Application for Amendment of Plan under Section 12A of the Town Planning Ordinance (Cap. 131)

Approved Quarry Bay Outline Zoning Plan No. S/H21/28 relating to the
"Other Specified Uses (1)" annotated "Cultural and/or Commercial, Leisure and Tourism Related Uses" ("OU(1)") Zone
at Inland Lots 8590 RP (Part) and 8723 RP (Part) and Adjoining Government Land,
Hoi Yu Street, Quarry Bay, Hong Kong
(Planning Application No. Y/H21/7)

FURTHER INFORMATION (4)
Response to Departmental Comments (3)

May 2026

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Introduction

This document contains the Applicant's responses to the departmental (RtoC) comments received on 4th and 27th March, and 27th April 2026. Relevant revisions and/or replacement pages of technical assessments as referenced in the following sections are attached and should be read in conjunction with this document.

Departmental Comments received on 4th March 2026

Response to South Development and Sustainable Lantau Office, Civil Engineering and Development Department Comments

Comments of South Development and Sustainable Lantau Office, Civil Engineering and Development Department (Contact person: Mr. Hugo KWOK; Tel.: 3842 7032)	**Responses**
1. Please note that our Contractors are carrying out the remaining site works for, or associated with the project "Boardwalk underneath Island Eastern Corridor". These works, including the re-alignment of Hoi Yu Street, are anticipated to be completed by Q3 2026. Harbour Office (HO) of DevB will be the management party of the Boardwalk, while Transport Department (TD) will remain as the management party for the re-aligned Hoi Yu Street after works completion.	Noted.
2. Subject to the captioned application not having interface with, or affecting the current construction works for the Boardwalk project by this office, we have no comment on the captioned application from the viewpoints of project interface. Please alert this office if that is not the case. Nevertheless, it is noted that the applicant has proposed certain works schemes under the application that may amend/have interface with the arrangement of the	Noted.

completed Boardwalk and re-aligned Hoi Yu Street in the future. Hence, please seek comment from HO, TD, HyD and other B/Ds as appropriate.	
3. We have, in the previous response, provided a schematic layout for the revised arrangement of Hoi Yu Street and the eastern end of the Boardwalk for the information of the applicant. As a friendly reminder, the schematic layout does not contain details of relevant works, and the details of works may subject to revision from time to time as appropriate. Hence, the applicant should verify the relevant information on site by themselves if the applicant wishes to reference or incorporate the on-site arrangement and/or engineering details of the Boardwalk and re-alignment of Hoi Yu Street for their planning application of the captioned subject.	Noted.

Response to Eastern District Office, Home Affairs Department Comments

Comments of Eastern District Office, Home Affairs Department (Contact person: Mr. Andy WONG; Tel.: 3104 2301)	**Responses**
Our previous comments are still valid and should be presented to TPB for consideration. We would like to reiterate that our current comments are served on the premise that: 1. the current Section 12A application is related to (i) inclusion of 'Flat' use under Column 2 of the subject zone; and (ii) amendment to the building height restriction from 35mPD to 47mPD for the subject zone; and	Noted and correct.
2. the Schemes submitted alongside by the applicant are indicative only, and the eventual development scheme would be subject to approval by the Town Planning Board under a separate Section 16 application.	Noted and correct.

Response to Highways Department Comments

<table>
<tr><th>Comments of Highways Department
(Contact person: Mr. Martin CHOI; Tel.: 2231 5624)</th><th>Responses</th></tr>
<tr><td>
Please note the following comments from highways maintenance point of view on the captioned amendment plan:

<u>Future Shorter Footbridge over Island Eastern Corridor (IEC)</u>

1. We note inconsistencies in the applicant's descriptions of the proposed footbridge and its delivery arrangements across various documents and responses:
<table>
<tr><th>Source</th><th>Key Statement</th></tr>
<tr><td>Planning Statement (Para. 11.6(b)(ii))</td><td>A shorter footbridge could be built by the applicant or by government over the IEC...</td></tr>
<tr><td>Study on Pedestrian Connections (Para. 6.8 of Appendix 1)</td><td>The footbridge proposal would be subject to future agreement with the Government regarding cost coverage, and is intended to be maintained and managed by the relevant Government departments.</td></tr>
<tr><td>TIA (Para. 2.4.3 of Appendix 4)</td><td>...the proposed elevated walkway will be maintained and managed by the relevant Government departments</td></tr>
<tr><td>Response to HyD (RtoC Table)</td><td>The footbridge is not part of the S.12A application. More details would be provided</td></tr>
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While we note the differences in wording, these statements refer to the same proposed footbridge and delivery arrangement. For clarity and to resolve any remaining ambiguity, our proposal regarding the footbridge and its delivery arrangement is as follows:
• In comparison with the footbridge in the Approval Scheme, a shorter public footbridge over IEC is proposed, linking the application site to Quarry Bay Park.
• While the footbridge is an integral part of the Conceptual Scheme(s) under this S.12A application, it does not form any proposed amendment items to the Outline Zoning Plan. Hence, it is not part of the S.12A application for amendment of plan in this respect.
• The applicant is committed to design and construct the proposed shorter footbridge following approval of a viable scheme at the S.16 stage, and with the conclusion of negotiations with government departments as suggested by TD in their comment (1) below.
• The footbridge is considered by the applicant to be a public facility over a major public highway and the long-term management and
</td></tr>
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	at a later stage (S.16 application). Design, construction and future maintenance are subject to further discussion and agreement with relevant departments.	maintenance of the footbridge should be undertaken by the Government. This is a matter that will be discussed with the relevant government department(s) including HyD and TD at the s.16 application stage, Land Grant and premium stage.
Response to LandsD (RtoC Table)	The footbridge is proposed as an integral part of the Conceptual Scheme. The party responsible for its construction is still to be determined, and is subject to future discussion and agreement between the applicant and the Government.	
2. We echo the comments made by TD. With reference to the Quarry Bay OZP No. S/H21/28, an elevated pedestrian link connecting the application site to Hoi Tai Street is considered essential to improving pedestrian accessibility. This link should be contingent upon the development and must be commissioned before the population intake or operation of the development.		A shorter public footbridge over IEC is proposed, linking the application site to Quarry Bay Park, to improve pedestrian accessibility. TD has no adverse comments on the principle of providing a shorter footbridge in this round of comments.
3. Noting that a footbridge connecting the Quarry Bay hinterland from Hoi Tai Street to the application site was authorised under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in 2022, and that a shorter footbridge has now been proposed by the applicant, the submission must clearly and unambiguously state that the elevated pedestrian link – whether the original footbridge or the proposed shorter version – **would be constructed by the applicant**, not the Government.		It is noted that the proposed footbridge should be contingent upon the development and must be commissioned before the population intake or operation of the development. The applicant is committed to comply with this requirement. The applicant is committed to design and construct the proposed shorter footbridge following approval of a viable scheme at the S.16 stage, and with the conclusion of negotiations with government departments as

	suggested by TD in their comment (1) below. Please refer to our response to comment 1 above for further details on the proposed shorter footbridge.
4. Regarding management and maintenance responsibilities, please be clarified that the applicant has not approached or discussed with HyD on the design, construction, or future maintenance of the proposed footbridge.	Noted. Please refer to our response to comment 1 above.
5. In view of the conflicting statements cited above, the applicant is requested to provide detailed records of the discussions referenced, in order to substantiate any claim of consensus reached with relevant government departments, particularly TD and HyD.	Noted. Please refer to our response to comment 1 above. The current s.12A application is related to the inclusion of "Flat" in Column 2 of the Notes to the zone and a relaxation of the Building Height Restriction. The footbridge does not form part of the application site but is included for context as many departments consider it an important part of the development. Should the TPB agree to the proposed amendments under this s.12A application then a s.16 application would be prepared and at that time detailed discussions with the relevant departments will be held.

Response to District Lands Office/Hong Kong East, Lands Department Comments

Comments of District Lands Office/Hong Kong East (DLO/HKE), Lands Department (Contact person: Mr. Jimmy WONG; Tel.: 2835 1661)	**Responses**
Our previous comments are still valid. Please note that the previous in-situ land exchange application of the subject site (i.e. proposed Inland Lot No. 9077) is handled by Land Supply Section, LandsD ("LSS"). I shall defer to LSS to provide their comments on the subject item directly.	Noted.

