shared-use space for Heavy Goods Vehicle and Coach	- 1
- Shared-use space for Light Goods Vehicle and Mini Coach	- 1
Site Coverage of Greenery	About 20%
Expected Completion Year	2031

* With the adoption of MiC technology, there shall be additional floor area needed and JPN No. 8 permits the grant of concession of gross floor area and site coverage with 10% of the MiC floor area. Under the current scheme an additional 694 sq.m. of gross floor area, equivalent to about 1.339 plot ratio, and 5.598% of site coverage would be applied for exemption under s.42 of Buildings Ordinance. These gross floor area and site coverage to be exempted meet the criteria as stated under JPN No. 8. Thus, following both JPN No. 4 and JPN No. 8, under the planning regime Planning Department follows Buildings Department's exemption of the MiC floor area from gross floor and site coverage calculation. In this regard, while under this scheme the total PR is 16.339 and the SC for above 15m is not more than 65.598% before exemption under JPN No. 8, the PR and SC under this planning application and the subsequent general building plan submission shall not be more than 15 and 60% above 15m respectively.

Table 5 Development Parameters of the Indicative Scheme

- 5.1.3 The development proposal involves about 336 nos. of guest rooms. Car parking spaces will be provided on G/F and 2/F. The ground floor retail area is designed to function as general commercial spaces as well as ancillary facilities to the hotel, providing retail space to support the neighbourhood and hotel. There will be a refuge floor combined with a communal sky garden on 3/F, and entrance lobbies, common areas, E&M



facilities, as well as building and lift cores distributed across G/F, 1/F, and 4/F to 21/F, plus the roof floor (R/F) (31 storey in total) at the Application Site.

- 5.1.4 The proposed maximum BH would be 113.56mPD including the MiC floors from 7/F to 30/F, which slightly exceeds the permitted height of 100mPD.
- 5.1.5 There will be about 104 sq.m. of greenery area, featuring greenery from 1/F to 3/F, including a sky garden at 3/F. All is located within the primary zone, achieving about 20% of site coverage of greenery. Subject to detail design and operation arrangement, the sky garden with landscape design at 3/F will be provided for enjoyment of the hotel guests and local community on designated opening hours.
- 5.1.6 Details of the schedule of use by floors is provided in **Table 6**.

Proposed Development	
R/F	E&M Facilities
7/F - 30/F	Guestroom
6/F	BOH
5/F	E&M Facilities/Back-of-House (BOH)
4 /F	Lobby/BOH
3/F	Refuge Floor Cum Sky Garden
2/F	Carpark
1/F	E&M Facilities
G/F	Carpark, Shop and Services and Entrance Lobby

Table 6 Schedule of Use by Floors

5.2 Development Timeline

- 5.2.1 It is expected the planning process will be completed in 2026. It is estimated to take about 5 years to construct the Proposed Development. Thus, the Proposed Development is expected to be completed in 2031.

5.3 Minor Relaxation of Building Height Restriction

Adoption of MiC Technology

- 5.3.1 In recent years, the Government has been promoting the use of MiC in Hong Kong as a means to enhance productivity, shorten construction time, improve quality control and environmental performance, and reduce construction waste. In accordance with Joint Practice Note No. 8 - Enhanced Facilitation Measures for Buildings Adopting MiC (JPN No. 8), this Application takes the initiative to explore the opportunity to adopt MiC for the Proposed Development.
- 5.3.2 In this regard, MiC construction is planned from the 7th to the 30th floor for the Proposed Development. The slabs between MiC module would be thickened and hence resulting in an increase in storey height of MiC floors. The exempted height due to MiC floor is thus 24 floors x 3.25m Floor-to-Floor height x 4% allowable under JPN No. 8 = 3.12m.



Inclusion of Aboveground Parking Floors

- 5.3.3 The enhanced arrangements for exempting aboveground car parks from the calculation of GFA in private development projects have been taken in effect since November 2025. Under this policy, up to two levels of aboveground parking can now be fully exempted from GFA and building height calculation.
- 5.3.4 The provision of two aboveground car park floors at G/F and 2/F in the Proposed Hotel Development result in an increment of 5.25m (G/F) + 5.6m (2/F) = 10.85m.
- 5.3.5 The total increment of building height from the adoption of MiC technology and the 2 aboveground parking floors is thus 3.12m + 10.85m = 13.97m. The exceed of BHR of 13.56m in this Application is totally due to the MiC floors and aboveground parking floors. Mitigation measures in building design are proposed to minimise impacts.

5.4 Minor Discrepancy in Boundary Alignments

- 5.4.1 Under the current Shau Kei Wan OZP, a small portion of the subject lot boundary falls within the area shown as ‘Road’, covering an area of about 42 sq.m, which is 8% of the Application Site area. Given that the previous versions of statutory zoning plans in Hong Kong were originally drawn by hand and later converted into digital format for modern use and analysis, some discrepancies in the interpretation of zoning boundaries may arise.
- 5.4.2 Approved planning applications in the surrounding area (i.e. Application Nos. A/H9/38, A/H9/45 and A/H9/73) have encountered similar boundary discrepancy issues, and they were not considered as falling within area shown as ‘Road’ or other zoning, but considered as largely fall within the concerned “Residential” zones.

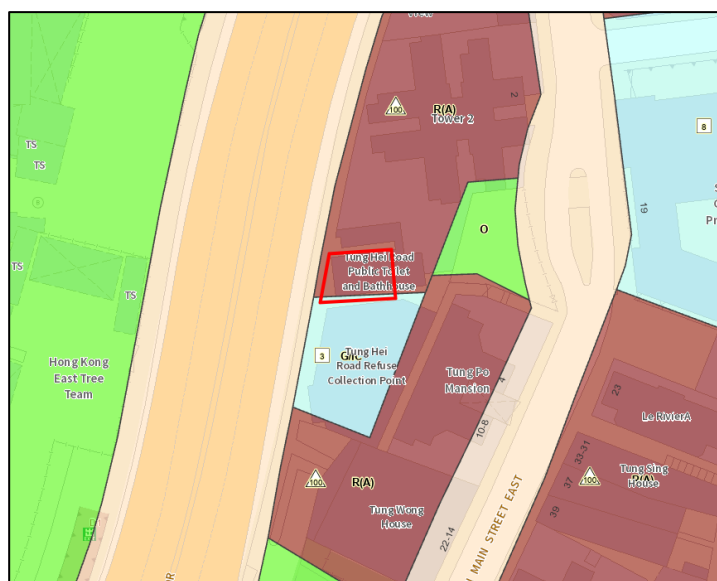


Diagram 27-1 Boundary of Approved Application No. A/H9/38
(Source: Town Planning Board and Lands Department, HKSAR Government)

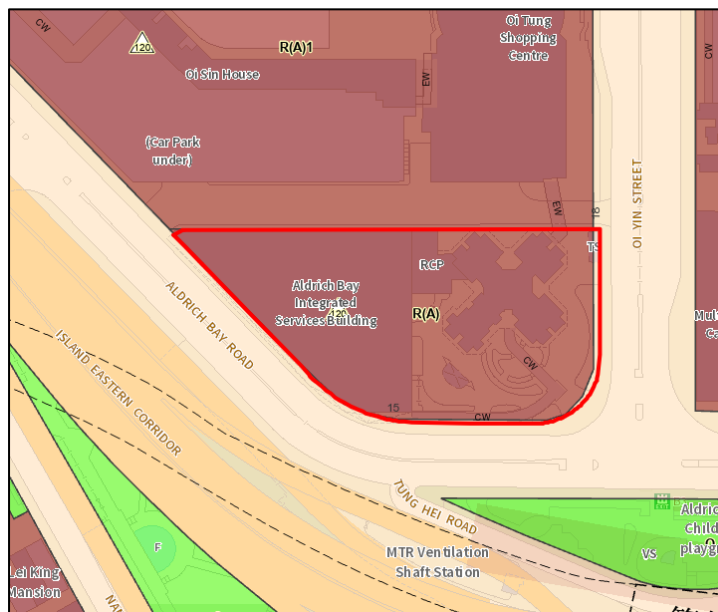


Diagram 27-2 Boundary of Approved Application No. A/H9/45
(Source: Town Planning Board and Lands Department, HKSAR Government)

