

Attachment 1

Replacement Pages of
Planning Statement

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- C Visual Impact Assessment

EXECUTIVE SUMMARY

PURPOSE OF THE APPLICATION

This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of the proposed hotel development (hereafter referred to as the “Proposed Development”) with minor relaxation of plot ratio (PR) and building height (BH) restrictions in “Other Specified Uses” annotated “Business” (“OU(B)”) zone at Kwun Tong Inland Lot Nos. 285 and 287, 201 and 203 Wai Yip Street, Kwun Tong, Kowloon (i.e. hereafter referred to as the Application Site) under Section 16 (S16) of the Town Planning Ordinance (TPO) (CAP. 131).

In view of the declining demand of industrial activities and the public aspiration to optimize the use of scarce land resources at appropriate locations, and the recent policy measure announced in **Policy Address 2024** to encourage the private-led revitalization of industrial buildings (IBs), the Applicants intends to optimize the use of the Application Site by redeveloping the two existing IBs into a 34-storey (including a level of refuge floor and a level of basement car parks but excluding a level of transfer plate) hotel with minor relaxation of PR and BH restrictions as stipulated under the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26.

INDICATIVE DEVELOPMENT PROPOSAL

With a site area of about 1,872m², the Proposed Development comprises a 34-storey hotel (including a level of refuge floor and a level of basement car parks but excluding a level of transfer plate). To optimize the development potential of the Application Site, the Applicants intends to seek for minor relaxation of PR restriction from 12 to 14.4 that is within the 20% of increase in PR stated in the Government’s policy. Due to various site constraints and design requirements, the proposed BH is also proposed to be slightly increased from 100mPD to 120mPD to accommodate the additional gross floor area.

KEY JUSTIFICATION AND MERITS

The key justifications for and merits of the latest proposal include:

- There are previous planning approvals in similar nature with minor relaxation of development intensities at the Subject Site;
- Proposed minor relaxation of PR restriction by 20% is in line with the Government’s Policy Initiatives on revitalizing IBs;
- Proposed Development is line with the planning intention of the subject “OU(B)” zone and facilitates the transformation of Kwun Tong Business Area;
- Planning and design merits of the approved schemes remain largely unchanged;
- Compatible BH, bulk and scale with minimized increase in BH;

行政摘要

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

申請目的

申請人現跟據城市規劃條例第 16 條 (第 131 章)，向城市規劃委員會 (下稱「城規會」) 遞交規劃申請，於劃作「其他指定用途 (商貿)」地帶的觀塘內地段第 285 號及 287 號，觀塘偉業街 201 號及 203 號 (下稱「申請地盤」)，作擬議酒店用途 (下稱擬議發展)，並略為放寬地積比率及建築物高度限制的申請。

申請人響應近年香港的工業活動需求下降、公眾希望在適當地點優化使用有限的土地資源以及政府最近在《2024 年施政報告》鼓勵以私人主導的活化工業大廈，現計劃將申請地盤內兩座現有工業樓宇，重建為一座樓高 34 層的酒店 (包括一層防火層及一層地庫停車場但不包括一層轉換層)。並申請略為放寬觀塘 (南部) 分區計劃大綱核准圖編號 S/K14S/26 (下稱大綱圖) 為申請地盤定下的最高地積比率及建築物高度限制。

擬議發展建議

申請地盤的面積約 1,872 平方米，擬議發展將興建一座樓高 34 層的酒店 (包括一層防火層及一層地庫停車場但不包括一層轉換層)。申請人擬議將最高地積比率限制由 12 略為放寬至 14.4，並是在政府活化工廈的政策所容許的範圍內以地盡其用。另外，由於申請地盤受到不同的設計限制，申請人同時擬議將建築物高度限制由主水平基準以上 100 米略為放寬至主水平基準以上 120 米，以容納額外的樓面面積。

主要發展理據及規劃增益

以下為支持是次規劃申請的發展理據及規劃增益：

- 擬議發展地盤在過去已經得到規劃許可，可以略為放寬其發展密度，以重建現有的工廈；
- 擬議 20%地積比率增加符合政府鼓勵活化工廈的政策；
- 擬議發展符合「其他指定用途」註明「商貿」地帶的規劃意向及能配合觀塘商貿區一帶轉型；
- 擬議發展提供的規劃及設計增益與先前核准申請大致不變；
- 相容的建築物高度、體積和規模，並最大限度地減少所增加建築物高度；
- 擬議發展符合擬議發展合乎香港規劃標準與準則中有關在工業 / 辦公室區提供酒店的指引；以及
- 擬議發展已考慮各方面的技術評估，證明擬議發展在技術上可行。

1 Introduction

1.1 Background

- 1.1.1 This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of the proposed hotel development (hereafter referred to as the “Proposed Development”) with minor relaxation of plot ratio (PR) and building height (BH) restrictions at Kwun Tong Inland Lot (KTIL) Nos. 285 and 287, 201 and 203 Wai Yip Street, Kwun Tong, Kowloon (i.e. hereafter referred to as the Application Site) under Section 16 (S16) of the Town Planning Ordinance (TPO) (CAP. 131).
- 1.1.2 In view of the declining demand of industrial activities and the public aspiration to optimise the use of scarce land resources at appropriate locations, under **Policy Address 2024 (PA 2024)**, the Government has decided to extend the revitalization measures previously introduced in Year 2009 – 2010 to **the end of 2027** so as to encourage the private-led revitalization of industrial buildings (IBs) so as to provide more appropriate floor spaces to meet Hong Kong’s changing social and economic needs¹.

1.2 Purpose of Submission

- 1.2.1 The Application Site is currently occupied by two existing pre-1987 IBs of 6 and 13 nos. of storeys which are known as Siu Fu Factory Building and Tungtex Building respectively. The Application Site is the subject of two previous applications (Nos. A/K14/808 and 778) each at 201 and 203 Wai Yip Street, which were approved on 4.3.2022 and 17.1.2020 respectively, they were also under the same nature for redevelopment of the subject sites into two separate buildings for office and non-polluting industrial uses with supporting commercial uses. After consolidating most of the landownership of the two lots, the Applicants now intend to redevelop the two aging IBs at the Application Site into one single hotel development in a comprehensive manner.
- 1.2.2 The Application Site, as indicated in **Figure 1.1**, is currently zoned “Other Specified Uses” annotated “Business” (“OU(B)”) under the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26. According to the Notes of the OZP, ‘Hotel’ is a Column 2 use under the Schedule of Uses for the subject “OU(B)” zone that requires planning permission from the Board (*Schedule 1: for open-air development or for building other than industrial or industrial-office building.*) The Application Site is also subject to development restrictions as indicated below:

Maximum Plot Ratio	12
Maximum Building Height	100mPD

¹ “To continue encouraging redevelopment and conversion of aged industrial buildings, we will extend an array of measures, which are expiring soon under the revitalisation scheme for industrial buildings, to the end of 2027, continuing to allow an increase in plot ratio of up to 20% for industrial building redevelopment projects.” (PA 2024 p.55)

- 1.2.3 As per the direction of the Revitalization of Industrial Buildings Policy in the **PA 2024**, minor relaxation of the aforesaid PR by not more than 20% is allowed but subject to the approval of Board while the Notes of the OZP suggest that minor relaxation of BH restrictions may be considered by the Board on application under S16 under the TPO based on the individual merits of a development or redevelopment proposal.
- 1.2.4 With an intention to make better use of the Application Site, the Applicants hereby submit the subject S16 planning application to seek the Board's approval on the Proposed Development and the proposed minor relaxation of PR and BH restrictions.