Response to Land Supply Section, Lands Department Comments

Comments of Land Supply Section, Lands Department (Contact person: Mr. Michael LEUNG; Tel.: 2155 2455)	**Responses**
It is noted that the Further Information (FI) includes a Response to Comments ("R-to-C") table with updated technical assessments. Noting that the FI has been circulated to DLO/HKE for comment from the district land administration perspective, our comments below (using the same numbering as pages 15 to 21 of the R-to-C table with regard to this office's comment) are confined to the perspective of processing the land exchange application, if later received:	
(a) The applicant states that further consultation will be made with the relevant Government bureau / department ("B/D") on their proposals (including open spaces, footbridge, road works, harbour steps, pedestrian linkages) at later stages. The applicant should note that in general, with a view to ensuring the compliance with any proposed additional conditions under lease, it is the LandsD's requirement that any proposed conditions would	Noted.

only be considered to be incorporated under lease provided that there is a B/D requesting for or in support of such additional conditions. The concerned B/D would be responsible for monitoring the applicant's compliance with such additional conditions. In the absence of such B/D's request or support, such conditions would not be incorporated under lease.	
(b) Re. Item (4) of the applicant's response, it is noted that the applicant proposed the public open space outside the application site of about 4,080m2 to be implemented and subsequently managed and maintained by the applicant, while some of the works adjacent to the said open space are proposed to be implemented or managed and maintained by the Government. The applicant should clearly set out the scope of works and seek comment from the relevant B/D, including agreement from the responsible department(s) for whether the erected foundation works (if any) would be allowed to remain on the open space area which might be re-delivered to the Government. There is no guarantee that the applicant's proposed arrangements can be realised or incorporated under lease.	Noted, the applicant will set out the scope of works and seek comments from the relevant B/D as appropriate in due course.
(c) Re. Item (6) of the applicant's response about proposed footbridge, the applicant should clearly set out their proposal, including the responsible party for construction, management and maintenance of the proposed footbridge, and seek comment from the relevant B/D (including TD and HyD).	Noted. The applicant proposes and is committed to design and construct the proposed footbridge following approval of a viable scheme at the S.16 stage, and with the conclusion of negotiations with the relevant government departments. The footbridge is considered by the applicant to be a public facility over a major public highway. The long-term management and maintenance of the footbridge is proposed to be undertaken by the Government. This is a

	matter that will be discussed with the relevant government department(s) including HyD and TD at the s.16 application stage, Land Grant and premium stage.
(d) Re. Item (7) of the applicant's response, the applicant proposed that as the possible ground-level accesses are connecting "Boardwalk underneath Island Eastern Corridor" ("the Boardwalk") and Quarry Bay Park, the improvement works of such accesses are proposed to be implemented, managed and maintained by the Government. The applicant should clearly set out the scope of works and consult the relevant B/D, in particular CEDD and HO/DEVB for the proposed works in connection with the Boardwalk, and LCSD for the proposed works in connection with the Quarry Bay Park. In this regard, it is noted from LCSD's comment that they have not revealed no objection to the proposal but instead only requesting further information (i.e. Tree Preservation and Removal Proposal of the affected trees within the Quarry Bay Park) for their comment in relation to the proposed works within the Quarry Bay Park.	Noted, the applicant will set out the scope of works and consult the relevant B/Ds for the proposed works in connection with the Boardwalk and the Quarry Bay Park at the later appropriate stage(s).
(e) Re. Item (8) of the applicant's response about the proposed road works, the applicant should clarify the scope of the road works outside the application site and seek comment from TD and HyD.	Noted, the applicant will clarify the scope of road works outside the application site and seek comment from TD and HyD accordingly at the later appropriate stage(s).
(f) Re. Item (9) of the applicant's response, this office reserves comment pending HO/DEVB's comment on the proposed harbour steps.	Noted.

(g) Re. Item (10) of the applicant's response about the proposed pedestrian linkage. Similar to our comments on items (4) and (7) above, the applicant should clarify the scope of works as well as the responsible party for construction, management and maintenance for the proposed works outside the application site including but not limited to the open space and proposed pedestrian linkages/accesses. The applicant should seek comments from the relevant B/D. Besides, it is noted that LCSD have reserved comment on the tree felling at the GLA-THK 1891. Also, HO/DEVB's comment should be sought given HO/DEVB is the management party of the completed Boardwalk as mentioned in South Development and Sustainable Lantau Office, CEDD's comment.	Noted. The scope of works proposed outside the application site will be clarified with relevant B/Ds and their comments sought at later appropriate stage(s). The applicant proposes to construct the open space and reprovisioned pet garden outside the application site (as shown coloured orange and blue on Figure 5.3 of the LMP). As per our response to Item (10) in the previous FI submission, the public open space outside the application site (coloured orange) is proposed to be maintained and managed by the applicant upon completion. The reprovisioned pet garden (coloured blue) is proposed to be redelivered to the Government for management and maintenance upon completion. Upon the acceptance of this S.12A application by the TPB, comments from relevant B/Ds on this proposed management and maintenance arrangement will be sought at later appropriate stage(s). For the proposed footbridge, please refer to our response to comment (c) above. For the proposed ground-level pedestrian accesses, please refer to the comment and response to (d) above and Item (7) of LandsD's comment in our previous FI submission.
(h) Re. Item (11) of the applicant's response about the Satellite Positioning Reference Station situated on top of the tide gauge station which may be affected by the proposed development, Geodetic Survey Section Survey	Noted.

and Mapping Office, LandsD, as being the affected land user, should be consulted.	
(i) Subject to the above, this office's previous comments (as conveyed to the applicant through PlanD) on the captioned planning submission should remain valid. For other various technical issues under the FI, this office will rely on other concerned B/D to provide their comments as appropriate.	Noted.

Response to Landscape Section, Planning Department Comments

Comments of the Landscape Section, Planning Department (Contact person: Mr. NGAI Chak Man; Tel.: 3565 3955)	**Responses**
It is noted in the FI that there are no major changes to the Landscape Master Plan and the Tree Preservation Proposal, though there are minor updates on the number of trees surveyed, trees to be felled and new trees to be planted within the application site. Please find below our updated comments: 1. based on the aerial photo of 2024, the application site ("the Site") is generally vacant and mostly paved with some existing trees and vegetated areas; and	Noted.
2. 21 trees of common species (including one Leucaena leucocephala) within the Site are proposed to be felled as they would unavoidably be affected by the proposed works and are not suitable to be transplanted. No registered Old and Valuable Trees (OVTs) or rare/protected species were identified within the Site. Not less than 21 heavy standard sized new trees are proposed to be planted within the Site. Significant adverse landscape impact arising from the proposed use is not anticipated.	Noted.

Response to Urban Design Unit, Urban Design & Landscape Section, Planning Department Comments

Comments of the Urban Design Unit, UD&L Section, Planning Department (Contact person: Ms. Vanessa TSANG; Tel.: 3565 3942)	**Responses**
1. Our detailed comments from urban design, visual and air ventilation perspectives are as follows: **VIA** (a) The application is for proposed relaxation of BHR from 35mPD to 47mPD. To show the magnitude of change, the OZP compliant scheme should also be indicated in the photomontages.	Noted. Maximum height at 35mPD of the OZP compliant scheme has been indicated in the photomontages for the Approved, Proposed and Alternative Schemes.
(b) The extruded coastline shown on the plans and drawings are inaccurate.	Please note the revised Visual Impact Assessment (VIA) figures (**Annex 1**) demonstrate that the areas outside the existing sea wall including the proposed harbour steps are part of the conceptual design and are subject to detailed design. The necessary statutory procedures and applications (e.g. under the Protection of the Harbour (Amendment) Ordinance 2025) will be adhered to. In the relevant drawings, the captioned area is identified with a different tone to distinguish between the area within the existing sea wall and the area outside. An additional note has also been added to relevant Figures in the VIA, as well as in the Landscape Master Plan report (**Annex 4**) for consistency.
(c) Figures 9.9 and 9.9.1 – the location of VP08 should read "view looking west from the Sai Wan Ho Ferry".	Noted. The relevant content is revised.