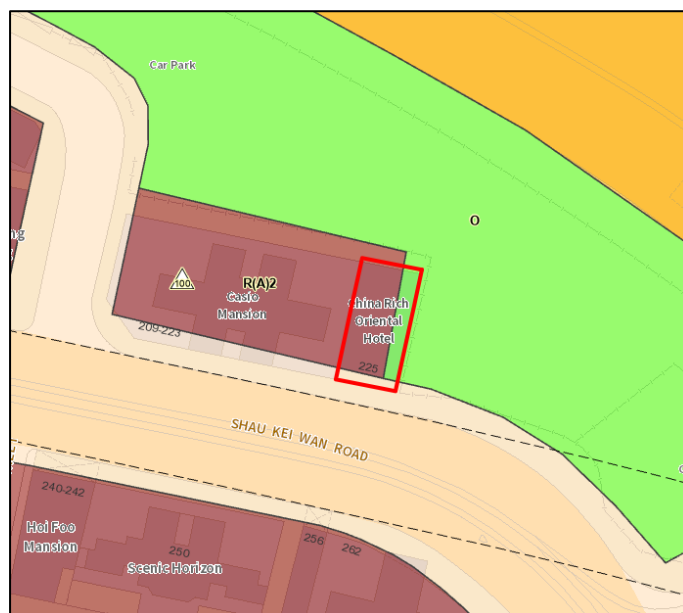


Diagram 27-3 Boundary of Approved Application No. A/H9/73
(Source: Town Planning Board and Lands Department, HKSAR Government)

- 5.4.3 Furthermore, the building plans for the proposed development on the Applicant Site have previously been approved by both the Buildings Department and the Planning Department, with the site treated as falling entirely within the “R(A)” zone.
- 5.4.4 In view of this, the minor overlap of the Application Site Boundary with the area of ‘Road’ shown on the OZP (about 8% of Application Site area) is considered acceptable under the provision for minor boundary



adjustment set out in the covering Notes of the OZP.¹⁶

- 5.4.5 Having said that, the planning permission is sought for the Proposed Development on “R(A)” zone and area shown as ‘Road’ as minor boundary adjustment would take time to process.

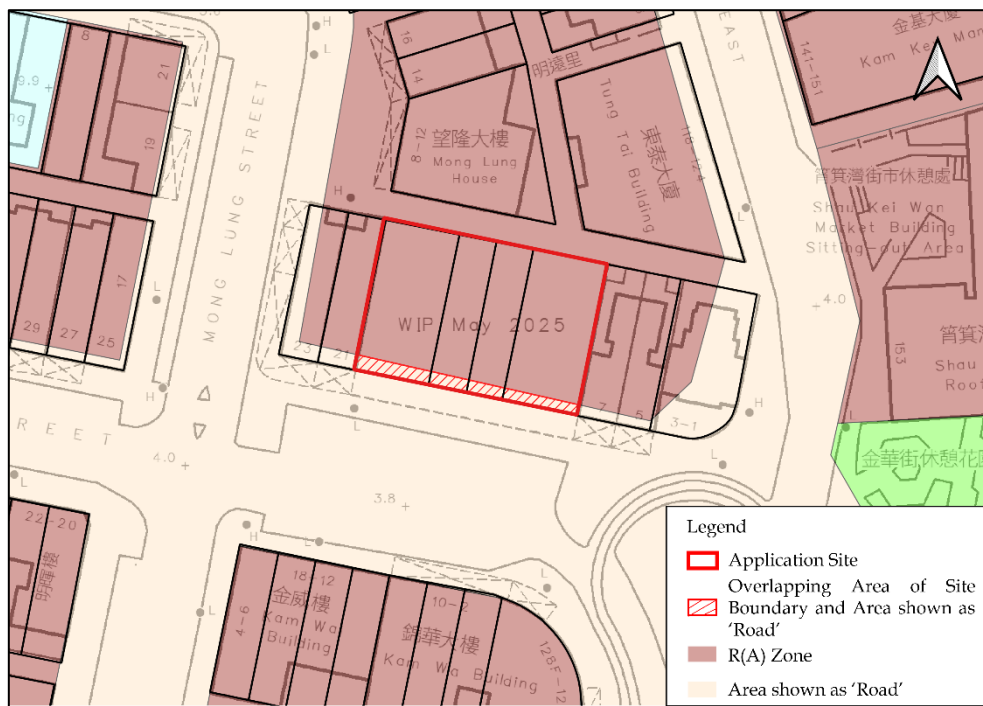


Diagram 28 Overlapping Area of Site Boundary and Area shown as ‘Road’

(Source: Town Planning Board and Lands Department, HKSAR Government)

5.5 Proposed Planning and Design Merits

Respect to Existing Parking Area by Adjusting Location of Run-in/out

- 5.5.1 In the section of Kam Wa Street between Mong Lung Street and Shau Kei Wan Main Street East, there are existing goods vehicle parking spaces at the southern side and a layby for Public Light Bus (PLB) stand cum part-time parking for PLB at the northern side (i.e frontage of the Application site) of the carriageway. In particular, public light bus is allowed during specific periods of weekdays. **To respect the existing PLB stand cum part-time parking lay-by and to minimize disturbance, the run-in/out would only occupied part of the existing layby cum part-time parking for PLB and the vehicular access would be positioned at the eastern end instead of the middle of existing parking area, such that a continuous PLB stand cum part-time parking lay-by can be conserved.**

Enhanced Pedestrian Experience and Public Realm with Canopy Provision

- 5.5.2 The Applicant has endeavoured to provide a canopy that covers as much

¹⁶ https://www.tpb.gov.hk/uploads/page/meetings/20250912/R_S_H9_21-MainPaper_e.pdf



of Kam Wa Street as practicable to enhance pedestrian experience. However, it is not feasible to extend the canopy to cover the entire street frontage to avoid blockage of the vehicular access located on the eastern portion. Besides, there is no remaining space for further street setback at G/F, given that the area of G/F is fully occupied by car parking spaces for heavy and light goods vehicles and coaches, as well as the turntable and car lift. The additional GFA resulting from the increased building height has been fully optimised, and the capacity to deliver public benefits has been maximised.

Respect to Existing On-street Market Culture by Active Frontage to Maintain Street Vibrancy

- 5.5.3 The ground floor fronting Kam Wa Street, one of the district’s key commercial axes, is designed to promote street-level activity and pedestrian engagement. Retail space at the ground level intends to employ transparent façades or open-front configurations or similar design arrangement to establish strong visual connections between the interior spaces and the public realm. This aligns with the principles of the Active Design Guidelines which seeks to foster a safe, lively and walkable streetscape, and Chapter 11 of the Hong Kong Planning Standards and Guidelines that emphasises on people-oriented urban design.
- 5.5.4 The design creates active interfaces that extend commercial and social activity into the streetscape, thereby reinforcing and sustaining the existing vibrancy and commercial character of Kam Wa Street. **In particular, retail spaces within the proposed hotel are designed to accommodate general commercial activities, thus maintaining street-level vibrancy and supporting the continuity of local small businesses.**

Voluntarily Maximize Greenery Provision

- 5.5.5 In the high-density urban context like Shau Kei Wan, a densely built coastal district in eastern Hong Kong characterized by industrial heritage and typhoon shelters, the proposed hotel development prioritizes urban greening to mitigate the area’s concrete-dominated streetscapes and enhance resilience against subtropical climate challenges.
- 5.5.6 With a site area of less than 1,000 sq.m., the proposed development is not required to fulfil the minimum site coverage of greenery as stated in the Sustainable Building Design Guidelines (SBDG) under PNAP APP-152. **The scheme maximizes greenery provision by voluntarily achieving a site coverage of greenery of 20% through integrated features such as open landscape garden, green balcony on the covered-floor aboveground carpark and multi-level botanical terraces to improve visual quality.**
- 5.5.7 This approach not only softens the visual mass of the 31-storey structure against Shau Kei Wan’s hilly backdrop and harbour views but also improves microclimate cooling and supports district-level greening targets amid Hong Kong’s target for carbon neutrality by 2050.