1.3 Report Structure

- 1.3.1 This Planning Statement consists of the following sections in support of the Proposed Development:

Section 2: describes the Application Site and surrounding areas and analyses the planning and development context;
Section 3: presents the indicative development proposal;
Section 4: highlights the planning merits and development justifications for the Proposed Development; and
Section 5: concludes the planning statement.

- 1.3.2 Detailed technical assessments and other supplementary information are attached in **Appendices A - C**.

Appendix A: Traffic Impact Assessment
Appendix B: Sewerage Impact Assessment
Appendix C: Visual Impact Assessment

in Lam Tin including Laguna City as separated by Tsui Ping River.

- 2.2.4 To the southeast of the Application Site near the harbour, Kwun Tong Action Area (KTAA) that covers the existing Kwun Tong Ferry Bus Terminus is planned to include a mixed-use development with a vision to become a world-class tourism, entertainment and leisure attraction.
- 2.2.5 Besides, there are a number of public car park in the vicinity of the Application Site, including One Harbour Square, Two Harbour Square, Kwun Tong Harbour Plaza, COS Centre and One Sky Parc etc. As a result, ample parking spaces are available in the surrounding area to serve the parking demand.
- 2.2.6 **Figure 2.2** shows the site and surrounding context of the Application Site.

2.3 Planning and Development Context

In Support from Revitalization of Industrial Buildings Policy

- 2.3.1 As early as in 2009, considering the fact that many industrial premises are not optimally utilized due to Hong Kong's rapid economic restructuring, the Government introduced a package of measures to facilitate the redevelopment and wholesale conversion of IBs in the 2009-10 Policy Address for implementation from 1 April 2010.
- 2.3.2 With consideration to the positives of the six-year revitalization scheme implemented starting from 2010 to 2016, and reactivation of the scheme in 2018 with the latest announcement in **PA 2024** of extending the scheme of relaxing the PR for redevelopment of old IBs.
- 2.3.3 **The Proposed Development with minor relaxation of PR and BH would complement the latest Government's policy in materializing such objective to release and optimize the development potential of these pre-1987 IBs located strategically at CBD2.**

Task Force on Land Supply – Shortage of All Types of Land

- 2.3.4 Land shortage has been a serious problem for Hong Kong for many years. Apart from a shortage of land for public and private housings, insufficient land supply for economic uses, transport infrastructure and community facilities is another pressing issue the society is in face of. The final report of the Task Force on Land Supply (Task Force) was published in December 2018 to showcase a set of recommendations on land supply strategy and feasible options based on a comprehensive study of the mainstream options and consensus in society. A multi-pronged approach through concurrent implementation of various land supply options to expand and diversify our sources of supply to ensure a sustained and steady stream of land resources to meet the needs for different land uses was recommended by the Task Force. The Task Force is also with a view that no short-to-medium option should be given up lightly so as to fulfil different requirements for land in different period of time and agrees that the use of aged industrial buildings should be further optimized in response to the ardent

required under Buildings Ordinance and etc.

Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26

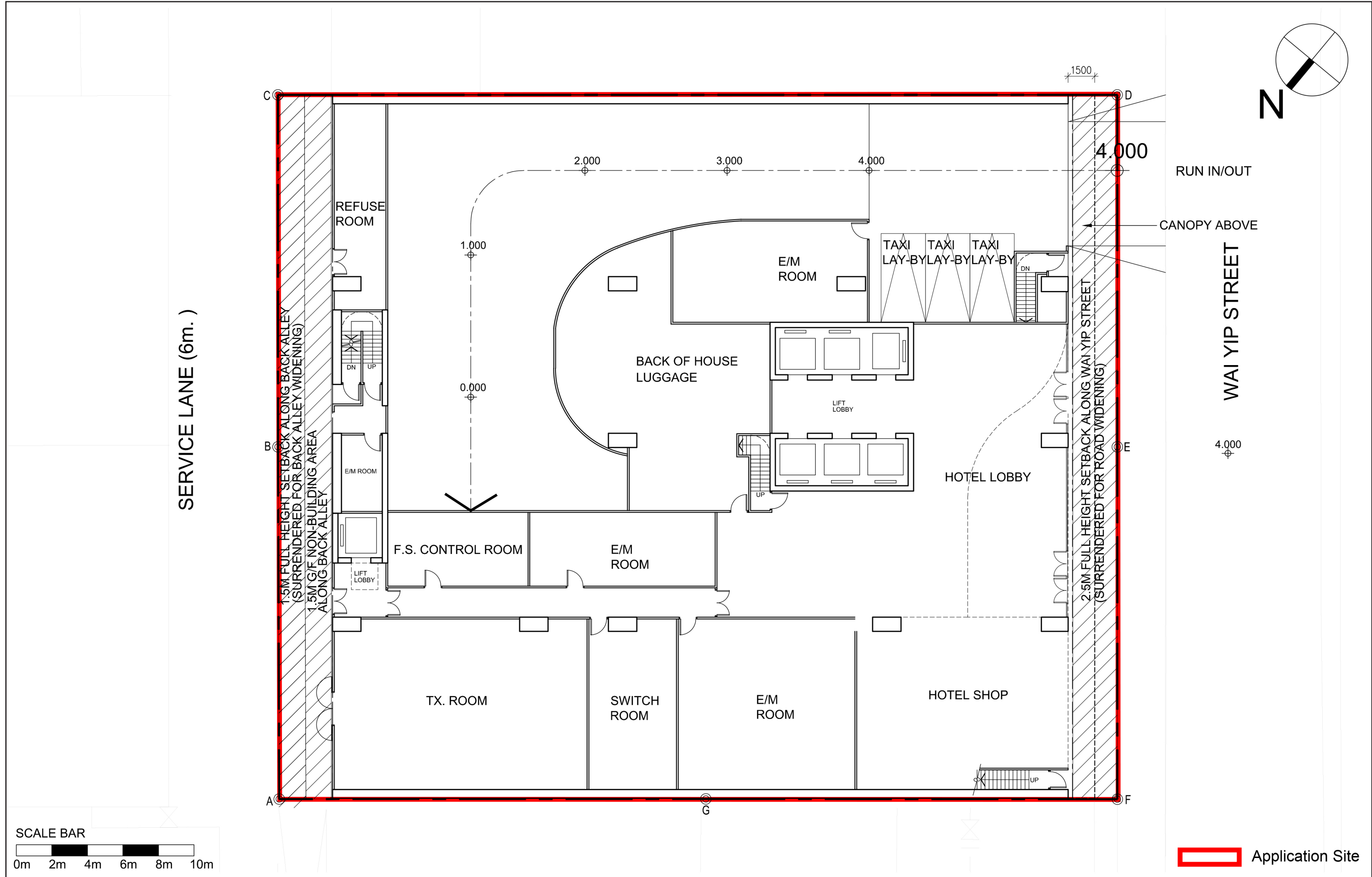
- 2.3.15 The Application Site falls within an area zoned “OU(B)” in the approved Kwun Tong (South) OZP No. S/K14S/26. According to the Notes of the OZP, this zone is intended primarily for general business uses. Under Column 2 of Schedule of Uses for the subject “OU(B)” zone (*Schedule 1: for open-air development or for building other than industrial or industrial-office building*), ‘Hotel’ use is a use that may be permitted with or without conditions on application to the Board by the Board.
- 2.3.16 As stipulated under the OZP, the Application Site is subject to a maximum PR of 12 and a maximum BH restriction of 100mPD. Based on the individual planning and design merits of a development or redevelopment proposal, minor relaxation of the PR and BH restrictions may be considered by the Board on application under S16 of the TPO.
- 2.3.17 Apart from the above criteria for consideration of planning applications for minor relaxation of PR and BH restrictions, Section 7.4 of the Explanatory Statement (ES) of the OZP also stipulates the relevant criteria for consideration of minor relaxation of BH restrictions, which are extracted as follow:
- (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 public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;
 - (d) providing separation between buildings to enhance air ventilation 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 the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.
- 2.3.18 **Making reference to the criteria for consideration of planning applications for minor relaxation of PR and BH restrictions, the Proposed Development would incorporate various design measures to contribute to a better public realm, such as setting back of the building for street widening for comfortable pedestrian environment. Details will be depicted in Sections 3 and 4 below.**