(d) Figures 4.2 and 4.2A – the public open space outside the Application Site (green dashed line) should be removed from these figures as it was not proposed in the Approved Scheme.	Noted. The green dashed line has been removed from both the Approved and Proposed Schemes (Figures 4.2 to 4.4.2 refer) as this information is not relevant to the VIA. The information related to the proposed public open space outside the Application Site is shown in Appendix 10 - Landscape Master Plan.
(e) Figure 4.4.2 – the setbacks of about 7.8m (from northwestern site boundary) and 0.9m (from Hoi Yu Street) as mentioned in p.7 of the VIA should be annotated in the figure	Please note the proposed setback from northwestern site boundary is approx.11.3 to 40m, and not 7.8 to 40m and the proposed range of setbacks from the site boundary fronting Hoi Yu Street is approx. 4 to 20m, rather than 0.9 to 20m. The setbacks mentioned in the sixth bullet point of paragraph 6.2(i) of the VIA report have been revised accordingly.
AVA-EE (f) The Report evaluates the potential air ventilation impact of the Conceptual/Proposed Scheme against the Approved Scheme, while that for the Alternative Scheme is missing. If the application proposes to amend the BH restriction of the "OU(1)" zone to 47mPD, the Report should evaluate the potential air ventilation impact of the Alternative Scheme against the Approved Scheme to support the rezoning application.	The revised AVA-EE has been included (**Annex 2**). A subsection has been included in Section 2.5 to evaluate the Alternative Scheme, and the conclusions in Section 2.6 now clearly state that the Alternative Scheme would not cause adverse air ventilation impact when compared with the Approved Scheme. The Alternative Scheme performs comparably or marginally better in terms of permeability, particularly due to the enlarged 77 m central building separation and the retention of podium setbacks along Hoi Yu Street.
(g) According to Figures 4.6 and 4.6.1 of the VIA, the building gaps between the towers are varying, and the "22m building separation" as mentioned in the AVA-EE Report is misleading. It is considered that the varied building gaps might not be effective and might have certain impact instead of "improving" air flow and ventilation.	Noted. The building separations range from 2.8m up to 22m in the Conceptual Scheme. The description of '22 m building separation' has been refined to avoid implying a uniform gap. The revised AVA EE now refers to the actual range

	of inter tower separation and clarifies that the Alternative Scheme provides a 77 m wide central opening as the dominant breezeway, supplemented by side gaps and podium setback
(h) **Section 1.5** – the design features of the Alternative Scheme have not been mentioned.	Noted. The design features of the Alternative Scheme are now included in Section 1.5 of the AVA-EE. With reference to Section 1.5, various design features of the Conceptual Scheme remain the same as in the Alternative Scheme. The same building setbacks proposed in the Conceptual Scheme are also included in the Alternative Scheme, and the approach in adopting building separation including inter-tower spacing and non-continuous massing are similarly included in the Alternative Scheme, with the addition that the building separation in the center is increased to 77m as a result of the removal of the central residential block.
(i) **Paras. 2.4.15 to 2.4.17** – the findings quoted from *Term Consultancy for Expert Evaluation and Advisory Services on Air Ventilation Assessment (PLNQ 37/2007) Quarry Bay Area* are incorrect (e.g. the highest probability of the annual wind coming from the eastern sectors rather than north-easterly wind).	Paras. 2.4.15–2.4.17 have been revised to correctly reflect the Term Consultancy for Quarry Bay, which identifies east and north-east sectors as having the highest annual probability and south-west as the dominant summer direction. The AVA-EE now explains that the findings are broadly consistent with the Term Consultancy's identification of an easterly annual regime and a south-westerly summer regime.
(j) 5(b)(i) and 5(b)(ii) of the RtoC are still valid. The potential wind flows (the arrows) as shown in the wind performance figures are misleading (e.g. Figures 2-16a, 2-16b, 2-16c, 2-17a, 2-17b, 2-17c).	The wind-performance figures (Figures 2-16a–c to 2-17a–c) have been revised so that the indicative arrows now only illustrate the principal wind paths described in the text (e.g. entry from Victoria Harbour, passage through the main building separations, and re-emergence at major open spaces). A note has been added to clarify that the arrows represent conceptual flow paths derived.

(k) The parameters mentioned in the Report are inconsistent with those in other reports (e.g. the podium level, number of towers (including the cultural venue), building gaps width and setback width); and	The AVA-EE has been cross-checked against the latest Planning Statement and VIA. The podium levels, number of towers (including the treatment of the cultural venue), building gap widths and setback distances have been harmonised across documents. Table 1-1 and Table 1-2, together with the narrative in Sections 1.3, 1.5 and 2.5, have been updated to ensure consistent terminology and values.
(l) The wind performance figures of the Alternative Scheme, the "setback of 77m" should read "77m wide building separation".	The text label 'setback of 77 m' in the wind performance figures for the Alternative Scheme has been corrected to '77 m wide building separation'. The same term is now consistently used in Section 1.5, Section 2.5 and Table 1-2 to describe the enlarged central opening between the two residential towers.

Departmental Comments received on 27th March 2026

Response to Harbour Office, Development Bureau Comments

Comments of the Harbour Office, Development Bureau (Contact person: Miss Lacus Cheng; Tel.: 3679 3540)	**Responses**
1. The Chief Executive in Council ("CE-in-C") approved an in-situ land exchange proposal in 2021 for two lots, namely IL 8590 RP and IL 8723 RP, with the aim of replacing the original industrial building development planned for the subject location by the then land owner with a harbourfront leisure, tourism and commercial development at the re-grant lot, subject to payment of full market premium. The lot owner is also required to construct a barrier-free covered footbridge connecting the waterfront to the hinterland of Quarry Bay, the construction cost of which may be deducted from the land premium following assessment and verification by the Government. Having regard to the above background, it is noted that the proposed scheme submitted by the applicant differ from the uses permitted under the existing OZP and the in-situ land exchange proposal approved by the CE-in-C in 2021, particularly in terms of the proposed inclusion of "Flat" use under Column 2 of the OZP with high proportion of GFA (some 67.2% of total GFA) proposed for residential units, and a shorter footbridge over the IEC.	Noted. The previously approved scheme proceeded to the stage of Basic Terms offer from Lands Department. However, the previous owner did not accept the offer and the lack of financial viability was a major reason for it to fail to materialize to date. The current proposal is to provide a means for implementing the cultural, leisure and tourism related uses development by the inclusion of flats. Regarding the footbridge, please see response to comment 4 below and response to Transport Department (TD) (comment 1).
2. From harbourfront development perspective, it is recognized that overall speaking the applicant's proposed scheme could activate and enliven the	The cultural and commercial elements proposed relate to the experience of the applicant in developing and operating similar activities in other places

subject harbourfront site in Quarry Bay to a certain extent through the introduction of cultural and commercial elements. That said, given the proposed development involves a predominately domestic component, it does not appear to fully accord with the planning intention and its capacity to deliver the proposal including the cultural facilities to inject vibrancy to such a strategic harbourfront location remains to be demonstrated.	in Asia. The attractions proposed will bring about 5,000 people per day to the waterfront site, enlivening the harbourfront in a vibrant way. In addition, some 189-225 residential flats with a residential population of approximately 530-630 people will be living on the site, bringing a permanent population which will help create a vibrant and interesting waterfront neighbourhood.
Connectivity along the waterfront, as well as between the proposed development and the hinterland 3. On connectivity, we welcome the proposed public open space at-grade along the waterfront within the site which would, along with the reprovisioning of the pet garden, extend the promenade between the East Coast Boardwalk and the Quarry Bay Promenade. However, we would like to reiterate that the pedestrian footbridge is of significant importance for the proposed development to ensure pedestrian connectivity and accessibility, though the alignment and length may be subject to refinement at the detailed design stage. The proposed pedestrian footbridge connecting the waterfront with the Quarry Bay hinterland formed part of the Approved Scheme under the previous land exchange and was generally well received by the public, with no objection raised when gazetted under Roads (Works, Use and Compensation) Ordinance (Cap. 370) in 2021, and no objection was received in 2021 and authorised in 2022. Public support and need for improved harbourfront connectivity via the then proposed pedestrian footbridge remains evident, particularly given the increasing public aspiration for a more connected harbourfront following the	There is a lot of focus in the proposed design to provide great connectivity along the waterfront. The development will be the only focal point with an attraction along the pedestrian promenade and the lower levels are specifically designed to encourage pedestrian connection and to create a place where people will stop and visit as they pass along the harbourfront. A direct pedestrian link from the hinterland connecting through the beautifully landscaped Quarry Bay Park is proposed by the applicant. The OZP Explanatory Statement (ES) encourages the design to be compatible with Quarry Bay Park, and the proposed integration with the magnificent mature trees in the park will create an attractive, convenient and effective connection across the IEC directly into the proposed harbourfront development.