Multi-Level Landscaping and Art Incorporation for Enhancing Streetscape

- 5.5.8 **Multi-level sky garden and botanical terraces on lower floors will enhance visual interest and mitigate building bulkiness.** These features are proposed to promote biodiversity, provide public vistas and support Hong Kong’s vision for a greener and more vibrant urban environment.
- 5.5.9 **The aboveground carpark will also incorporate landscape elements, including balcony greenery and overhanging plants, to screen and soften its appearance,** thereby reducing visual impact and integrating the structure harmoniously with the surrounding streetscape.
- 5.5.10 **Local art painting on the building façade will be incorporated in order to enhancing the existing streetscape while strengthening the unique character and identity of the neighbourhood. By featuring commissioned artworks inspired by local culture and heritage on the facade, it transforms the proposed hotel development into a visually engaging, context-responsive new landmark that enhances the streetscape, enriches pedestrian experience, fosters a strong sense of place, and positions the hotel as a cultural contributor rather than merely an ordinary commercial development. It is illustrated in Appendix 8.**

Maintaining Visual Permeability

- 5.5.11 A terraced building height profile is adopted to respect the existing wind corridor aligned with Kam Wa Street, conserving key view corridors and mitigate perceived building bulk. The tower is positioned adjacent to the podium edge facing the main pedestrian area and Kam Wa Street, which is perpendicular to the prevailing wind direction, allowing much of the downwash wind to reach street level. **This design enhances visual permeability, maintains a sense of openness within the urban fabric, and reinforces the distinct character of the district.**
- 5.5.12 Furthermore, the inclusion of a sky garden at the podium level provides elevated vantage points overlooking Kam Wa Street, enriching the urban experience through layered visual connections.

Enhancing Natural Ventilation through Building Design

- 5.5.13 While greenery at multi-level of the proposed hotel development would help enhancing the ventilation of the site, the layout design of 2/F which accommodating E&M facilities and car parking space enclosed with louvre design allow the flow of air, while blocking rain and debris from entering into the building. It provides natural ventilation for the building to ‘breathe’.
- 5.5.14 The incorporation of multi-level greenery within the proposed hotel development contributes positively to the overall microclimate by enhancing air movement and reducing heat accumulation across the site. Complementing this strategy, the 2/F layout which primarily



accommodating E&M facilities and car parking is designed with a louvred enclosure. This architectural design facilitates effective cross-ventilation by allowing continuous airflow through the semi-open structure, while simultaneously providing protection against rain ingress and the entry of debris. Such that the building would maintain a degree of passive ventilation, reducing reliance on mechanical systems for air circulation in these service areas.

Align With Overall Building Height Profile in the Locality

- 5.5.15 The surrounding context includes buildings with maximum heights of 120mPD both immediately south (i.e. Kam Wa Building and Tak Fook Building) and immediately east (i.e. approved redevelopment of the former Shau Kei Wan Market Building as a residential development) of the Application Site. Just across Kam Wa Street to the south of the Site, the “R(A)2” zone allows 120mPD if site area is larger than 400sq.m. This Application has a site area of 518.41 sq.m. which exceed the 400sq.m. threshold.
- 5.5.16 The proposed building height of 113.56mPD, is therefore, representing a minor exceedance of 13.56m above the OZP restriction. Notwithstanding this minor deviation, **the proposed building height remains within an acceptable range and is consistent with the planning intention to maintain an appropriate height profile across the district.**

Enhancing Active Living and Natural Connection

- 5.5.17 Subject to detailed design and operation arrangement, the sky garden located on the 3/F for the use of the hotel guest and local community during designated opening hours would incorporate active design principles to promote intergenerational engagement by offering a flexible and inclusive environment that accommodates the enjoyment and interaction of people of all ages. It also enhances thermal comfort and strengthens the connection with nature through landscaped decks and outdoor areas, thereby encouraging physical activity and promoting social cohesion within the community.



6 TECHNICAL FEASIBILITY

6.1 Traffic Considerations

Traffic Arrangement

- 6.1.1 Traffic Impact Assessment (“TIA”) is conducted in support of the proposed hotel development (**Appendix 2**). The proposed run-in/out is provided at the eastern portion of Kam Wa Street. The internal transport facilities for the Proposed Hotel Development would be provided on G/F and 2/F.
- 6.1.2 Based on the recommendation of the HKPSG, it is proposed to have 4 nos. of car parking spaces, 3 nos. of parking spaces for taxis or private vehicles, and up to 4 nos. of parking spaces for two LGV loading/unloading bays, one shared-use space for HGV and coach, and one shared-use space for LGV and mini coach. Internal transport facilities will be located on G/F to 2/F of the Proposed Hotel Development.
- 6.1.3 The Proposed Development is well served by various types of public transport services, including franchised bus routes operating from Shau Kei Wan Bus Terminus within 250 m (less than a 4-minute walk). Shau Kei Wan MTR Station is about 200 m from the site (less than a 3-minute walk), and the Shau Kei Wan Tram Terminus is approximately 20 m from the Application Site (less than a 1-minute walk). In light of this high level of accessibility, hotel guests are expected to rely primarily on public transport, thereby minimising the demand for tour bus services.

Vehicular Traffic Impact

- 6.1.4 The internal transport facilities provided for the Proposed Development are considered acceptable. They comply with the HKPSG recommendations, including car parking spaces and taxi/private car lay-by. The four spaces allocated for goods vehicle loading and unloading bays and tour bus lay-by comprise two LGV loading/unloading bays, one shared-use space for HGV and coach, and one shared-use space for LGV and mini coach, satisfying the HKPSG minimum recommendation.
- 6.1.5 The Proposed Hotel is anticipated to generate 8 and 5 additional passenger car units (pcu) (2 way) during the AM and PM peak hours respectively, when compared to the Approved General Building Plan (GBP) for residential development at the Subject Site.
- 6.1.6 Although the proposed hotel development would generate additional traffic over the residential development under the Approved GBP of the subject site, the proposed hotel development will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Hotel is acceptable.



Pedestrian Traffic Impact

- 6.1.7 All surveyed footpaths achieve Level of Service (LOS) A under both with and without scenarios. This indicates a comfortable and uncongested walking environment, with no adverse impact expected. Pedestrian flow will therefore remain smooth, and the assessed footpaths are anticipated to continue operating without congestion.
- 6.1.8 The pedestrian assessment conducted indicated that the surveyed footpaths would operate with LOS A or B in 2034 for the cases with the Proposed Hotel Development.

Consultation with Operators

- 6.1.9 Public Light Bus and Tramway operators were consulted in March 2026. It is noted that temporary traffic diversions is suggested to be implemented during the regular repair and maintenance of the tram tracks adjacent to the Application Site. During these periods, no vehicles will be permitted to enter the site. The Applicant will cooperate closely with the tramway operator and adhere to the traffic arrangements to ensure smooth facilitation.
- 6.1.10 During the construction stage, appropriate measures will be adopted to prevent any damage or dust nuisance that could affect normal tram operations. Since no significant comments were received from the operators, no adverse impacts are anticipated from the perspective of public transport services.
- 6.1.11 No adverse traffic impact to the surrounding road network is anticipated from the Proposed Development.

6.2 Environmental Considerations

- 6.2.1 Air quality impact assessment and noise impact assessment (**Appendices 3 & 4**) have been conducted. Upon review, it is anticipated no adverse air quality impact and noise impact will be caused by the Proposed Development.

Noise Impact Consideration

- 6.2.2 The potential noise impacts arising from the construction and operation phases of the Proposed Development have been assessed.

Construction Phase

- 6.2.3 Overall construction noise impact is considered insignificant. Mitigation measures shall be implemented as necessary in accordance with ProPECC PN 1/24 to minimize impacts on nearby Noise Sensitive Receivers (NSRs), subject to detailed site work arrangements.

Operational Phase - External Noise Sources

- 6.2.4 The Proposed Development does not rely on openable windows for ventilation. Therefore, no adverse noise impacts from road traffic,



existing fixed noise sources and the nearby tram terminus on the Proposed Development are anticipated.

Operational Phase - Planned Fixed Plant Noise Sources

- 6.2.5 Planned fixed noise sources of the proposed development would not cause any adverse noise impacts when the mitigation measures and maximum allowable SWLs are properly implemented. Thus, no adverse planned fixed noise impacts are anticipated.

Sensible Design as Mitigation Measures

- 6.2.6 Position mobile noisy equipment at maximum distance from NSRs, with noise-generating components such as exhaust outlets and engine compartments oriented away from NSRs.
- 6.2.7 Utilize existing and planned landscaping features as natural acoustic barriers. Where practical, incorporate multi-layered vegetation buffers between noise sources and NSRs to maximize sound absorption and diffraction while providing visual screening.