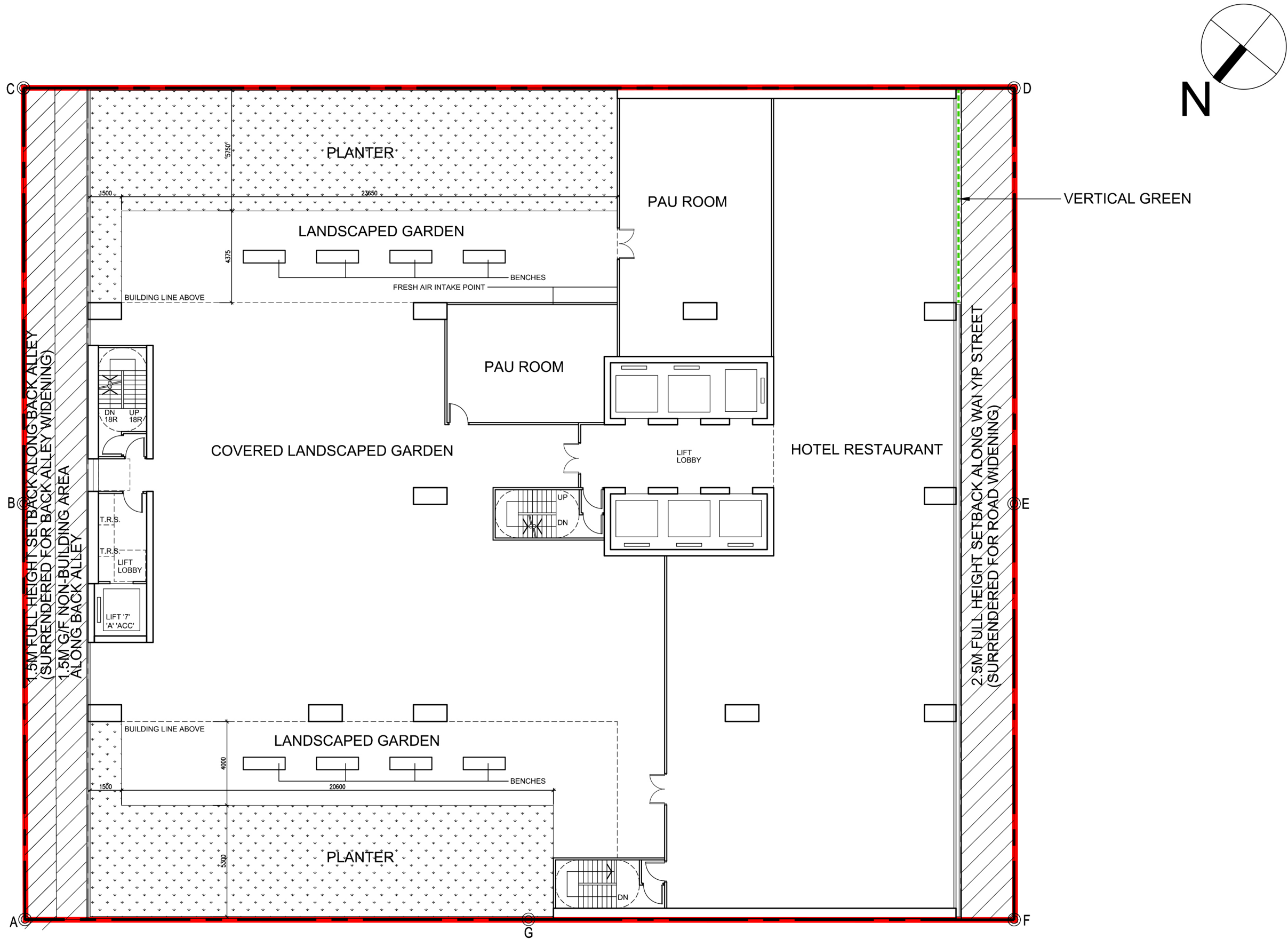
Table 2.2 Planning and Design Merits of Current and Previous Planning Applications

Development Parameters	No. 201 Wai Yip Street Previous Approval (A/K14/808) (approved on 4.3.2022)	No. 203 Wai Yip Street Previous Approval (A/K14/778) (approved on 17.1.2020)	No. 201 & 203 Wai Yip Street (Subject Application)
Setback & NBA <ul style="list-style-type: none"> • Wai Yip St • Back alley 	1. 2.5m full-height setback along WYS 2. 1.5m full-height setback along back alley 3. <u>1.5m aboveground NBA</u> along back alley	1. 2.5m full-height setback along WYS 2. 1.5m full-height setback along back alley 3. <u>1.5m ground floor NBA</u> along back alley (with min. 5.15m headroom) 4. <u>Further 1.3m aboveground building setback along WYS</u> (excluding basement carpark)	1. 2.5m full-height setback along WYS 2. 1.5m full-height setback along back alley 3. <u>1.5m aboveground NBA</u> along back alley 4. <u>Tower setback at 3/F from the northwestern and southeastern site boundary</u>
Greenery Coverage	About 29.03% 1. Vertical greening (1/F & 2/F) – 22.6% 2. Covered landscaped garden with peripheral plantings (3/F) – 77.4%	About 29% 1. Peripheral greening (3/F, 6/F, 10/F) 2. Green roof (R/F)	About 544m ² (29%) 1. Vertical greening (1/F & 2/F) – about 94m ² (17%) 2. Uncovered flat roof with greenery and peripheral plantings (2/F) – about 274m ² (50%) 3. Green roof (R/F) – about 176m ² (32%)
Other Design Merits	1. Covered landscape garden (3/F) with high headroom of 5m 2. 1.5m wide full length weather canopy along WYS 3. Green building design (e.g. usage of recycle water as irrigation)	1. Lightweight glass canopy at 1/F along WYS 2. 1m (width) recess area at G/F entrance along WYS 3. Green building design (e.g. Low-E glass at curtain wall, compliance with Building Energy Code)	1. Uncovered flat roof with greenery and peripheral plantings (2/F) 2. 1.5m wide full length weather canopy along WYS 3. Green building design (e.g. usage of recycled rainwater as irrigation, low-E glass, compliance with Building Energy Code, attainment of BEAM Plus standard)

Table 2.5 – Planning and Design Merits of Planning Approvals with Similar Site Area for Minor Relaxation in KTBA since Jan 2022