opening of a number of popular harbourfront venues in the past few years including the East Coast Boardwalk fully opened in December 2025.	
4. Based on our observation, the enhanced appeal of the harbourfront and promenades will generate a higher demand for better north-south connectivity between the promenade and the hinterland, which is also anticipated to be further amplified by the developments under the proposed scheme, particularly its significant residential component. To ensure the harbourfront remains accessible and welcoming to both local residents and visitors, a firm commitment by the applicant on the construction, management and maintenance of the footbridge would represent a crucial planning gain that enhances public connectivity and supports the broader accessibility of the area. We take the opportunity to clarify that this office has not agreed that the Government would take up the responsibilities to construct, manage and maintain the footbridge.	The applicant will commit to designing and constructing the footbridge following approval of a viable scheme at the s.16 stage, and with the conclusion of negotiations with government departments as suggested by TD in their comment (1) below. The footbridge is only one of several ways for pedestrians to connect to the development and to the waterfront and a whole system of enhanced pedestrian connectivity has been proposed. The long-term management and maintenance of the footbridge is proposed to be undertaken by the Government. This is a matter that will be discussed with the relevant government bureaus/departments at the s.16 application stage, Land Grant and premium stage.
<u>Protection of the Harbour Ordinance (PHO)(Cap. 531)</u> 5. For the proposed harbour terrace under the proposed scheme, the incorporation of water-friendly elements and the potential to enhance harbourfront vibrancy are welcomed. Nevertheless, details of the construction method or design for structures that may protrude onto the harbour, which may constitute reclamations under the definition of PHO, have not been provided. In this connection, the applicant is reminded that any reclamation proposal falls within the ambit of the PHO shall be carefully examined, the requirements under the PHO and relevant technical circulars should be fully complied with.	The amendments to the PHO have provided an opportunity to provide an enhanced waterfront design to make the harbour more accessible to the people. The nature of the proposed cultural component and the focus of the lower floors on public use provides a perfect opportunity to blend the design down to the water and provide harbour steps. The proposals shown in the application have been reduced in scale so as to comply with the amended PHO. With the assistance of the various government departments, it is hoped to provide a unique and exciting place where the public can enjoy an activated waterfront site. The details of the construction method or design relating to the harbour

	steps will be further studied and provided at the detailed design stage, and the relevant requirements under the PHO and relevant technical circulars will be fully complied with.
Other comments 6. While the open spaces, landscape areas and cultural facilities under the proposed scheme would help maximize public benefits of the project, it is noted that the overall management and maintenance arrangement will be subject to agreement with relevant government departments. The applicant should confirm that they would not transfer relevant costs to individual residential owners but take up the management and maintenance obligations of such public facilities, save for those to be taken up by government departments. At appropriate juncture at a later stage, the applicant should demonstrate how the relatively limited scale of the proposed commercial component (including retail, F&B and cultural facilities), set against the predominance of residential use, would be sufficient to meet the management and maintenance responsibilities of the open spaces and landscape areas. The applicant should also commit on the operation and management of the proposed cultural facilities in a sustainable and responsible manner, including upon the sale of flats, to ensure that vibrancy at the waterfront could be maintained.	The cultural venue will be maintained and managed by the applicant and/or future operator. As per your comment, the overall management and maintenance arrangement of the open spaces and landscape areas accessible to the public will be subject to agreement with relevant government departments. The applicant confirms that the relevant costs to manage and maintain such public facilities will not be transferred to individual residential owners. The applicant confirms to take up the management and maintenance obligations of such public facilities, except for those to be taken up by government departments. It should be noted that based on the management and maintenance arrangement of open space and landscape areas currently proposed by the applicant, a Financial Sustainability Study for the Cultural Venue has been carried out. The study has demonstrated that the proposed commercial component would be sufficient to meet the proposed management and maintenance responsibilities. This report has been informally submitted to relevant B/Ds due to the commercially sensitive information it contains. It is noted and agreed that at the appropriate juncture at a later stage, the applicant will continue to demonstrate that the proposed commercial component (including retail, F&B and cultural facilities) would be sufficient to meet the management and maintenance responsibilities of the

	open spaces and landscape areas as agreed with relevant government departments. The applicant is committed to take all reasonable steps to operate and manage the proposed cultural facilities in a sustainable and responsible manner, including upon the sale of flats, to ensure that vibrancy at the waterfront could be maintained.
7. Any land exchange proposal would be subject to assessment and payment of full market premium to be assessed by the Lands Department. It should be noted that, while certain cost items such as the proposed footbridge, may be deductible from the premium as mentioned above, a range of factors will be taken into account in the Government's assessment on the land value for land transactions, including the development costs and period, the projected sale price of the completed development, and the applicable profit margin.	It is accepted that a land premium would be payable should the development proceed and this would be an important factor affecting the viability of the project.
8. Any changes to the proposed application should be consistent with the Harbour Planning Principles and Guidelines. The Harbourfront Commission (HC) should be further consulted should there be updates on the proposed development and earlier comments from members of the HC should be duly addressed.	The HC welcomed the proposal when presented to them. Comments made will be taken into account and it is envisaged a s.16 application would be presented to the HC subsequent to the s.12A planning approval and the gazettal of OZP amendment.

Response to Hong Kong District Planning Office, Planning Department Comments

Comments of Hong Kong District Planning Office, Planning Department (Contact person: Mr. Henry Au; Tel.: 2231 4936)	**Responses**
<u>Major Comments</u> *<u>Planning Intention</u>* 1. The planning intention of the "Other Specified Uses" annotated "Cultural and/or Commercial, Leisure and Tourism Related Uses" ("OU(CCLTRU)") zone is primarily to provide land for cultural, leisure and tourism uses taking advantages of its waterfront setting. The applicant's claim for inclusion of 'Flat' as a Column 2 use under the "OU(CCLTRU)" zone to enable a commercially viable scheme that fulfils the planning intention and transforms this unique and important site into a cultural tourism hub offering a multitude of public benefits is noted. However, as per our previous comments conveyed in various pre-submission meetings with Development Bureau and the applicant, we reiterated that the allocation of more than two-thirds (approximately 67% or 26,545m2) of the total GFA to residential use under the proposed conceptual schemes would significantly undermine the primary intention of developing this waterfront land for cultural, tourism and entertainment purposes. The applicant has not provided strong justifications other than commercial viability for the large residential component within the "OU(CCLTRU)" zone, and therefore the proposal with predominantly residential use in the schemes is not in line with the primary planning intention of the "OU(CCLTRU)" zone which is still appropriate.	The development proposed is in compliance with the Planning Intention of providing a cultural leisure tourism hub on the waterfront. After significant research the applicant has proposed a cultural venue that includes digital museums with unique attractions which expand the range of tourism in Hong Kong. The proposed cultural venue and food and beverage facilities are intended to accommodate an estimated 5,000 visitors per day, which is similar to the Palace Museum. This large number of visitors is an indication of the effectiveness of the space provided for the cultural venue and other facilities. It has always been the intention of the zone to enable the cultural, entertainment and tourism facilities to be supported by other economic activities. The previously approved scheme had no cultural or tourism attractions but was mainly a hotel and office development, with only the hotel meeting the "tourism" component. That proposal has proven to be not financially viable and will not be implemented. It is therefore not a good comparison. There is ongoing demand for additional residential development in Hong

	Kong to meet the need to provide high quality residential development. Hong Kong is often criticised for not providing enough high-quality residential development relative to that which is provided in other cities in the region. This site, the proposed mix of uses and the iconic nature of the development will make good use of the opportunity provided by the waterfront site. The inclusion of residential component in the Proposed Scheme financially enables the provision of the cultural, leisure and tourism components and the harbourfront open space. Without the residential component, a pure commercial venue, like the Approved Scheme, is not financially viable. The Applicant reiterates that the Proposed Scheme does not rely on any government funding or assistance. The project has to be privately funded, including the payment of a land premium. The financial viability of the project is therefore fundamental to it being successful. GFA distribution is not a good means of assessing the function of the development, and numbers of people using the site is more relevant. The residential population using the site is estimated to be around 630 people. The number of visitors using the cultural, entertainment and tourism facilities is estimated to be around 5,000 people per day. On a daily basis about 89% of the people will be using the facility for these prime purposes and only about 11% will be residents. The planning intention will be achieved.

2. Your attention is drawn particularly to the recent decision of MPC on a s.16 planning application (No. A/K1/273) for proposed in-situ conversion of an existing hotel-like service apartment to 'Flat' use at K11 ARTUS within the "Commercial (7)" ("C(7)") subzone at the waterfront of Tsim Sha Tsui facing Victoria Harbour. The application proposed to convert about 10% of the total GFA of the "C(7)" subzone from 'Hotel' to 'Flat' use, while the remaining 90% of the total GFA will remain predominantly as commercial uses (including office, hotel and retail). The application was rejected by the MPC members with the following reason, "the proposed development is not in line with the planning intention of the "C" zone, which is intended primarily for commercial development. There is no strong planning justification in the harbourfront location of the concerned site at Tsim Sha Tsui being the major commercial and tourism node of Hong Kong." While each application will be considered on individual merits, the consideration of TPB Members in making a decision on application No. A/K1/273 would provide reference to your s.12A application.	As mentioned in the comment each application will be considered on its individual merits. There is very little similarity between the two applications. K11 ARTUS is a post completion s.16 application. The development is already completed and in operation. The outcome of the application will not impact the rest of the commercial operations. The current application is an upfront and transparent s.12A planning application to seek permission on the Proposed Scheme before being built. Its acceptance and the following S.16 approval is necessary for it to be developed and to deliver the relevant cultural, leisure and tourism components and other public gains to achieve the planning intention. Rejection of this S.12A application on the other hand would lead to the plot being left undeveloped or reverting to an inferior fallback alternative. A more relevant planning reference is the West Kowloon Cultural District (WKCD) approval in June 2025 (No. A/K20/138), where residential use was accepted within a broader mixed-use cultural district. The WKCD scheme also delivers improved connectivity, enhanced vibrancy, and supported the wider district function. The same principle applies here: residential use should be assessed not in isolation, but as part of a comprehensive mixed-use proposition that advances the site's cultural, tourism and harbourfront role, and produces a materially better planning outcome than the failed approved scheme or fallback industrial alternative.