Air Quality Consideration

- 6.2.8 The air quality impact from the construction of the Proposed Development on the surrounding area, as well as the impact from the surrounding area on the proposed development, has been assessed.
- 6.2.9 With the implementation of air quality control measures outlined in the Air Pollution Control (Construction Dust) Regulation, the Air Pollution Control (Smoke) Regulation, the Air Pollution Control (Fuel Restriction) Regulations, and the Air Pollution Control (Non-Road Mobile Machinery) (Emission) Regulation, along with adherence to good site practices, no adverse air quality impacts associated with the construction works of the Proposed Development are expected.
- 6.2.10 The Site is bounded by Kam Wa Street, Mong Lung Street and Shau Kei Wan Main Street East, all of which are classified as Local Distributor roads. In accordance with the recommendations of HKPSG, the suggested buffer distances for road traffic emissions and industrial chimney have been fulfilled. Therefore, vehicular emissions and industrial chimney emissions are not expected to constrain the Proposed Development during operation phase.
- 6.2.11 An emergency generator will be provided in the Proposed Development. Given the short operational duration of the emergency generator, adverse air quality impacts arising from the routine testing of the generator are not anticipated.
- 6.2.12 Car parking spaces in the Proposed Development will be provided in accordance with the requirements stipulated in Control of Air Pollution in Car Parks (ProPECC PN 2/96). The car park exhaust outlets are recommended to be located as far away as possible from nearby Air Sensitive Receivers and/or fresh air intakes to avoid causing any



potential air pollutant nuisance. With proper car park design, no adverse air quality impacts to or from the car parking spaces during the operational phase are anticipated.

- 6.2.13 Shau Kei Wan Shing Wong Temple is equipped with air pollution control devices and complies with the Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria, and Similar Places. No adverse air quality impacts arising from the potential emission of the temple are anticipated.

- 6.2.14 Potential odour impacts may arise from Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point (RCP). Mitigation measures including to locate the fresh air intake away from these sources and install air purifiers in the fresh air system to further reduce potential odour nuisance to users are recommended.

- 6.2.15 With the proposed mitigation measures properly implemented, no adverse odour impact is anticipated. With the proposed mitigation measures properly implemented, no adverse odour impact is anticipated.

6.3 Drainage Considerations

- 6.3.1 The stormwater discharge configuration for the Proposed Development will adhere to the approved drainage plan (ref: BD 4/3009/19 - dated May 19, 2025). This includes the proposed new terminal manhole (STMH-01), a new manhole along the back alley (G-SMH-01), as well as the dimensions and invert level of the proposed 225mm discharge pipe.
- 6.3.2 Therefore, no additional drainage impact compared to the approved drainage plan is anticipated (**Appendix 5**), and no DIA report is required as long as the discharge configuration remains unchanged.

6.4 Sewerage Considerations

- 6.4.1 A Sewage Impact Assessment (**Appendix 6**) has been carried out to assess the potential sewerage impact of the Proposed Development and to serve as a supporting document for the planning permission from TPB under Section 16. The unit flow factor (UFF) of 1.58 m³/day per employee for hotel and 0.28 m³/day per employee for retail have been adopted to account for the sewage generated by the proposed hotel with shop and services.

- 6.4.2 According to Note (2) of Table T-2 of the “Guidelines for Estimating Sewage Flows for Infrastructure Planning” issued by the EPD, the UFF of the activity of Hotels (J10) have taken into accounts for sewage flows from customers and tenants. As such, additional calculations regarding visitors are not deemed necessary.

- 6.4.3 With the implementation of a planned new public manhole FMH-01 via a 225 mm PE sewer (PP01), and the existing 675mm concrete sewer would be improved by providing a Polyvinyl Chloride (PVC) lining, the downstream sewers will be able to cater for the expected peak sewage



flow arising from the Site. Thus, no adverse sewerage impact is anticipated from the Application Site.

6.5 Visual Consideration

Visual Appraisal

- 6.5.1 The Visual Appraisal in **Appendix 7**, with a total of five VPs concludes that the overall visual impact of the Proposed Development would be negligible to slightly to moderately adverse in terms of visual impact. Design features including the carefully designed building disposition to maximise the visual permeability and integrated landscape design to enhance the visual amenity of the area will be incorporated into the Indicative Scheme to enhance the visual quality of the area. Hence, the Proposed Amendment demonstrated in the Indicative Architectural Drawings will create slightly to moderately adverse visual impacts to the surroundings but still considered compatible with the surrounding residential neighbourhood.



7 PLANNING ASSESSMENTS

7.1 **Echo with the Policy Address for “Tourism is Everywhere” and Development Blueprint for Hong Kong’s Tourism Industry 2.0**

7.1.1 In light of the HKSAR Government’s ongoing efforts to promote “District Tourism” and the “Night Vibes Hong Kong in All 18 Districts” initiative, which aim to cultivate distinctive attractions across all areas, as well as the 2025 Policy Address advocating the vision of “Tourism is Everywhere” the completion of the Boardwalk is expected to further stimulate local tourism activities. Hence, there will be an increasing demand for hotel accommodation within the Eastern District.

7.1.2 This Application also echoes with the strategies as laid out in the Development Blueprint for Hong Kong’s Tourism Industry 2.0, to provide quality services for visitors with stable hotel supply, and to support the ‘Culture + Tourism’ and ‘Ecology + Tourism’ in the Eastern District.

7.1.3 The Proposed Development, which could provide about 336 nos. of hotel room in the near future, will also respond to the tourism development directives as an initiative from a private developer to stabilize the supply for hotel accommodation and improve visitor arrival arrangement.

7.2 **Echo with the Strategic Direction to Reinforce Hong Kong as a World-class Premier Tourism Destination under “Hong Kong 2030+”**

7.2.1 “Hong Kong 2030+” aims to create capacity for sustaining economic growth and broadening economic base, it is the long-term vision to provide planning support to reinforce Hong Kong as world-class premier tourism destination. Provision of 336 nos. of hotel room in this tourism resource cluster area aligns with the identified strategic direction, which could help to reinforce Hong Kong as world-class premier tourism destination.

7.3 **Actively Responding to Changing Market Needs of the Tourism Industry with Abundant Tourism Resources in the Vicinity**

7.3.1 The National 14th Five-Year Plan endorses Hong Kong’s role as an “East-meets-West centre for international cultural exchange” which allows Hong Kong to capitalise on its international connectivity and exchange expertise to amplify the global reach of Chinese culture and advance national rejuvenation. Shau Kei Wan possesses a distinctive geographical and cultural profile within Hong Kong East.

7.3.2 In line with this strategic direction and supported by the existing excellent transport connectivity, the Proposed Development on Kam Wa Street is strategically located adjacent to the vibrant Kam Wa Street Wet Market and Shau Kei Wan Main Street East – renowned destinations for culinary tourists seeking authentic seafood and local street food. **With the evidence-based urban planning tool, it is noteworthy that the Application Site is clustered with abundant tourism resources in local**



culture, historical heritage and food culture perspectives. The KDE means of these three aspects are highly than the average of existing hotels in the territory.

7.3.3 To follow the strategies of Development Blueprint for Hong Kong’s Tourism Industry 2.0 in promoting ‘Culture + Tourism’ and ‘Ecology + Tourism’, the Proposed Development enjoys the locational advantages to facilitate tourism industry in Eastern District.

7.4 Strong Demand and Limited Supply of Hotel Room Restricts Tourism Development

7.4.1 The Tourism Resource Review section demonstrates that there is changing circumstance of tourism industry with explosive recovery of visitor arrival in recent years. There is a strong demand of hotel accommodation in the Eastern District, but there is no new hotel supply in the vicinity.

7.4.2 Sufficient hotel supply serves as a critical component in fostering the sustainable tourism development, enabling the accommodation of growing visitor numbers while maintaining service quality and economic benefits. One primary limitation is the constrained capacity to receive visitors as clearly identified in the Development Blueprint for Hong Kong’s Tourism Industry 2.0. This bottleneck has been exacerbated by factors such as urban land scarcity, stringent planning regulations and the conversion of existing hotels to alternative uses.