Application No.	Site Area	Building Height	Fl-to-Fl Height	Site Coverage	Design Merits
334-336 and 338 Kwun Tong Road (A/K14/804)	About 1,612m ²	115mPD (+15%)	4.325m (eating place, shop and services) 3.9m (office)	Podium: 97% Tower: 61%	<ul style="list-style-type: none"> - 1.5m full-height setback from Tai Yip Street (ODP) - 0.45m-1.2m voluntary G/F setback along Kwun Tong Road - 1.5m wide full-length weather canopy along Kwun Tong Road and Tai Yip Street - 2.5m wide public passageway linking up Tai Yip Street and Kwun Tong Road on G/F and open to public 24 hours daily - Tower setback of minimum 7.025m from kerbside of Tai Yip Street - Vertical greenings at section of façade facing Kwun Tong Road on G/F, greenery area on G/F facing Tai Yip Street, communal open space on 2/F and landscaped area on R/F - Greenery coverage of about 23% of site area
73-75 Hung To Road (A/K14/820)	About 1,858m ²	130mPD (no change)	4.121m / 4.2m (eating place and/or shop and services) 4.121m (office)	Podium: 91% Tower: 60%	<ul style="list-style-type: none"> - 3.8m full-height setback from Hung To Road (ODP) - 2m full-length weather canopy along Hung To Road - G/F recesses and beautification to facades along back alleys - Edge planting at the podium garden on 3/F and sky garden on 14/F and 4.5m-high vertical green wall along the 1/F façade facing Hung To Road - Compliance with SBGD and incorporation of green building design features - Greenery coverage of about 24% of site area
201 and 203 Wai Yip Street (Subject Application)	About 1,872m ²	120mPD (+20%)	3.15m (hotel)	Podium: 88% Tower: 61%	<ul style="list-style-type: none"> - 2.5m full-height setback along Wai Yip Street, 1.5m full-height setback and 1.5m aboveground NBA along back alley - 1.5m wide full-length weather canopy along Wai Yip Street - Tower setback at 3/F from the northwestern and south eastern site boundary - Vertical greening (1/F & 2/F), uncovered flat roof with greenery and peripheral plantings (2/F) and green roof (R/F) - Incorporation of green building design features - Greenery coverage of about 29% of site area



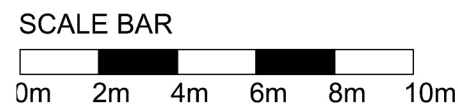
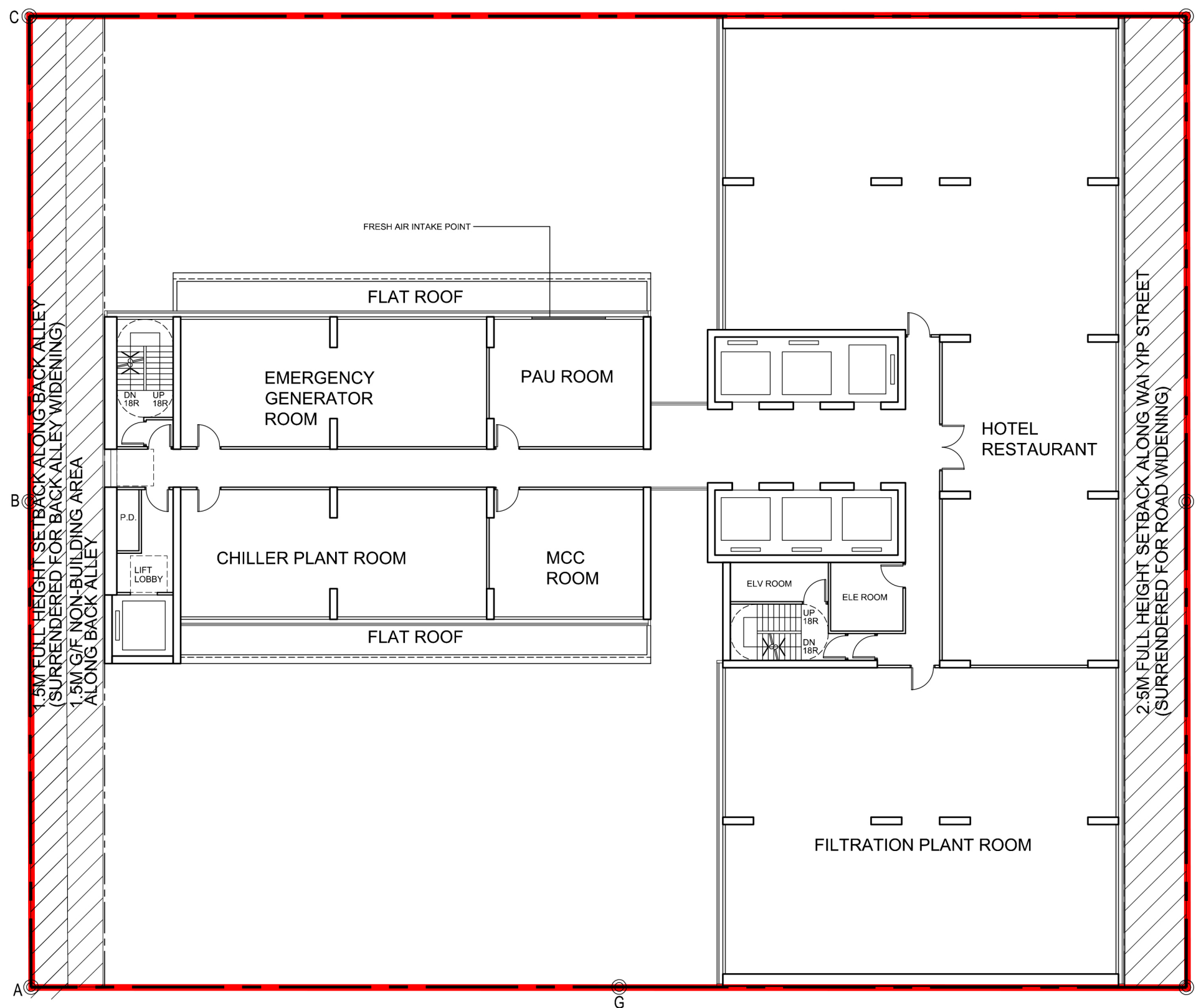
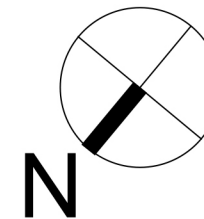