Amendment to Building Height Restriction (BHR) 3. A maximum BH of 35mPD for the "OU(1)" sub-zone was set to protect views from the Island Eastern Corridor (IEC), hinterland developments along Hoi Chak Street, and from Taikoo Shing, the Harbour and Southeast Kowloon; and aligns with height limits at other waterfront sites in Hong Kong for leisure and tourism related uses (e.g. 13mPD to 25mPD in Central District Extension and 10mPD to 25mPD in Wan Chai North). The Explanatory Statement of the OZP reinforces this limit to preserve harbour views and minimise visual impact, requiring innovative design to avoid a "wall effect" along the waterfront. Development must integrate with the proposed promenade, with street-level setbacks and piazzas encouraged to enhance pedestrian experience.	The purpose of the BHR has been given detailed consideration. Part of the consideration relates to the statements in the ES regarding preserving public views, avoiding a wall effect and providing an innovative building design allowing greater height variation in the architecture. Various spaces are also provided for public access and are integrated with the promenade, including a waterfront piazza created through street-level setbacks. The approved scheme had a greater building height of 41mPD, higher than the restriction of 35mPD, and had not included any provision for climate resilience. Comparisons with other sites in Wan Chai and Central are not really relevant as they are not part of the visual context of the site.
4. The applicant proposes to increase the BHR for the "OU(1)" zone from 35mPD to 47mPD (+12m or +34.3%). Of this, 1.5m is to accommodate higher site formation level for climate resilience against storm surge. While the Conceptual Scheme proposes a maximum BH of 44mPD, the applicant seeks a BHR of 47mPD to allow greater height variation, enhance visual and air permeability, strengthen the iconic character of the cultural venue, and better resolve interface issues between residential and cultural/community uses.	Agreed. The greater height variation enhances the total design, including visual and air permeability.
5. As demonstrated in the submitted Visual Impact Assessment (VIA), the proposal will not encroach onto the 20% Building Free Zone. In light of the surrounding context and the findings of the VIA, CTP/UD&L considers it unlikely that the proposed amendment to the BHR from 35mPD to 44mPD/	Agreed. The proposed relaxation will not have adverse effect on the visual character of the townscape.

47mPD would result in significant adverse effect on the visual character of the surrounding townscape.	
6. Nevertheless, the application has not provided strong justification for the proposed maximum BH of 47mPD. Specific elements, such as a 5-storey clubhouse (Conceptual Scheme only) and retail and F&B area with a floor-to-floor height of 6.4m as shown in the General Sections (Long Section) of Appendix 3 (Architectural Drawings), appear excessive without sufficient rationale. Moreover, the "OU(CCLTRU)" zone already permits minor relaxation of BHR upon planning application, offering adequate flexibility to achieve height variation and architectural interest without requiring a blanket increase of 47mPD. The applicant has not demonstrated robustly why such a substantial height uplift is necessary to achieve the stated planning or design objectives.	The design is intended to be innovative and to provide an exciting design at the areas used by the public as covered open space and F&B activities. As the overall design is compatible with the visual character of the area, it is intended to better achieve the stated planning and design objectives through a more innovative design. The floor-to-floor height of 6.4m will help achieve the creation of a great public open space that takes advantage of the waterfront setting. The Alternative Scheme creates a free-standing cultural building, improves visual and air permeability, enhances height variation and strengthens the iconic character of the cultural venue. It also reduces interface issues between residential and cultural/community uses. These are clear planning and design merits arising from the modest additional flexibility between 44mPD and 47mPD. DevB General Circular No. 1/2024 promotes a "Facilitating and Collaborative Mindset" and is intended to speed up and streamline the processing of housing and development projects. The proposed BHR of 47mPD is considered to be generally acceptable to CTP/UD&L and the Harbourfront Commission. The BHR could be changed to 47mPD and then no minor relaxation needs to be sought at the s.16 stage. To amend the BHR to 47mPD will also enable the public to be aware of the permitted BHR, rather than being the 35mPD currently on the site.

	In line with the circular, it is an appropriate time to review the 35mPD restriction and amend it to facilitate the process and provide a more business-friendly environment. In any case the actual development on the site will still be subject to approval of a s.16 application.
Specific Comments 7. **Table 2 of the Planning Statement (PS) –** a. Please clarify the number of blocks for the Conceptual Scheme and whether the 3-storey elevated cultural venue above an amphitheatre and the 5-storey residential clubhouse in the centre of the development is considered as one block; and	In accordance with the Architectural Drawings (Appendix 3 of the Planning Statement), the Conceptual Scheme consists of a total of four blocks, including three residential blocks and one non-domestic block.
b. As per our previous comments conveyed in various pre-submission meetings with Development Bureau and the applicant, please advise whether the covered public open space of 615m2 is also included as the private open space accessible to the public as shown in Area Diagrams for L1-L6 of Appendix 3 (Architectural Drawings) and Figure 8.1 of Appendix 10 (Landscape Master Plan) to avoid double counting.	It is not double counted. The covered public open space of 615m^2 is included within the non-domestic GFA. In other words, part of the non-domestic GFA will be in the form of covered open space areas accessible to the public. This area has been reserved to allow design flexibility. As this is only the S.12A stage, the current location and design of the said covered public open space i.e. how it forms part of the non-domestic GFA, is indicative only and will be subject to detailed design. It is therefore a separate calculation, and is distinct from the private open space accessible to the public illustrated in the Landscape Master Plan (LMP).
8. **Appendix 3 (Architectural Drawings)** - The applicant has submitted only massing diagrams, 3-D perspectives and photomontages without providing floor layouts and section diagrams for the Alternative Conceptual Scheme. We	A section for the Alternative Conceptual Scheme is provided and attached at **Annex 3** of this document. For indicative floor plans of the Alternative Conceptual Scheme, please refer to the Area Diagrams for each floor level

reiterate that the applicant should also provide the floor layouts and section diagrams for the Alternative Conceptual Scheme for illustration purpose and comparison with the Conceptual Scheme.	provided in drawing no. SKXX-Area-002-Alt and SKXX-Area-003-Alt (Appendix 3 of the Planning Statement), which provide direct comparisons to those relating to the Conceptual Scheme in drawing no. SKXX-Area-002 and SKXX-Area-003.
9. **Figure 5.3 of Appendix 10 (Landscape Master Plan)** - As compared with Table 2 of the PS, there is discrepancy between the area of the proposed re-provisioned Pet Garden. The applicant should clarify whether the proposed re-provisioned Pet Garden is of the same size and location as the Approved Scheme and the in-situ land exchange proposal approved by the CE-in-C in 2021.	The proposed re-provisioned Pet Garden is of the same size (838m^2) and location as the Approved Scheme. Figure 5.3 of the Landscape Master Plan has been rectified (**Annex 4**), ensuring consistency with Table 2 of the Planning Statement.
10. **Figure 4.4.2 of Appendix 8 (VIA)** – For the sake of clarity, the location of the proposed 0.9m setback from the site boundary fronting Hoi Yu Street as mentioned in paragraph 6.2(i) of the VIA should be indicated in the figure.	Paragraph 6.2(i) of the VIA has been revised to accord with Figure 4.4.2 of the VIA.

Response to Transport Department Comments

Comments of Transport Department (Contact person: Ms. Jodie Chan; Tel.: 2829 5410)	**Responses**
We have the following comments on the subject planning application from traffic engineering viewpoint: **<u>Planning Statement</u>** 1. Para. 11.8 stated that "… it is proposed that only a short elevated footbridge over the IEC be implemented as part of the development proposed in this application". Please clarify if the elevated footbridge would be constructed by the applicant under the proposed development and be commissioned before the operation of the development. <u>The management and maintenance responsibilities of the elevated footbridge may need to be further discussed and determined among the applicant and the relevant government departments.</u>	The OZP Explanatory Statement (ES) has a statement which encourages the development of an alternative design and alignment and makes particular reference to the need to blend in with the open space setting of Quarry Bay Park. The alignment has been studied and the existing landscape and vegetation provides a high-quality walking environment. The proposed shorter footbridge meets the suggestion in the ES. *"9.9.6* *The alignment shown on the Plan is just one option to provide the pedestrian connection. Upon detailed investigation, other alignments could be considered. In determining the alignment and form of the pedestrian connection, the following requirements should be taken into account:* *(a) the design of this proposed pedestrian connection should blend in with the open space setting of the Quarry Bay Park and preferably also the theme of the leisure and tourism development at Hoi Yu Street waterfront. Interesting architectural forms for this proposed pedestrian connection should be explored".* The applicant proposes to design and build the footbridge over the IEC and connect directly into the proposed development at the level of the cultural facility. As mentioned by TD, discussion on the management and maintenance needs to be held with the relevant government departments.