7.4.3 Addition of 336 nos. of hotel room in the Application Site will increase the total room number to 8,927 nos. in the Eastern & Southern Districts. **Given the minimal addition of new hotel rooms across Hong Kong, especially in Shau Kei Wan, which currently has only one hotel yet possesses strong potential to develop as a heritage and eco-tourism destination, the Application Site with excellent accessibility makes it a strategic location for the Proposed Development to meet growing demand and capitalize on this opportunity.**

7.5 Compatible Land Use Pattern and Effective Use of Land Resources that is Well Served by Public Transport Services

7.5.1 In accordance with the Notes of the OZP for “R(A)” zone, commercial uses are always permitted on the lowest three floors of a building or within the purpose-designed non-residential portion of an existing development. **The Application Site and the vicinity have long been fell within the “Commercial/Residential” zone, before the rezoning exercise in 2000s which result in a surrounding context comprising mixed use developments. The renowned hawker and food street culture, and the street-level retail activities create a vibrant retail landscape in the vicinity. The Proposed Development is considered not incompatible with the surrounding uses and is not inconsistent with the planning intention of the “R(A)” zone.**



7.5.2 The Site benefits from good accessibility and is well served by public transport facilities, including bus and minibuses operating in the immediate locality. It is also located within 5 minutes' walking distance from the Shau Kei Wan MTR Station, connecting the Site to different parts of the territory. **With the proximity to the existing public transportation network, the Proposed Development could make effective use of the prime land resource to provide additional hotel options to support the need of overnight travellers.**

7.6 Actively Response to Site Constraints by Respecting Existing Hawker Culture and Minimise Impact to Parking Area

7.6.1 As a planning gain to the community, the proposed run-in/out is positioned at the eastern end instead of the middle of existing parking area, such that a continuous parking area in front of the Application Site can be preserved.

7.6.2 This design feature will also minimise the disturbance to the existing hawker stalls situated at the frontage. It is anticipated about two various hawker stalls will be affected due to conflict with the proposed run-in/out. It is well understood that the Food and Environmental Hygiene Department's (FEHD) policy is to ensure the safety of both the public and hawkers during operations. The relocation of licensed fixed-pitch hawkers may be considered for justified reasons such as road works, building development or demolition, traffic diversion and the provision of public utility services, etc. The Application involves building development and traffic diversion which are well justified for FEHD to consider relocation of the affected licensed fixed-pitch hawkers.

7.6.3 **Under the circumstance that the affected fixed pitch hawkers are regarded not appropriate to continue business at their original hawker pitches after completion of the construction works, FEHD will initiate the procedure to resite and allocate them with existing vacant pitches elsewhere permanently to maintain their livelihood. Notwithstanding this, the Applicant would provide assistance to the affected hawkers in coordinating with the Food and Environmental Hygiene Department to identify suitable alternative locations for relocation and settlement within the vicinity. Meanwhile, retail floorspace is designed in the Proposed Development to maintain street-level vibrancy and supporting the continuity of local culture in Shau Kei Wan.**

7.7 Proposed Minor Relaxation of BHR to Accommodate MiC Floors and Aboveground Carpark Floors

7.7.1 In line with JPN No. 8, the current proposal has proactively applied MiC technology in the Proposed Development. The use of MiC requires thickened floor slabs between modular units, which in turn increases the storey heights on MiC floors.

7.7.2 Besides, up to two levels of aboveground parking are now fully exempt from GFA and height calculations. To accommodate these two aboveground parking levels on the G/F and 2/F, the GFA and building



height exemption for the two aboveground parking levels would allow the hotel development to maintain adequate guest room provision while accommodating required parking spaces under the HKPSG.

- 7.7.3 The increment of building height under the adoption of MiC technology and the aboveground parking floors is 13.97m, which exceeds the minor relaxation of 13.56m under this Application.
- 7.7.4 To mitigate visual and environmental impacts, the current scheme has also incorporated a stepped building height profile and maximised on-site greenery provision. These measures would help maintain natural breezeways, improve the local microclimate and ensure adequate ventilation for the site and surrounding areas. The requested minor relaxation of the building height restriction therefore delivers substantial planning merits. It supports the Government’s MiC policy objectives, promotes sustainable construction practices and higher building quality, optimises land use through policy-compliant aboveground parking provision and enhances the urban environment through sensitive design responses. Visual Appraisal has been conducted to demonstrate that there is no visual impact. The Application Site is not situated at major breezeway and hence no review of air ventilation impact assessment is required.

7.8 Development Compatible with Stepped Building Height Profile

- 7.8.1 The Application Site is located at the eastern part of Shau Kei Wan area, it is surrounded by existing private residential developments (with the BHR up to 100-120mPD) to its immediate west, south, south-west and north. Across the road and railway to the north-west, there is an existing public housing development with the BHR of 120mPD along the waterfront area. As revealed from the Planning History Review, the BHR of 100mPD was imposed at the Application Site so as to follow the BH profile of stepping down the inland areas towards the waterfront only.¹⁷
- 7.8.2 The Proposed Development is located in an area surrounded by medium-to high-density residential neighbourhood, ranging from about 100mPD to 120mPD building height restrictions as stipulated on the OZP. **Although the Proposed Development will result in an increase in BH which is slightly more than 100mPD, the surrounding developments are ranging from about 100mPD to 120mPD. The proposed maximum building height would respect the recommended building height band of 100mPD to 115mPD for the surrounding inland built-up area according to the Explanatory Statement of OZP. Hence, it is considered the Proposed Development is compatible with the building profile of the surrounding environment.**

Maintaining Stepped Building Height Profile

- 7.8.3 Moreover, as demonstrated in the Section 5.2 of AVA Study completed in 2008, the BH of about 100mPD to 120mPD on the “R(A)” zone would

¹⁷ TPB Paper No. 8443

not create visual and air ventilation impacts to the surroundings. **The proposed BH is consistent with the stepped building height concept adopted in the area, under which BHs increase progressively from the waterfront towards the inland areas, while maintaining important visual corridors and key view lines to and from the Lei Yue Mun Park and waterfront viewpoints.**¹⁸ The Visual Appraisal demonstrates that the Proposed Development does not constitute significant visual impact to the area with the maximum BH slightly exceeding 100mPD.

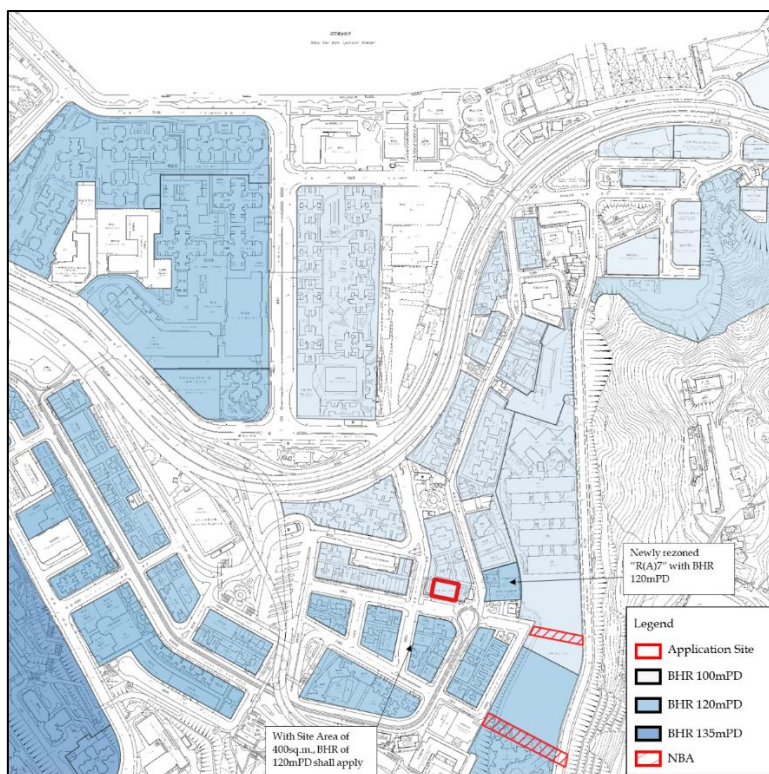


Diagram 29 Stepped Building Height Profile in Shau Kei Wan

(Source: Town Planning Board and Lands Department, HKSAR Government)

Maintaining Identified NBA

7.8.4 The Proposed Development will continue to maintain the required NBA while introducing greenery at multiple levels to further enhance wind flow and air penetration through the Application Site, therefore, maintaining air circulation within the central part of the Shau Kei Wan.