SCALE BAR

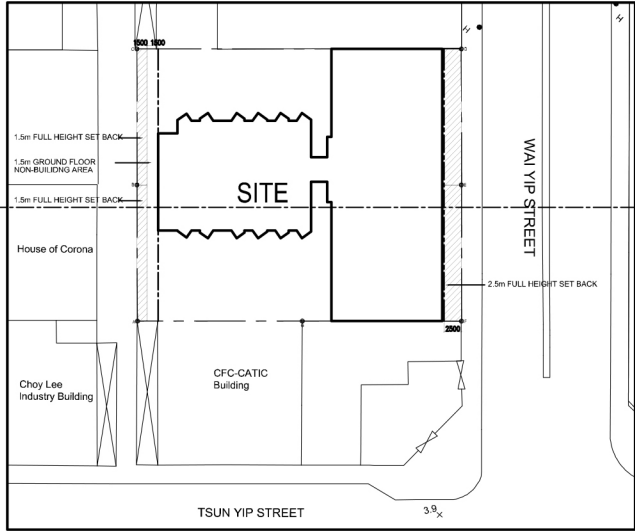
0m 2m 4m 6m 8m 10m

Application Site

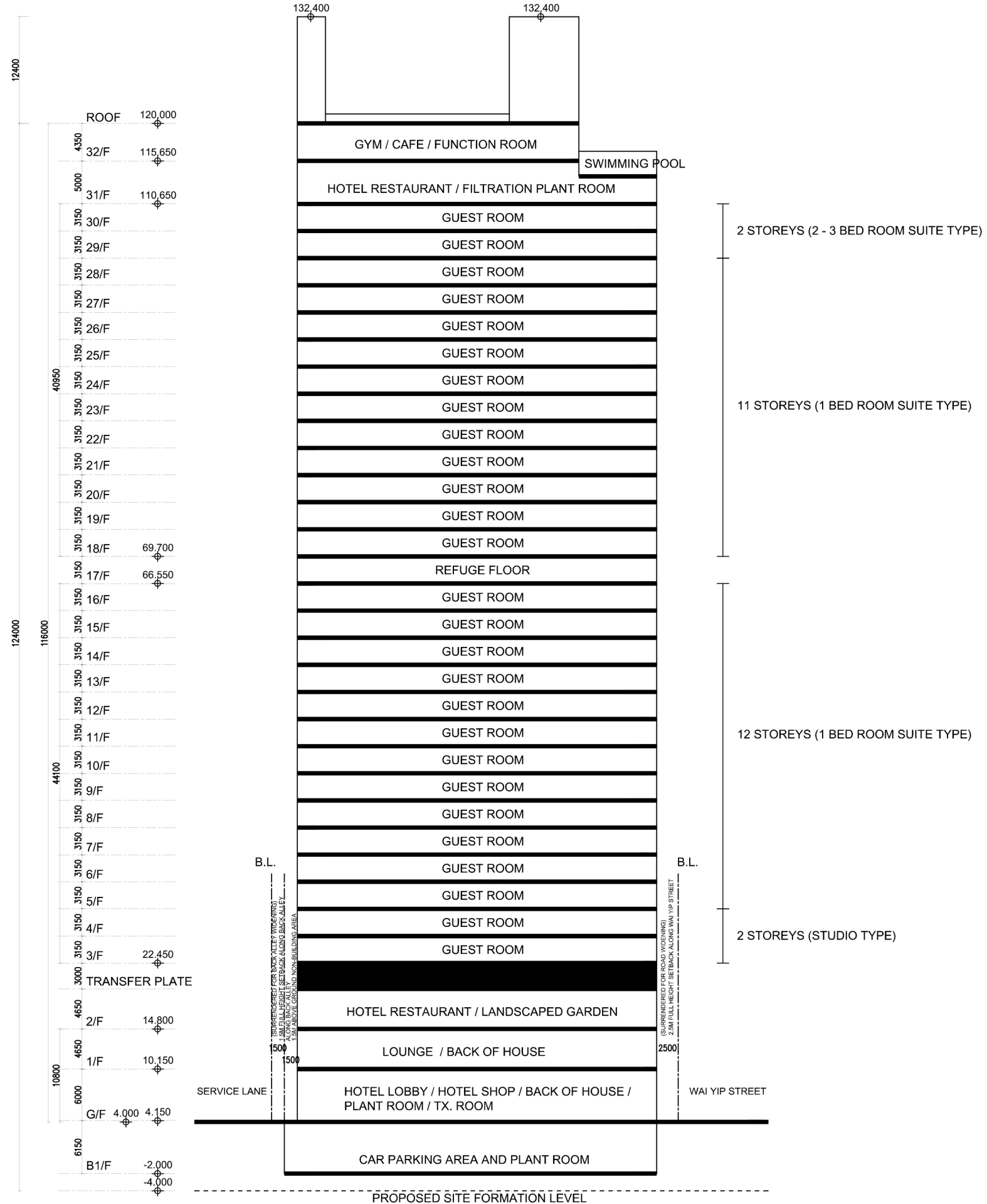
Title	Indicative 2/F Plan	Checked	DH	Drawn	PW
		Rev	0	Date	Nov 2
		Scale		Figure	
		N/A		3.4	



Application Site



KEY PLAN



3.2 Access, Parking and Servicing Facilities

Access

- 3.2.1 Both pedestrian access to the main lift lobby and vehicular access will be provided on Wai Yip Street (**Figure 3.1** refers).

Parking and Servicing Facilities

- 3.2.2 **Table 3.2** below indicates the provision of car parking and servicing facilities of the Proposed Development which complies with the relevant requirements set out in HKPSG. It should be highlighted that the current car parking and servicing facilities proposal is subject to various site constraints including 1) ODP-required setback provision on two sides of the Application Site; 2) limited G/F space available for L/UL bays; 3) back alley inaccessible for HGVs and 4) insufficient G/F space for HGV L/UL bay provision. Please refer to the Traffic Impact Assessment (TIA) for further details (**Appendix A** refers).

Table 3.2 Proposed Car Parking and Servicing Facilities Provision

Facilities	HKPSG Required No.	Proposed No.	Proposed Size
Car Parking Spaces	9-12	9 ⁽¹⁾	5m (L) x 2.5m (W); 5m (L) x 3.5m (W) (for the disabled)
Motorcycle Parking Spaces	1	1	2.4m (L) x 1m (W)
Goods Vehicle Loading / Unloading Bay	3-5	Total: 3 LGV: 2 HGV: 1	HGV: 11m (L) x 3.5m (W) LGV: 7m (L) x 3.5m (W)
Lay-by for Taxi	3	3	5m (L) x 2.5m (W)
Lay-by for Coach / Tour Bus	2-3	3	12m (L) x 3.5m (W)

Remarks:

(1) Including 1 no. car parking space for persons with disabilities

3.3 Implementation

- 3.3.1 Upon the full acquisition of land ownership, it is envisaged that the Proposed Development would be completed by Year 2029.

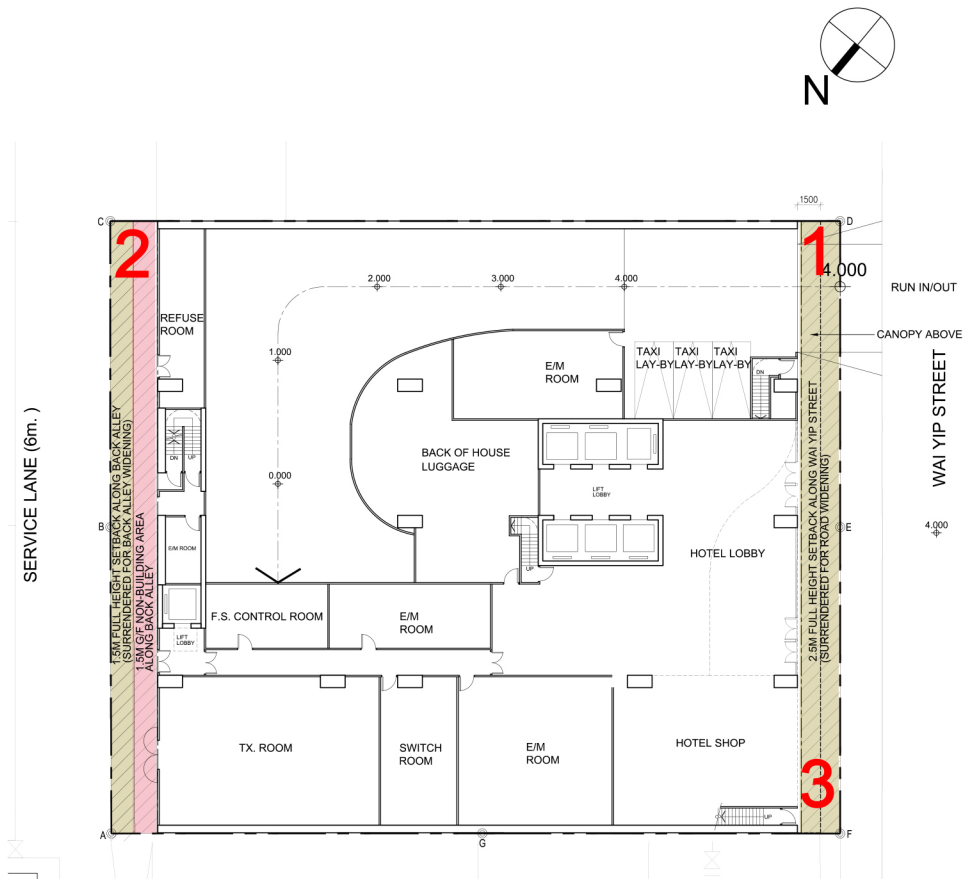
4 DEVELOPMENT JUSTIFICATIONS AND PLANNING GAINS