<table>
<tr><td></td><td>The footbridge is considered by the applicant to be a public facility over a major public highway and the long-term management and maintenance of the footbridge should be undertaken by government. This is a natter which will be discussed at the s.16 application, Land Grant and premium stage</td></tr>
<tr><td><u>Pedestrian Study</u>
2. Para. 6.1 – 6.3 - There are existing public footpaths connecting to the focal point to be created by Eastern Boardwalk. The proposed ground level linkage adjacent to the Quarry Bay Park (i.e. the existing FEHD access road) may not be required.</td><td>Noted.</td></tr>
<tr><td><u>Response on TD's previous Comments</u>
3. For responses no. 6(a) and no. 12(a), please note that the trip rates in TPDM or the parking requirements in HKPSG are different for flats of different sizes. For example, if there would be 189 no. of flats (with reference to Table 2 of the Planning Statement) with flat size of 140 sq. m (assuming the maximized use of 26,545 sq. m domestic GFA), 195 number of PC parking spaces would be required. Under such scenario, additional 20+ numbers of parking spaces would be required, as per HKPSG. Your response that the assessment based on the maximum number of flats as a "conservative approach" is therefore</td><td>Please note that some 189 flats and not more than 225 flats are proposed under this S12A planning application. To demonstrate that the most critical scenario has been considered in the TIA, a sensitivity test is conducted to review the internal parking and servicing provision required and potential traffic impacts to the nearby road network under different scenarios as shown in the following:
Table 1 - Required Internal Transport Facilities Provision Under Different Scenarios
<table>
<tr><th></th><th></th><th><u>Scenario 1</u>
225 flats, avg flat size at 118m²</th><th><u>Scenario 2</u>
189 flats, avg flat size at 140m²</th><th><u>Scenario 3</u>
207 flats, avg flat size at 128m²</th></tr>
<tr><td>Car Parking</td><td>Global Parking Standard (GPS) x R1 x R2 x R3 (1)</td><td>99 to 173</td><td>112 to 195</td><td>91 to 160</td></tr>
<tr><td>Visitor parking</td><td>Additional 5 spaces per block</td><td>15</td><td>15</td><td>15</td></tr>
</table></td></tr>
</table>

unfounded. Please review and consider the most critical scenarios for traffic impact assessment.

Motorcycle	1 space per 100-150 flats	2 to 3	2	2 to 3
Loading/ Unloading (L/UL)	Min 1 bay for every 800 flats or Min 1 bay for each block	Min. 3	Min. 3	Min. 3

Based on the result of **Table 1** above, it is revealed that Scenario 2 (i.e. total 189 flats) would require additional 22 nos. of car parking spaces (comparing with the 225 flats scenario) and represent the most critical situation in terms of the required internal transport facilities provision. Nevertheless, the proposed basement layout plans (**Figure 2.4_Rev.B** and **Figure 2.5_Rev.B** refer) showed that there is still spare room to accommodate the additional 22 parking spaces, if required.

Table 2 - Vehicular Traffic Trips of the Proposed Development Under Different Scenarios

	AM Peak		**Noon Peak**		**PM Peak**	
	Gen.	**Att.**	**Gen.**	**Gen.**	**Att.**	**Gen.**
Scenario 1 - 225 flats, avg flat size at 118m^2						
Trip Rate	0.1887	0.0942	0.0862	0.1214	0.0862	0.1214
Traffic Trips (pcu/hr)	43	22	20	28	20	28
Total Traffic Trips (pcu/hr)	65		48		48	
Scenario 2 - 189 flats, avg flat size at 140m^2						
Trip Rate	0.2604	0.1372	0.1275	0.1722	0.1275	0.1722
Traffic Trips (pcu/hr)	50	26	25	33	25	33
Total Traffic Trips (pcu/hr)	76		58		58	
Scenario 3 - 207 flats, avg flat size at 128m^2						

Trip Rate	0.2246	0.1157	0.1068	0.1468	0.1068	0.1468
Traffic Trips (pcu/hr)	47	24	23	31	23	31
Total Traffic Trips (pcu/hr)	71		54		54	

Based on the result of **Table 2** above, it is revealed that Scenario 2 would generate more traffic trips and hence represent the most critical situation. A sensitivity test assuming a total of 189 flats with average flat size of 140m^2 was therefore conducted for the junction performance assessment to assess the potential traffic impacts to the adjacent road network due to the proposed development.

Table 3 - Junction Performance of Critical Junctions in Design Year 2033 (Sensitivity Test)

Ref. No.	Junctions	Type of Junction	2033 RC/ RFC (1)(2)					
			225 flats, 118m^2			189 flats, 140m^2		
			AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
J1	Hoi Yu Street/ Hoi Chak Street	Priority	0.175	0.303	0.275	0.191	0.317	0.288
J2	Java Road/ Hoi Yu Street	Signalised	14%	57%	72%	13%	56%	72%
J3	King's Road/ Java Road	Signalised	>100%	>100%	>100%	>100%	>100%	>100%
J4	Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street	Signalised	60%	>100%	72%	60%	>100%	72%
J5	King's Road/ Finnie Street	Signalised	92%	96%	40%	92%	96%	40%
J6	King's Road/ Model Lane	Signalised	>100%	>100%	84%	>100%	>100%	84%
J7	Java Road/ Man Hong Street	Signalised	74%	81%	77%	73%	81%	77%
J8	King's Road/ Healthy Street West/ Man Hong Street	Signalised	93%	84%	93%	92%	84%	93%

J9	Tsat Tsz Mui Road/ Healthy Street West	Signalised	>100%	>100%	>100%	>100%	>100%	>100%
J10	Tsat Tsz Mui Road/ Tin Chiu West	Signalised	57%	73%	81%	57%	73%	81%
J11	King's Road/ Tin Chiu Street	Signalised	>100%	>100%	>100%	>100%	>100%	>100%
With Junction Improvement								
J1	Hoi Yu Street/ Hoi Chak Street	Priority	0.175	0.303	0.275	0.191	0.317	0.288
J2	Java Road/ Hoi Yu Street	Signalised	44%	25%	57%	43%	25%	57%
J4	Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street	Signalised	27%	50%	43%	27%	50%	43%

Notes: (1) Zero Reserve Capacity (RC) represents signalised junction operating at capacity. Positive RC represents signalized junction operating with spare capacity. Negative RC means signalised junction is overloaded.
(2) Ratio of Flow to Capacity (RFC) = 1.0 represents priority junction/roundabout operating at capacity. RFC < 1.0 represents priority junction/roundabout operating with spare capacity. RFC>1.0 means priority junction/roundabout is overloaded.

The result of **Table 3** above indicated that all the junctions would be operating within their capacities under both scenarios with the proposed junction improvement schemes.

4. For Response no. 12(b) which refers to the Response no. 6(b), there is no information on trip generation/attraction of the quoted existing cultural facilities of similar scale and nature provided. Please review.

We would like to clarify that the proposed cultural venue would be operated on a controlled time-slot basis for better pedestrian flow management (visitors are expected to come/ leave constantly within the opening hours), unlike the conventional cultural venues. There are some cultural events/ venues with similar operation arrangement in Hong Kong such as Naked Flowers 1881, TeamLab, Hong Kong Cultural Center etc as mentioned in our previous RtoC ("the quoted existing cultural facilities" refers). However, it is considered that there are no similar scale and nature of cultural events/ venues in Hong Kong today that could be referenced to.

In this regard, it is considered that the approach on estimating the visitor trips of the proposed cultural venue/ digital museum as mentioned in Para 4.5.2 of the TIA is reasonable and supported.