7.9 Design Merits to Fulfil the Requirements for Minor Relaxation

7.9.1 This Application takes the opportunity to provide various design merits to benefit the community, which includes:

- Enhancing pedestrian experience and public realm with at-grade canopy
- Providing active frontage on ground floor retail space by

¹⁸ Minutes of 764th Meeting of the Town Planning Board held on 2.5.2025.



employing transparent façades or open-front configurations, to establish strong visual connections between the interior spaces and the public realm;

- Voluntarily achieving a site coverage of greenery of 20%;
- Provide multi-level sky garden and botanical terraces on different floors (i.e. greenery at 1st to 3rd floors) and explore opportunities for local art painting on building facade to enhance visual interest and mitigate building bulkiness;
- Enhance natural ventilation through building design;
- Enhance active living and natural connection by opening the sky garden to local community during designated opening hours;
- Maintain visual permeability; and
- Aligning with the stepped building height profile.

7.9.2 According to the Notes of OZP, a minor relaxation clause for BHR is included to allow flexibility for development or redevelopment with planning and design merits. **To illustrate, the Proposed Development has tried its best to fulfil these criteria by incorporating planning and design merits, which (i) amalgamate smaller sites for achieving better urban design and local area improvements; (ii) providing better streetscape; (iii) accommodate building designs to enhance air and visual permeability; and (iv) accommodate building design and planning merits that bring about improvements to the townscape and amenity of the locality and would not cause adverse landscape and visual impacts.** According to previous approved applications, full compliance of all criteria is not mandatory for grant of permission for minor relaxation. This Proposed Development, when compared to the existing approved scheme, has significantly enhanced the air and visual permeability as well as brought improvements to the townscape and amenity of the locality. In particular, the increase in the building height is in accordance with the JPN No. 8 as well as PNAP APP 2. The minor relaxation of BHR is well justified in this Application.

7.10 Technical Sustainability Demonstrated and No Insurmountable Impacts are Anticipated

7.10.1 Technical assessments including TIA, AQIA, NIA, SIA and VA have been conducted for the Proposed Development. The findings have confirmed that this Application would not give rise to any adverse or insurmountable impacts in respect of traffic, air quality, noise, sewerage or visual amenity. Where necessary, appropriate mitigation measures have been identified and incorporated into the proposal to ensure compliance with the relevant statutory requirements and prevailing standards. The technical sustainability of the scheme is therefore demonstrated, and no irresolvable environmental or infrastructural constraints are anticipated.



8 CONCLUSION

8.1.1 In view of the above, we respectfully request the Town Planning Board to give favourable consideration on this Application on the following justifications:

- Echo with the Policy Address for “Tourism is Everywhere” and Development Blueprint for Hong Kong’s Tourism Industry 2.0
- Echo with the Strategic Direction to Reinforce Hong Kong as a World-class Premier Tourism Destination under “Hong Kong 2030+”
- Actively Responding to Changing Market Needs of the Tourism Industry with Abundant Tourism Resources in the Vicinity
- Strong Demand and Limited Supply of Hotel Room Restricts Tourism Development
- Compatible Land Use Pattern and Effective Use of Land Resources that is Well Served by Public Transport Services
- Actively Response to Site Constraints by Respecting Existing Hawker Culture and Minimise Disturbance to Parking Area
- Proposed Minor Relaxation of BHR to Accommodate MiC Floors and Aboveground Carpark Floors
- Development Compatible with Stepped Building Height Profile
- Design Merits to Fulfil the Requirements for Minor Relaxation
- Technical Sustainability Demonstrated and No Insurmountable Impacts are Anticipated



Legend

Application Site



**LCH Planning and Development
Consultants Limited**

Figure 1 : Location Plan

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at “Residential(A)” Zone and Area Shown as ‘Road’ at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

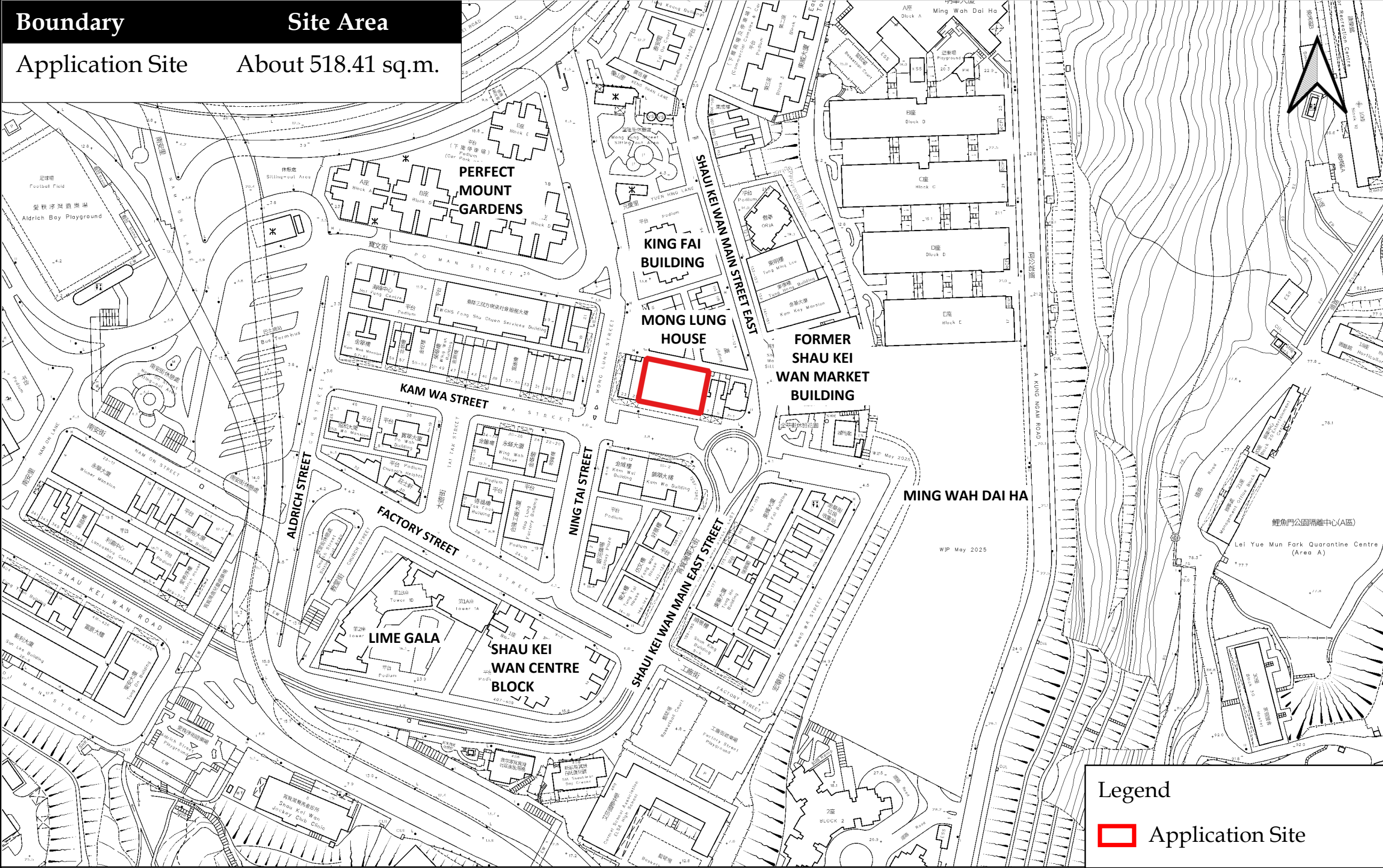
(Source: HK GEODATA STORE, HKSAR Government)

Boundary

Site Area

Application Site

About 518.41 sq.m.



**LCH Planning and Development
Consultants Limited**

Figure 2 : Site Plan

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at “Residential(A)” Zone and Area Shown as ‘Road’ at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

Application Site	Site Area
Residential (Group A)	About 476.41 sq.m. (About 92%)
Area shown as 'Road'	About 42 sq.m (About 8%)
Total:	About 518.41 sq.m.