4.1 Previous Planning Approvals in Similar Nature with Minor Relaxation of PR and BH Restrictions at the Subject Site

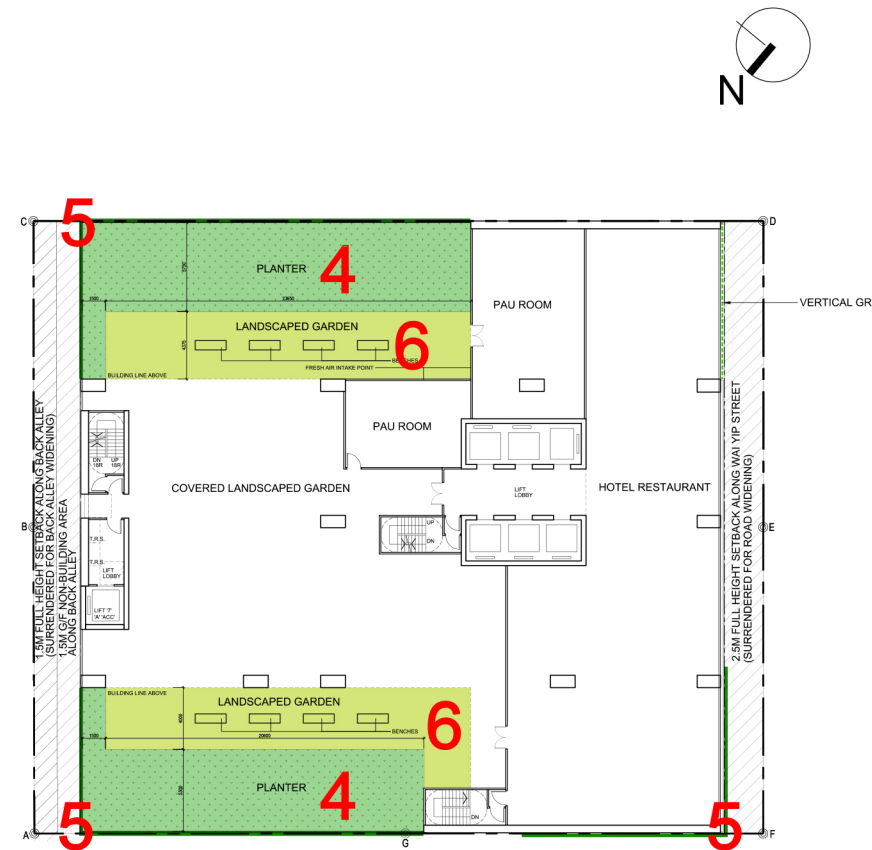
- 4.1.1 The Application Site is the subject of two previous applications (Nos. A/K14/808 and 778) each at 201 and 203 Wai Yip Street, which were approved on 4.3.2022 and 17.1.2020 respectively, they were also under the same nature for redevelopment of the subject sites into two separate buildings for office and non-polluting industrial uses with supporting commercial uses. After consolidating most of the landownership of the two lots, the Applicants now only intend to redevelop the two aging IBs at the Application Site into one single hotel development in a comprehensive manner with largely similar development intensities as per the previous planning approvals (i.e. PR of not more than 14.4 and BH of not more than 120mPD at one of the subject development lot).

4.2 In line with Government's Policy Initiatives on Revitalizing Industrial Buildings

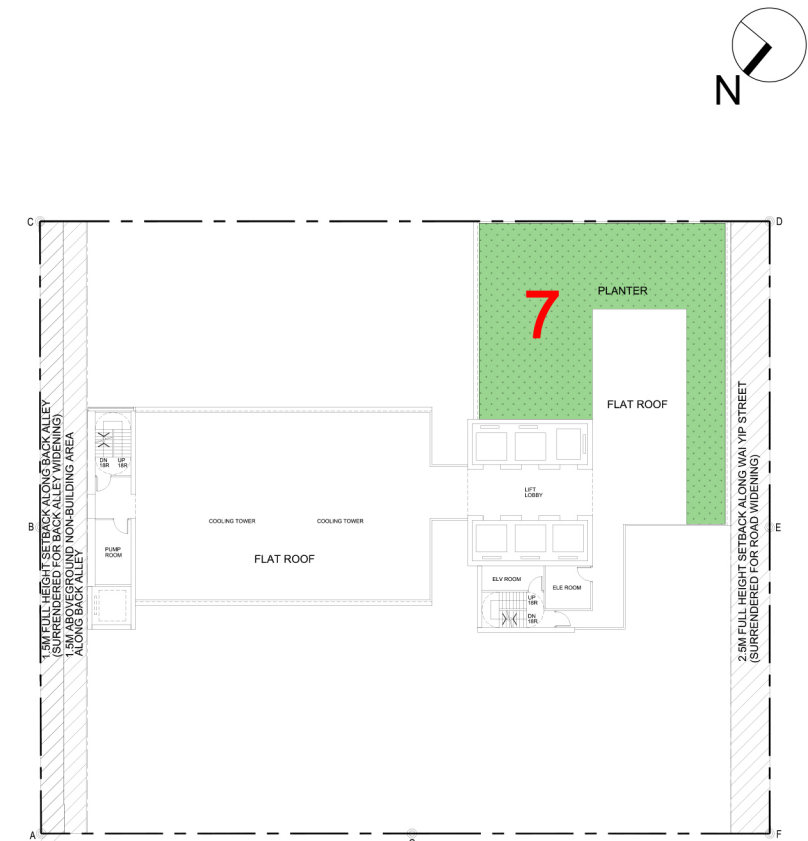
- 4.2.1 Land shortage has remained one of Hong Kong's biggest challenges for decades. Apart from a shortage of land for public and private housings, insufficient land supply for economic uses, transport infrastructure and community facilities is also a pressing issue in Hong Kong. Considering the fact that many industrial land is not optimally utilized, the Government has introduced a package of measures to facilitate redevelopment and wholesale conversion of IBs in the 2009-10 Policy Address as well as in the **PA 2024**.
- 4.2.2 The subject proposed redevelopment would help materialize the latest Government's policy by revitalizing the aged IBs at the Application Site by relaxing the maximum non-domestic PR allowed under the B(P)R by 20% to incentivize redevelopment of the subject IBs located outside "Residential" zones in main urban areas and new towns. In line with the strategic Government policy, the current proposal could effectively optimize utilization of the existing industrial stock to provide more floor area and make better use of the valuable land resources for Hong Kong's changing social and economic needs.
- 4.2.3 As quoted by the report "Striving for Multi-pronged Land Supply" published by the Task Force in December 2018, it is noticed that the shortage of overall land supply in Hong Kong is at least 1,200 ha. In particular, the land for economic uses will be in shortfall of at least 135 ha. in Year 2026 and at least 256 ha. in Year 2046. In view of the pressing needs on economic land supply, the subject redevelopment proposal could provide a timely solution by provision of quality commercial floor space for the Hong Kong territory.