5. For Response no. 11 regarding the assessment on the impact to the existing public transport services arising from the proposed development, please provide assessment of current utilization/ occupancy figures of public transport services in the vicinity of the development on its adequacy to cater for the new passenger demand from proposed development, and advise if pubic transport service enhancement and public transport facilities improvement is concomitantly required. The estimated peak 2-way pedestrian trips of the proposed development, viz. 276 (AM peak), 624 (Noon) and 624 (PM peak) in the response, are inconsistent to Table 4.12 of the TIA. Please review.	As mentioned in the TIA and our previous responses, the application site is currently well-served by a range of public transport services, including MTR, franchised buses, green mini-bus (GMB), public light bus (PLB) and tram, with no more than 10 mins walking distance (especially with the proposed footbridge). Given the diversity and frequency of services, passenger demand from the proposed development would be distributed among multiple modes, minimizing the impact on any single service. The estimated pedestrian trips of the proposed development are in fact contributing less than 1% of the total capacity of the surrounding public transport services. In view of the aforesaid, it is considered that the capacity of the existing public transport services is well sufficient to cater for the new passenger demand from proposed development. Assessment and survey for the current utilization/ occupancy figures are therefore considered not necessary. Enhancement or improvement measure for the existing public transport services due to the proposed development is also considered not required. Besides, we would like to clarify that the pedestrian trips in Table 4.12 were in a 15-minute interval, whereas the pedestrian flows in the RtoC were in a 60-minute (hourly) interval. Hence the figures are consistent.
Revised TIA Report 6. **Para. 1.1.11** - The comments and responses on the TIA shall be recorded in the RtC but not in the main text of the TIA. Please provide both clear and track-change version of the revised TIA report for reference.	Noted. Both clear and tracked version of the revised TIA report are provided for your easy reference. Changes made in this round of submission are highlighted in blue for easy reference.

7. **Table 2.2** - Please find the comments below, • For accessibility adjustment ratio (R2), please provide a layout plan to show that the development site falls within 500-radiue of rail station. • The motorcycle cycle parking spaces for retail development should be ranged from 5% to 10% of total car parking spaces for retail. Please review.	Please note that the development site falls within 500m radius of rail station as shown in **Figure RC1** as attached in **Annex 6**. Please note that 5% to 10% of the total car parking spaces for retail has already been proposed (i.e. 16-31 car parking required for retail and 4 nos. motorcycle paring was proposed) as shown in **Table 2.2** of the TIA report.
8. **Para 2.4.4** - Please refer to comment item (1).	Noted.
9. **Table 4.1** - Please adopt AADT 2024.	Noted. AADT 2024 was adopted in the revised **Table 4.1** of the TIA report.
10. **Table 4.6 to Table 4.8** - The trip rates adopted do not tally with the stated average flat sizes or the figures of the adopted rates are incorrect in accordance with TPDM. Please review.	Noted and it was due to typo mistakes. The trip rates adopted (which are tally with the stated average flat sizes) have been updated in the revised **Table 4.6** to **Table 4.8** of the TIA report.
11. **Table 4.10** - Please refer to comments (3) and (4) above.	Noted.

12. For **Table 4.11 and 4.12**:

- Please provide a summary of the pedestrian trip rate surveys for the residential and retail developments mentioned in RtC no. 13.
- Please add a footnote to explain how the pedestrian trips for the cultural venue was derived.

Please note that the adopted pedestrian trip rate has made reference to the "in-house" data surveyed from the residential and retail developments listed below:

	Flat no. /GFA (m^2)	**Pedestrian Trips (people)**				**Pedestrian Trip rate (people/ 15 mins)**			
		AM Peak		**PM Peak**		**AM Peak**		**PM Peak**	
		Gen	**Att**	**Gen**	**Att**	**Gen**	**Att**	**Gen**	**Att**
Residential developments									
The Floridian	214 nos.	157	59	62	62	0.734	0.276	0.290	0.290
Mount Parker Residences	92nos.	62	41	37	20	0.674	0.446	0.402	0.217
Prima Villa	1024 nos.	780	614	416	292	0.762	0.600	0.406	0.285
Average						0.723	0.440	0.366	0.264
Retail									
Mega Box	102,193	103	145	300	279	0.1005	0.1417	0.2936	0.2730

Nevertheless, a footnote explaining how the pedestrian trips for the cultural venue was derived, as of below, is added to Table 4.12:

"As mentioned in Section 4.5.2, the serving capacity of the Cultural Venue/ Digital Museum is about 5000 guests per day with 0%,11.1% &11.1% visitor distribution during AM, Noon & PM peak hour respectively. Therefore, the peak 15-min pedestrian trips are 0, 113 & 113 during AM, Noon & PM peak hour respectively."

13. For the proposed improvement at the junction of Java Road/ Hoi Yu Street:

- According to Table 5.2, the proposed improvement though would bring the RC of am peak from 14% to 26%, it would significantly reduce the RC at noon peak and pm peak. Please review.

Please note that layout plan and RC calculation of the proposed improvement of the junction Java Road/ Hoi Yu Street has further been reviewed. Based on our subsequent discussions with your office, the existing cautionary crossing will be converted to a signalized crossing and two traffic lanes will be maintained for Hoi Yu Street southbound under the latest scheme. Also, different green-time for pedestrians is proposed during AM, NOON and PM peaks to balance the demand between vehicles and pedestrians (higher pedestrian demand in noon peak comparing to AM and PM peaks). In this regard, the RC of AM peak would be raised from 14% to 44%, while the RC of NOON and PM peaks would be reduced from 57% and 72% to 25% and 57% respectively. For details please refer to **Figure 5.1_Rev.C** in the revised TIA report and the revised RC calculation in Appendix A.

Ref. No.	**Junctions**	**Type of Junction**	**2033 RC/ RFC [(1)(2)]**					
			225 flats, 118m^2			**189 flats, 140m^2**		
			AM Peak	**Noon Peak**	**PM Peak**	**AM Peak**	**Noon Peak**	**PM Peak**
J2	Java Road/ Hoi Yu Street	Signalised	14%	57%	72%	13%	56%	72%
With Junction Improvement								
J2	Java Road/ Hoi Yu Street	Signalised	44%	25%	57%	43%	25%	57%

- For RC calculation for the junction of Java Street/Hoi Yu Street in existing and design year 2033 without improvement scheme, please justify the assumption on

Currently, it is observed that there are many illegal parking or kerbside activities along both sides of Java Road, downstream near the Hong Kong Funeral Home, especially on the fourth lane (from left/ north side). Vehicles turn right to King's Road are required to go via the third

the site factor adopted for Java Road's second, third and fourth lane.	lane. However, some vehicles would leave from the fourth lane and cause delay to the traffic on the third lane. At the same time, some vehicles turn left to Hoi Yu Street from Java Road would merge from the second lane (from the nearside) to the first lane outside the North Point Government Offices/ North Point Police Station. These vehicles would move very slowly and even stop on the second lane hence causing blockage or delay to the through traffic. In view of the above-mentioned, site factors are adopted for Java Road's second, third and fourth lane and is considered reasonable and supported.
• For RC calculation for the junction of Java Street/Hoi Yu Street in design year 2033 with improvement scheme, please review the site factors adopted, in particular the change of the site factor for the second lane of Java Road before and after the proposed improvement.	As mentioned above, it is observed that some vehicles turn left to Hoi Yu Street from Java Road would merge from the second lane (from the nearside) to the first lane outside the North Point Government Offices/ North Point Police Station currently. These vehicles would move very slowly and even stop on the second lane hence causing blockage or delay to the through traffic. A site factor was therefore adopted under the existing and future scenarios (without improvement). However, vehicles on the second lane could also turn left to Hoi Yu Street under the proposed improvement scheme and are anticipated would not block or cause delay to the through traffic. The site factor adopted was therefore taken out under the proposed improvement scheme.

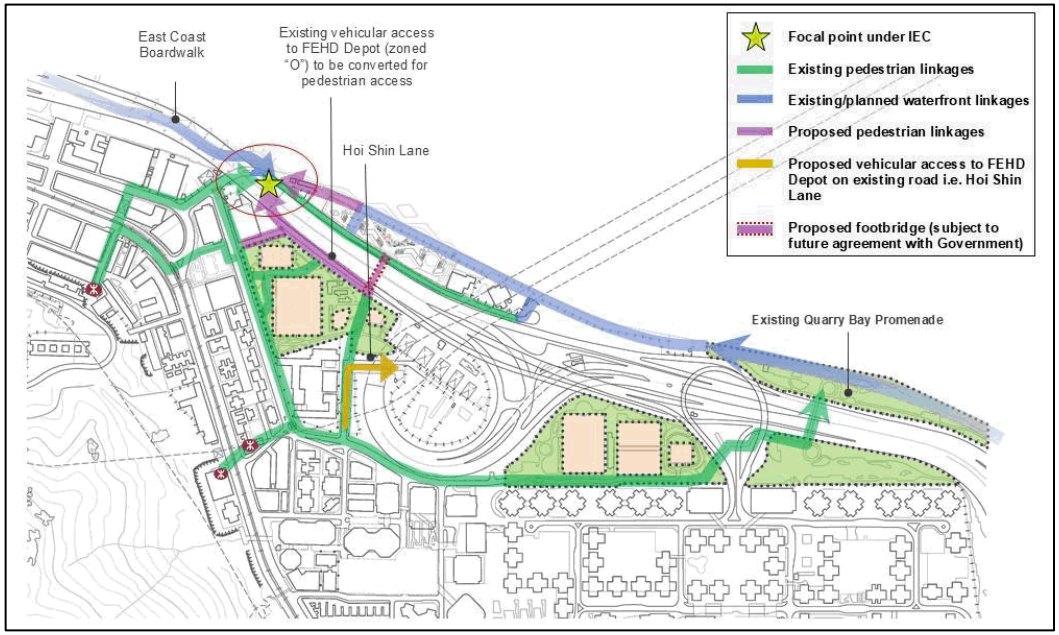
14. For the proposed improvement at the junction of Finnie Street/Hoi Chak Street/Hoi Kwong Street: • The RC figures shown in Table 5.2 do not tally with the RC calculation sheets. Please review. • Please review the proposed improvement scheme aiming for further enhancement on the LOS of the critical footpaths, e.g. by modifying the planter and re-aligning the carriageways to allow widening of footpaths and /or traffic islands.	Noted and the RC calculation sheets have been revised. The proposed improvement scheme of Finnie Street/Hoi Chak Street/Hoi Kwong Street has been further reviewed to enhance the pedestrian condition as shown in **Figure 5.2_Rev.C** for your consideration. The junctions and crossings performance assessment have also been updated in the TIA accordingly.
15. **Para. 5.3.1** - Please review if Table 4.3 shall read Table 4.12.	Noted and revised.
16. **Table 5.3 -** Please provide a layout plan to show the pedestrian flow arisen from the proposed development and their distribution among the pedestrian routes with justification.	The pedestrian generation of the proposed development are added in **Figure 2.6_Rev.B** and the proposed distribution among the pedestrian routes are explained in the remarks.