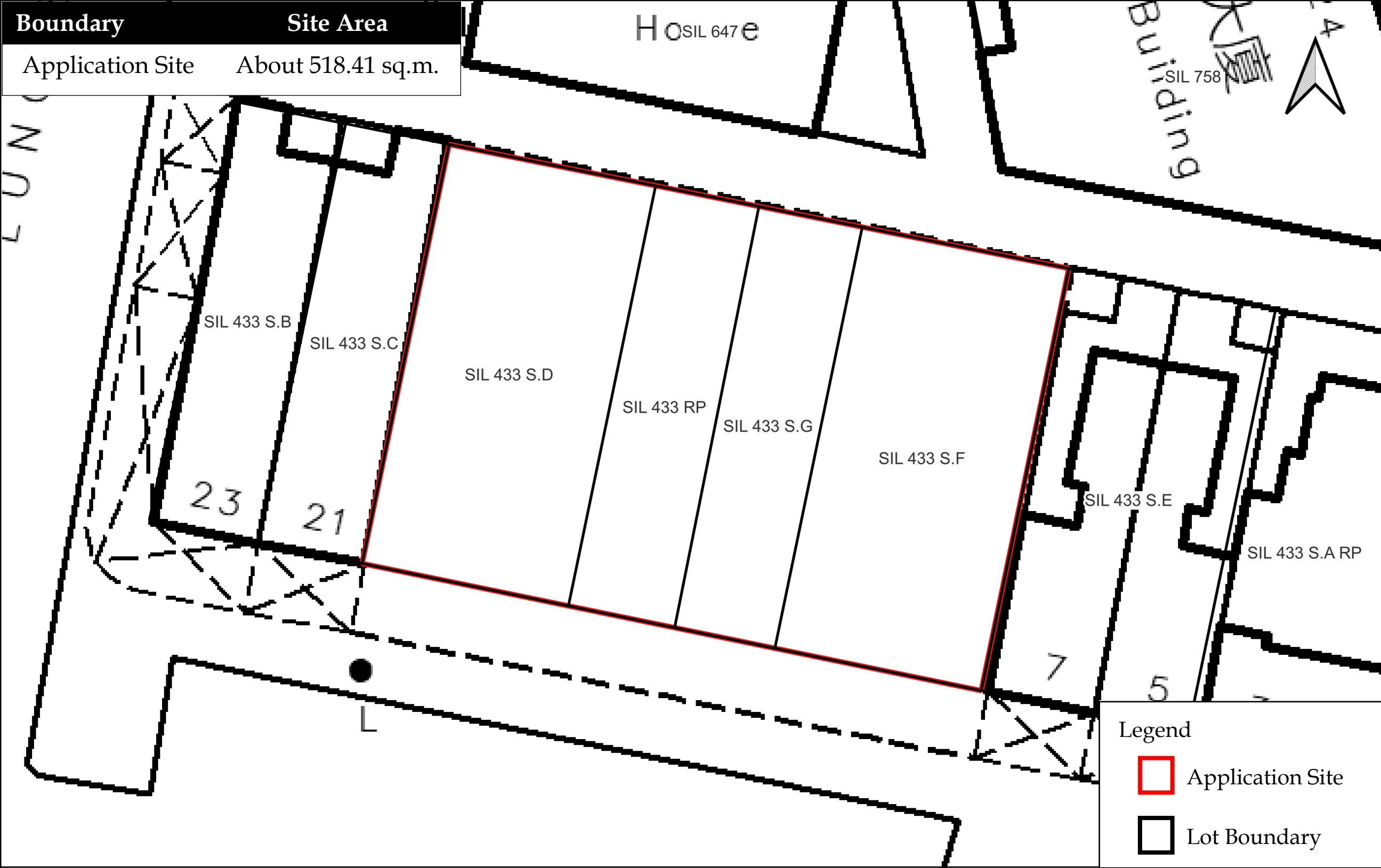
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Figure 3 : Extract of Outline Zoning Plan (Approved OZP No. S/H9/22)
(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at “Residential(A)” Zone and Area Shown as ‘Road’ at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)

Boundary	Site Area
Application Site	About 518.41 sq.m.



**LCH Planning and Development
Consultants Limited**

Figure 4 : Land Status

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at “Residential(A)” Zone and Area Shown as ‘Road’ at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)



Tin Hau Temple

Public Light Bus to
Shek O

Kam Wah Street Wet Market



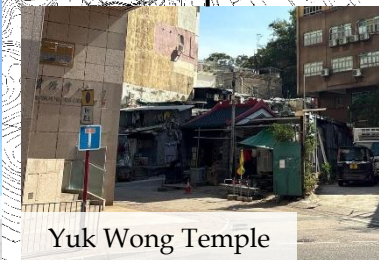
Tram Terminus



A Kung Ngam Shipyards



Tam Kung Temple

Hong Kong Sanatorium &
Hospital

Yuk Wong Temple

Shau Kei Wan
Main Street East

Shing Wong Temple



Shau Kei Wan Wholesale Fish Market

Hong Kong Museum of the War of
Resistance and Coastal Defence and
Lei Yue Mun Pass Battery

Lei Yue Mun Park



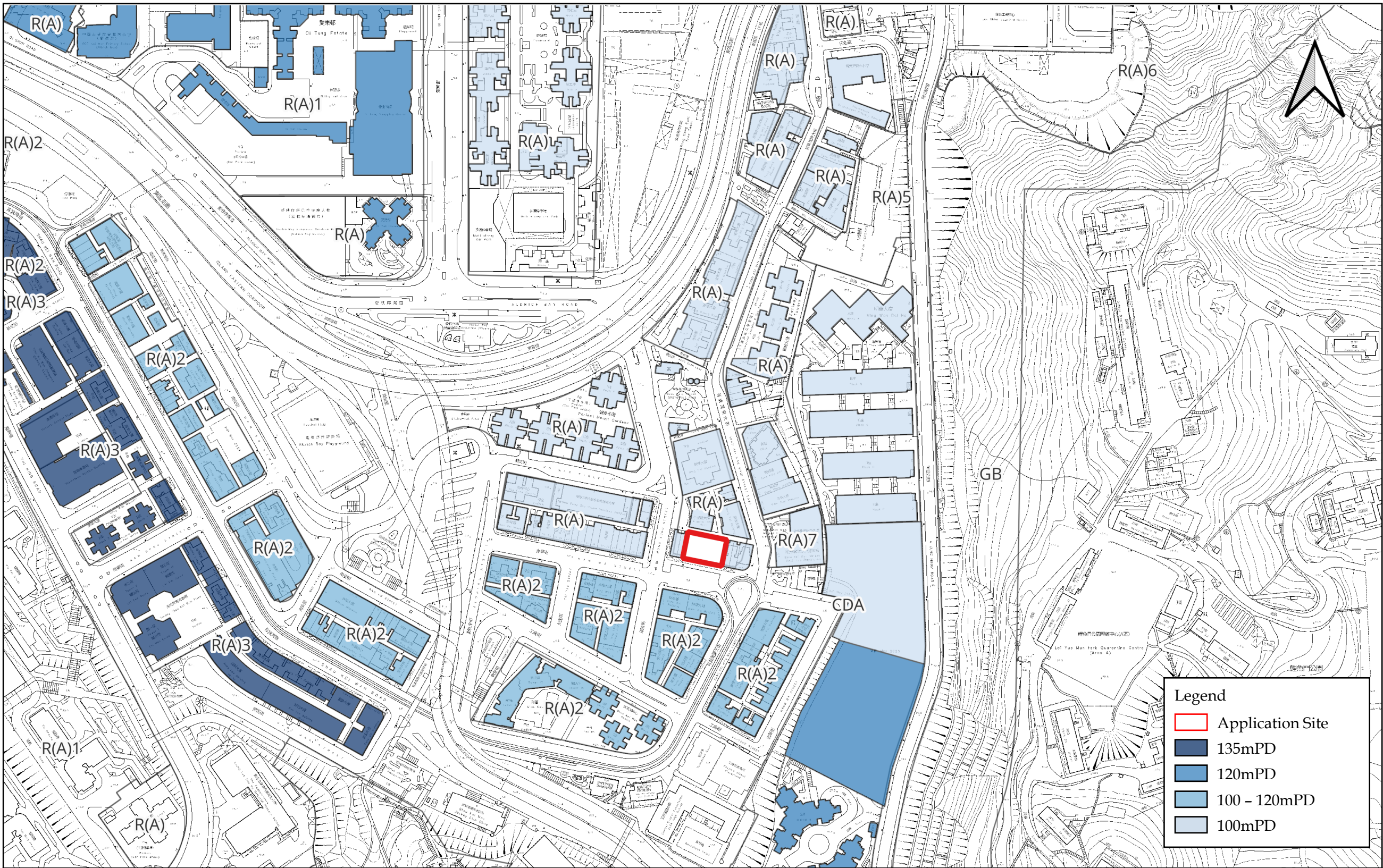
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Figure 5 : Tourist Attraction and Facilities in the Surrounding Area