GROUND FLOOR



SECOND FLOOR



ROOF FLOOR

GROUND FLOOR

1. Full-height setback (2.5m along Wai Yip Street and 1.5m along back alley) complied as per requirements of the Outline Development Plan for road widening and streetscape enhancement
2. Aboveground non-building area of 1.5m-wide (full height headroom clearance as compared to the minimum of 5.1m as per requirements of the Outline Development Plan) to facilitate air flow and to improve the quality of public space along the back alley
3. Full-length weather-protection canopy to improve pedestrian comfort

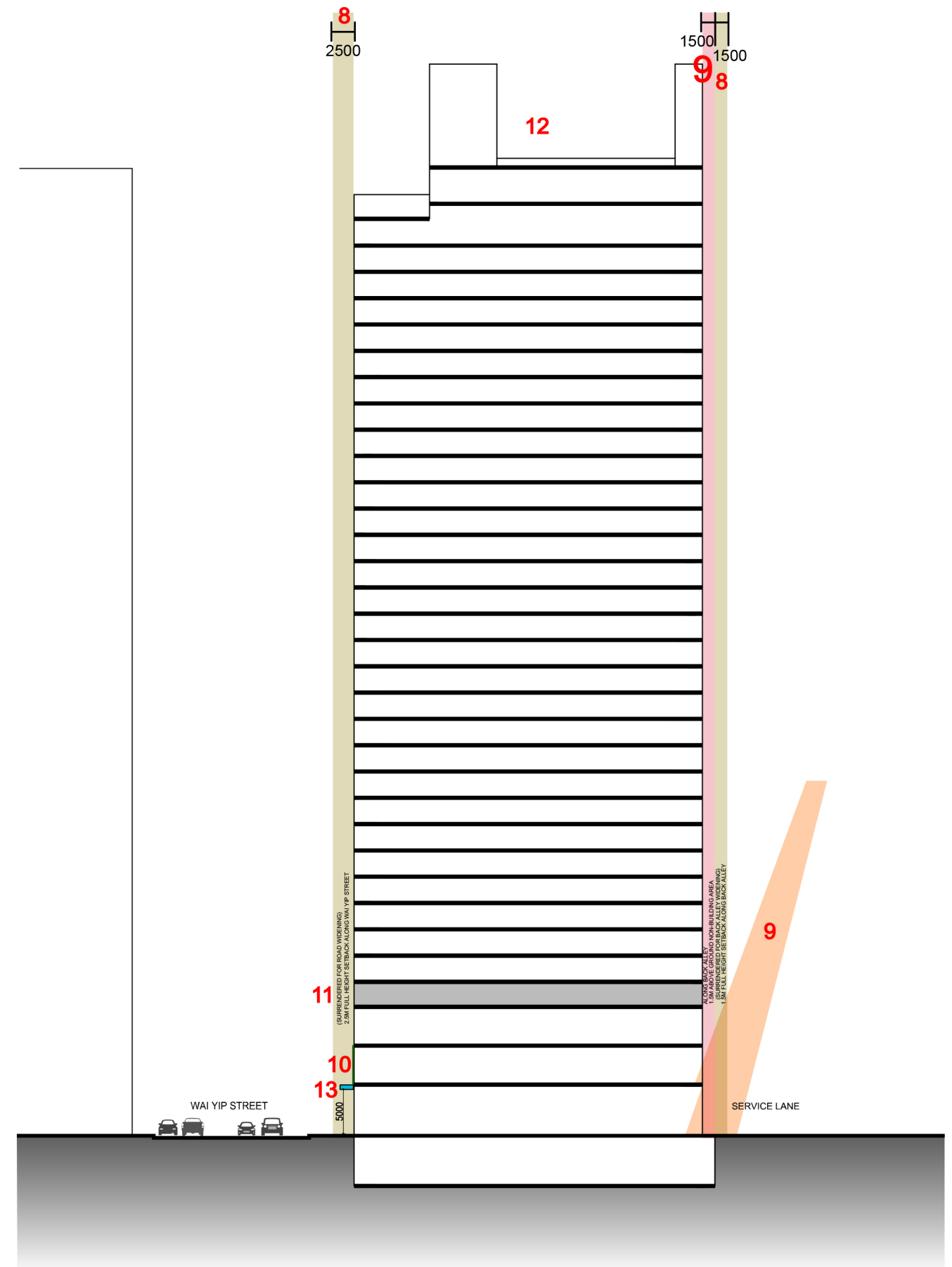
SECOND FLOOR

4. Permeable building design with provision of flat roof with greenery to improve the micro-climate of the Proposed Development and the surrounding areas
5. Planters along the periphery of the garden to offer visual relief on street level and to achieve a better townscape
6. Considerate tower disposition with a building separations from the neighbouring Catic Building and Mow Hing Factory Building to open up more space

ROOF FLOOR

7. Provision of green roof to improve the micro-climate of the Proposed Development and the surrounding areas

8. Full height of setback (2.5m along Wai Yip Street and 1.5m along back alley) complied as per requirements of the Outline Development Plan for road widening and streetscape enhancement
9. Aboveground non-building area of 1.5m-wide (full height clearance as compared to the minimum of 5.1m as per requirements of the Outline Development Plan) to allow greater angle for incoming sunlight and air flow along the back alley
10. Provision of vertical greening to enhance the visual interest of pedestrians at street-level and improve the micro-climate of the Proposed Development and in the surrounding
11. Permeable building design with provision of an flat roof with greenery at 2/F to improve the micro-climate of the Proposed Development and the surrounding areas
12. Compatible building height with the surroundings
13. Full-length weather-protection canopy to improve pedestrian comfort



- 4.4.5 The setbacks with no above- and underground structures will be surrendered to the Government upon demand whilst the 1.5m-wide aboveground NBA at the back alley will remain as being part of the Development Site.
- 4.4.6 It should be highlighted that the Application Site is subject to setback and NBA requirements in its two sides of boundaries abutting Wai Yip Street and the back alley. Under such site development context, the Applicants have tried their best effort to accommodate the Proposed Development on-site as well as to satisfy various design requirements (e.g. provision of setbacks / provision of NBA for L/UL activities in accordance with HKPSG / etc.). Taking into account the areas required for manoeuvring spaces of vehicles and the provision of car parking and L/UL facilities to meet the requirement under HKPSG for the commercial uses, the current layout is considered to be an optimal option.
2. Multi-level greening with an overall greenery coverage of about 29% of the site area voluntarily
- 4.4.7 A multi-level greening and landscaping design approach has been adopted. The framework includes vertical greening in primary zone (i.e. 15m vertical zone) and an uncovered flat roof with greenery and peripheral plantings on 2/F to offer visual relief to pedestrians walking along Wai Yip Street, and a green roof and to improve the overall urban design and micro-climate within the building itself and in the surrounding.
- 4.4.8 For site coverage of greenery, notwithstanding the fact that the site area of the Application Site is within 1,000m² and less than 20,000m² and the requirement for having 10% and 20% of minimum greenery coverage apply to the primary zone (i.e. 15m vertical zone) of and overall Proposed Development, the Applicants have proposed an **overall “more-than-standard” greenery ratio of about 29% to enhance the environmental quality of the area** and to mitigate heat island effect, with about 68% of the total provided greenery located in the primary zone. The Applicants strongly believe the provision of greenery and soft landscaping would help shape an attractive built environment in support of the transformation of KTBA.
3. Provision of a high headroom landscaped garden for achieving better urban design and townscape
- 4.4.9 A **landscaped garden with a high headroom of about 4.65m at 2/F** is currently proposed to demonstrate the Applicants' best effort in putting design merits in the Proposed Scheme, which would facilitate cross-ventilation and visual permeability while maximizing greening opportunities by offering peripheral landscape treatments. The landscaped garden is designed for the enjoyment of the future tenants and users of the Proposed Development and the operation hours of the landscaped garden will be subject to the future management and operation schedule of the Proposed Development.
- 4.4.10 Considering that Wai Yip Street Substation is immediately adjacent to the Application Site in the north-western corner, the Proposed Development will be visible on both sides along Wai Yip Street and Tsun Yip Street. Such landscaped garden with peripheral plantings would not only enhance the visual and landscape

amenity of the Proposed Development but also soften the monotonous urban fabric of rigid building façades along Wai Yip Street that will jointly provide a pleasant visual experience for pedestrians at street level.