Departmental Comments received on 27th April 2026

Response to Leisure and Cultural Services Department Comments

Comments of Leisure and Cultural Services Department (Contact person: Ms. Jenny TO; Tel.: 2601 7404)	**Responses**
Eastern District Leisure Services Office (EDLSO) **i. <u>Study on Pedestrian Connection:</u>** • The applicant proposed to have possible ground-level pedestrian access to and from the proposed development through the Quarry Bay Park (QBP) Phase II. Please note that some of the facilities in Quarry Bay Park is opened from 7:00 am to 11:00 pm and the QBP is used for the public for recreational and leisure use such as jogging and doing exercise. LCSD would have reservation on the proposed ground level pedestrian system if the landing and access points as well as the alignment of the proposed pedestrian system directly affect the park users (e.g. narrowing the usual path in the Park). Details of operational concerns are appended below – a) Impact on Inclusive Park for Pet of QBP II ➢ QBP II is a designated Inclusive Park for Pets, and therefore needs to protect a pet-friendly environment from high pedestrian flows. ➢ Increased pedestrian flows in narrow paths could create nuisance and disturbances: o disturbing pets and pet owners,	Noted and thank you. Your comments regarding the alignment of the proposed pedestrian system, operation and interface with park use will be taken into further consideration at the detailed design stage. Further comments from LCSD will be sought at that time. It should be noted that the ground floor of the Proposed Scheme prioritizes a pet-inclusive environment, featuring a waterfront pedestrian promenade widened to approximately 12.6m–32.7m (an increase from the 10m–11.5m provided in the Approved Scheme). This enhancement offers a more generous public realm. The proposal retains the reprovided pet garden from the Approved Scheme, now integrated with a landscape buffer to delineate it from primary pedestrian flows. Please note the applicant will undertake the management and maintenance of the areas indicated on the LMP reducing the potential maintenance burden for LCSD.

o endangering both park users and transit pedestrians. b) Operational and management implications ➢ High pedestrian volumes would likely accelerate wear and tear on QBP Phase II. ➢ This would require: o substantially increased maintenance (e.g., intensified litter collection), o enhanced policing/management of crowd flow and potential conflicts, o handling of noise complaints. • These above factors will ultimately strain LCSD's operational manpower and budgets. Therefore, for the proposed linkage and a new pedestrian entrance near the Park Office, LCSD reserves the right to offer further comments once the applicant provides the detailed information (for the final alignment, operation, and interface with park use). In addition, LCSD will not take up M&M responsibilities of the proposed footbridge. The project proponent should seek comments from Eastern District Council for the possible impact to park users.	The Applicant will assume all management and maintenance responsibilities for the areas as identified and indicated in the Landscape Master Plan (LMP) report (in particular, please refer to paragraphs 8.5, 8.6 and Figure 5.3 of the LMP), thereby alleviating the long-term maintenance burden on the LCSD. Increased footfall is anticipated following the opening of the East Coast Boardwalk. The Proposed Scheme has been designed to accommodate any increased pedestrian traffic. Any further operational or management requirements will be refined in consultation with relevant departments, including the LCSD, during the detailed design stage. Noted that LCSD will not take up M&M responsibilities of the proposed footbridge. Comments from Eastern District Council (EDC) will be sought in due course should this S.12A application be accepted. More specifically and with reference to the previously submitted Response to Comments (dated February 2026), EDC will be consulted by way of a formal meeting at the appropriate juncture in line with the streamlined arrangements under the Town Planning Ordinance (TPO) as amended in 2023.

	
ii) M&M issue on affected area regarding the Planning Statement (P.54), Para. 20.46 • Regarding all open spaces accessible to the public within the Application Site will also be pet-friendly, it is subject to the M&M responsibilities of the concerned area, we reserve the right to comment the design in later stage. We noted that the applicant will take up the M&M for the POS outside the site to be constructed, i.e. about 4080 sqm (includes promenade and proposed harbour steps).	Noted. Please note that all open spaces accessible to the public within the Application Site will be maintained and managed by the applicant as part of an integrated development related to the cultural, retail, and food and beverage operation, as well as the POS outside the site, i.e. about 4,080 sqm (includes promenade and proposed harbour steps).
• As stated in the Planning Statement, Table 2: Comparison of Approved Scheme and Proposed Conceptual Scheme (P.34), the Proposed Conceptual Scheme mentioned the current Pet Garden will be re-	Noted, the applicant will consult LCSD on the design and requirements of the pet garden at the detailed design stage. Please note these open space dimensions in Table 2 of the Planning Statement are based on the

provisioned to the east of the Application Site in a similar location to the pet garden proposed in the Approved Scheme. Though the size of reprovisioned Pet Garden will be reduced to about 838 sq.m., it mentioned all public open spaces within the Application Site is pet-friendly. LCSD will take up the M&M of the pet garden, subject to the design and requirement up to LCSD standard and satisfaction. For major parameters, please refer to the table as attached below.	preliminary design shown on the planning application and are subject to refinement during detailed design.

Major Parameters	Approved Scheme	Proposed Conceptual Scheme
Total Public Open Space (POS)	3,990 m^2 (about) @❖	4 ,918 m^2 (about) @
- POS outside the site to be constructed, managed and maintained by the Applicant	- 0 m^2	- 4,080 m^2 (about) (Includes promenade and proposed harbour steps)
- POS outside the site to be constructed by the Applicant and managed and maintained by the Government	- 3,152 m^2 (about) - 838 m^2 (about) (Re-provisioned Pet Garden)	- 838 m^2 (about) (Re-provisioned Pet Garden)

Hong Kong East Tree Team (HKETT **General** • From tree preservation point of view, the latest short, elevated footbridge across the IEC would be preferable to the long elevated walkway as less existing trees would be affected.	Noted, thank you.

<u>Specific (Appendix 9 – Tree Preservation Proposal)</u> • According to the Tree Treatment Schedule in Annex II, LCSD was the maintenance department for those trees in Tree Group B01 (TGB01). In accordance with DEVB TC(W) No. 6/2015, LCSD is responsible for the maintenance of the trees at UUGL within 10 metres from kerb along non-expressway public road. Since the location of TGB01 is beyond 10 metres from kerb along non-expressway public road, the trees thereat should not be under LCSD.	Please note that the reference to TGB01 has been updated in the latest Tree Preservation Proposal (TPP), dated 4 February 2026. The text in the Tree Treatment Schedule (refer to Annex II), the 'Maintenance Department' column has been revised to state that the responsible department will be 'determined at the detailed design stage of the project.
Landscape Sub-Section/LCSD • We reserve our right to comment the detailed planting plan in future. For any landscape works intended to handover to LCSD for future maintenance according to DEVB TC(W) 6/2015, please remind the project proponent to observe and comply with our "General Standards and Maintenance Requirements for Landscape Works to be Handed Over to LCSD for Horticultural Maintenance" (**Attachment 1** refers) for reference and compliance.	Noted, areas to be handed over to LCSD for maintenance will comply with DEVB TC(W) 6/2015 Maintenance of Vegetation and Hard Landscape Features and "General Standards and Maintenance Requirements for Landscape Works to be Handed Over to LCSD for Horticultural Maintenance"