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)



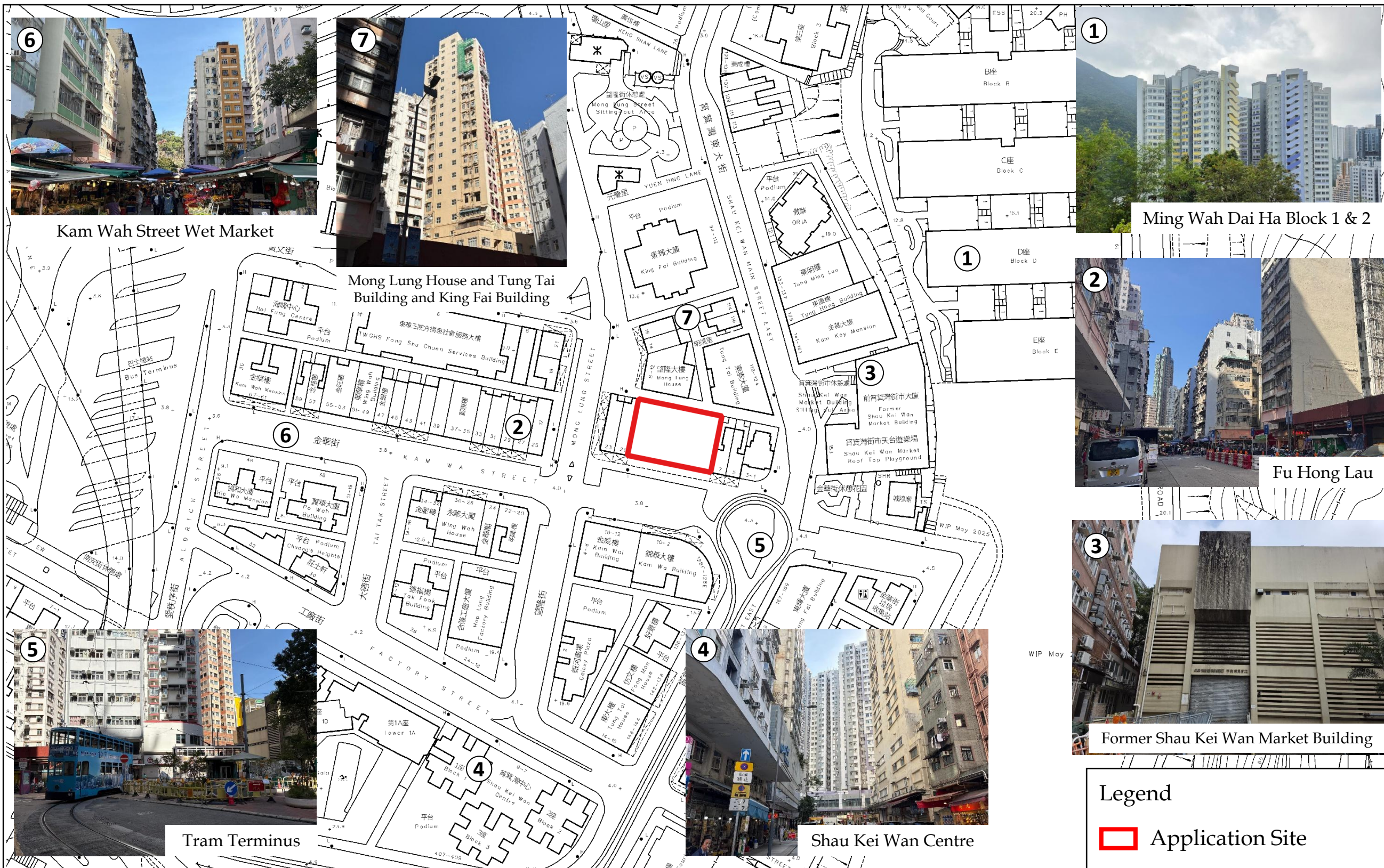
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Figure 6 : Overview of Building Height Restriction in SKW

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at “Residential(A)” Zone and Area Shown as ‘Road’ at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)



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Figure 7 : Surrounding Area

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at “Residential(A)” Zone and Area Shown as ‘Road’ at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)



Existing Condition



Legend

Application Site



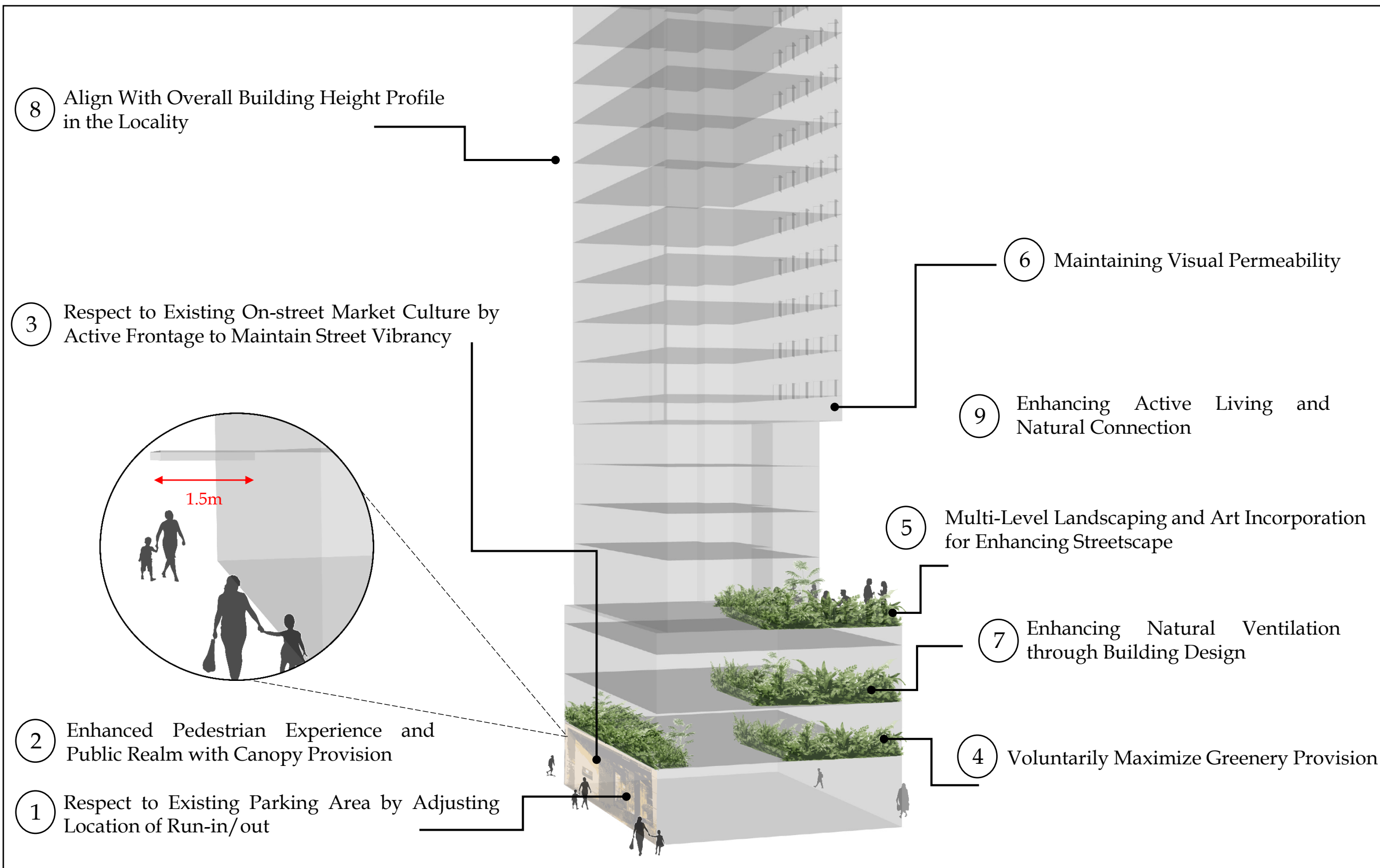
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Figure 8 : Artist Impression (Façade Painting)

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at “Residential(A)” Zone and Area Shown as ‘Road’ at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)



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Figure 9 : Artist Impression (Overall Planning & Design Merits)

(For reference only. Not to scale.)

Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

(Source: HK GEODATA STORE, HKSAR Government)