4. Compliance with Requirements under ODP and Sustainable Building Design Guidelines with Additional Setback from Neighbouring Developments

4.4.11 Notwithstanding that the site area of the Application Site is less than 20,000m² and has a continuous projected façade length less than 60m, which makes the building separation requirement not applicable to the Proposed Development. Even so, ***considerate tower design for provision of setback from neighbouring Catic Building and Mow Hing Factory Building voluntarily as far as practical to improve the urban townscape.***

4.4.12 The provision of 2.5m-wide full-height setback along lot boundary facing Wai Yip Street is proposed in accordance with the requirements of ODP, which would also comply with the SBDG in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152's requirement of having at least 7.5m distance from the centreline of the street and the building frontage to maintain a ventilation corridor in order to improve air ventilation, enhance the environmental quality at pedestrian level and mitigate street canyon effect.

5. Provision of full-length weather-protection canopy fronting Wai Yip Street

4.4.13 Understanding the lack of street amenity along Wai Yip Street that often creates an unpleasant pedestrian experience, the Proposed Development will provide a 1.5m-wide full-length weather-protection canopy on the building façade fronting Wai Yip Street on top of the setback for road widening to improve pedestrian comfort. Detailed design of the canopy will be further reviewed at the subsequent detailed design stage upon approval of the subject S16 planning application.

6. Green Building Design

4.4.14 In order to enhance the environmental sustainability of the Proposed Development, the Applicants have also paid their best effort to incorporate green building design features in the Proposed Development. Subject to detailed design of the building, the Applicants have tried their best effort in exploring the usage of recycle water as irrigation, adoption of low-E glass, compliance with Building Energy Code and the attainment of **BEAM Plus Platinum** standard, while details of the implementation will be subject to technical feasibility and E&M coordination at detailed design stage.

4.5 **Compatible Building Height, Bulk, Scale and Floor-to-floor Height in proportion to the 20% increase in PR**

4.5.1 There are five recently approved developments for commercial uses in proximity to the northwest of the Application Site (i.e. Application Nos. A/K14/804, A/K14/806, A/K14/809, A/K14/810 and A/K14/822) which have sought minor relaxation of both PR and BH restrictions ranging from 115mPD to 126mPD (15% to 26%) (**Table 2.3** refers).

- 4.5.2 In terms of height profile, the Application Site is sandwiched between two height bands, namely the 100mPD developments fronting the waterfront and the 160mPD developments to the north of Hung To Road at the inner inland area. Considering that there are similar planning approvals with minor relaxation of BH in the vicinity, it is thus considered the subject site bounded by Wai Yip Street and Hung To Road should be a logical area with slightly higher BH in respect of stepped BH profile descending from the hinterland towards the waterfront (**Figure 4.6** refers). The proposed scale of minor relaxation is considered appropriate and comparable.
- 4.5.3 With provision of similar design merits (e.g. provision of landscaped garden and peripheral plantings and green roof and materialization of ODP setback requirements), and subject to similar site constraints, the proposed scale of minor relaxation in PR and BH restrictions is appropriate comparing to the approved cases in the vicinity.
- 4.5.4 It should be highlighted that the proposed development bulk has optimized the site coverage for floor layout design. The proposed development bulk can effectively accommodate (i) the proposed increase of GFA under the prevailing policy of incentivizing aging IBs AND (ii) the addition approvable bonus floor area under the B(P)R (equivalent to a plot ratio of 0.424 resulted from the dedication of the mandatory full height setbacks in relation to surrender of land/area for use as public passage/road widening as required under the ODP).
- 4.5.5 The current indicative development proposal is considered to be optimal in terms of height, bulk and scale that balances the intention of redevelopment as well as relevant regulatory design requirements in an appropriate manner. It should be highlighted that the proposed development bulk is the result of a very efficient layout design with **a relative stringent floor-to-floor height of only 3.15m (for typical hotel floors) to accommodate the additional GFA**. The 3.15m floor-to-floor height is within the low range compared to other recently approved applications for hotel developments in the vicinity (3.15m to 3.76m) (**Table 2.3** refers). As a result, the proposed minor increase in plot ratio would not lead to a disproportionate increase in BH and overall building bulk.

4.6 In line with the Guidelines for Suitable Sites for Hotel Development in Industrial /Office Areas Set out in HKPSG

- 4.6.1 According to the guidelines for consideration of whether or not to include hotels in industrial/ office areas set out in Chapter 5 of HKPSG, the Application Site is considered as a suitable site for hotel development by fulfilling the following criteria:
- Proximity to compatible uses such as industrial/ office buildings and commercial/ office buildings;
 - Proximity to MTR stations or public transport interchanges; and
 - Areas where there are acceptable views from the main hotel frontage.

4.7 Fulfilling Relevant Criteria for the Consideration of Minor Relaxation of BH Restrictions as Stipulated in the ES of the OZP

- 4.7.1 The Proposed Development is considered complying the criteria for consideration

of minor relaxation of BH restrictions as stipulated in Section 7.4 of the ES of the OZP, which is summarized as follows:

Table 4.1 - Summary of Proposed Development in Fulfilment of Relevant Criteria for Consideration of Minor Relaxation of BH Restrictions

Criteria for the Consideration of Minor Relaxation of BH Restrictions as Stipulated in the ES of the OZP	Fulfilment by the Proposed Development
(a) amalgamating smaller sites for achieving better urban design and local area improvements;	The Application Site is currently occupied by two existing IBs which are also the subject of two previous planning approvals. The current Planning Application amalgamates these two application sites in smaller size under previous planning approvals in order to achieve better urban design by allowing greater flexibility in providing planning and design merits, which include a continuous set-back along Wai Yip Street and the back alley to facilitate pedestrian circulation and loading and unloading activities to realise the measures as stipulated under the ODP.
(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;	The proposed minor relaxation of BH restrictions serves to accommodate an approvable bonus PR of about 0.424 (i.e. equivalent to a GFA of about 793m ²) to be claimed for the provision of (i) a 2.5m setback from Wai Yip Street and (ii) a 1.5m setback along the back alley in accordance with the ODP requirements. These setbacks will then be surrendered for public passage and street widening in accordance with the B(P)R during GBP stage.
(c) providing better streetscape/good quality street level public urban space;	The setback and vertical greening provided along Wai Yip Street will create a more comfortable and wider pedestrian environments with enhanced visual interests while the setback and aboveground NBA along the back alley will facilitate sunlight penetration and wind permeability. With these planning and design merits in place, a better streetscape and higher quality street level could be archived.

(d) providing separation between buildings to enhance air ventilation and visual permeability;	The provision of the landscape garden at 2/F and the considerate tower disposition with sufficient building separation of about 10m could facilitate air ventilation and promote visual permeability whilst the provision of the voluntary full height aboveground NBA along the back alley could improve sunlight penetration and enhance the streetscape along the back alley.
(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and	It should be highlighted that the Proposed Development is constrained by the setbacks and NBA provided along Wai Yip Street and the back alley which accounts for about 11.6% of the Site Area. Under such site development context, the Applicants have tried their best effort to accommodate the GFA/PR with an optimized site coverage and a relatively stringent floor-to-floor height of only 3.15m.
(f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.	The Applicants have explored opportunities to incorporate green building design features in the Proposed Development including the usage of recycle water as irrigation, adoption of low-E glass, compliance with Building Energy Code and the attainment of BEAM Plus Platinum standard while details of the implementation will be subject to technical feasibility and E&M coordination at detailed design stage. The visual impact assessment conducted also demonstrated that no adverse visual impacts would be resulted from the Proposed Development.

4.8 No Insurmountable Impacts to the Surroundings from Various Technical Aspects

No Adverse Traffic Impact

- 4.8.1 A Traffic Impact Assessment (TIA) has been conducted to examine the potential traffic impacts induced by the Proposed Development on the local road network in the vicinity of the Application Site. For technical assessment purpose, the total GFA including the bonus GFA to be claimed under B(P)R has already been considered under the TIA for the calculation of car parking provision. Details of the TIA are provided in **Appendix A**.