

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K14/832

- Applicants** : Victory Thrive Investments Limited, Prosper Significance (HK) Limited, Route Soar Limited and Kingwise Enterprises Limited represented by Llewelyn-Davies Hong Kong Limited
- Site** : 201 and 203 Wai Yip Street, Kwun Tong, Kowloon
- Site Area** : About 1,872m²
- Lease** : Kwun Tong Inland Lot (KTIL) No. 285 and 287 (the Lots)
(a) restricted to industrial uses excluding offensive trades
(b) maximum building height (BH) of 170 feet (i.e. 51.8m) above Principal Datum
- Plan** : Approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26
- Zoning** : “Other Specified Uses” annotated “Business” (“OU(B)”) *[Restricted to a maximum plot ratio (PR) of 12.0 and maximum BH of 100 metres above Principal Datum (mPD), or the PR and height of the existing building, whichever is the greater]*
- Application** : Proposed Minor Relaxation of PR and BH Restrictions for Proposed Hotel Use

1. The Proposal

- 1.1 The applicants seek planning permission for redevelopment of two existing 6-storey and 13-storey industrial buildings (IBs)^[1] at 201 and 203 Wai Yip Street (WYS), Kwun Tong (the Site) into a 34-storey (including one-storey basement car park) hotel (Proposed Scheme). The applicants also seek minor relaxation of PR restriction from 12 to 14.4 (i.e. +2.4 or +20%) as well as BH restriction (BHR) from 100mPD to 120mPD (i.e. +20m or +20%). The Site is zoned “OU(B)” on the approved Kwun Tong (South) OZP No. S/K14S/26 (**Plan A-1a**) under which hotel is a Column 2 use in Schedule I of the Notes for non-IBs. Both the proposed use and minor relaxation of the PR/BH restrictions may be considered by the Town Planning Board (the Board) on application under section 16 of the Town Planning Ordinance (the Ordinance).

^[1] The existing IBs at the Site are Siu Fu Factory Building and Tungtex Building with Occupation Permits (OPs) issued in 1965 and 1977.

- 1.2 The main entrance and the vehicular ingress/egress of the proposed hotel development are located at WYS (**Drawing A-2**). Various planning and design measures have been incorporated in the Proposed Scheme (**Drawings A-13 and A-14**). In accordance with the adopted Kwun Tong (Western Part) Outline Development Plan (ODP) No. D/K14A/2, for the purpose of footpath/road widening and streetscape enhancement on WYS as well as visual and wind permeability at the back alley, a 2.5m-wide full-height setback on WYS, a 1.5m-wide full-height setback and a 1.5m non-building area (NBA) with a clear headroom of 5.1m in height at the back alley are proposed (**Plan A-2 and Drawing A-2**). Further to the 5.1m headroom within the NBA as per the ODP, the applicants voluntarily propose setback above the required headroom (**Drawing A-12**)^[2]. In addition, the applicants propose building recesses ranging from 9.2m to 14.7m along the north-western and south-eastern site boundaries above the 3/F, where hotel rooms are located (**Drawings A-5 to A-11**)^[2]. The applicants also propose a 1.5m-wide weather proof canopy with a minimum headroom of 5m within the setback area along WYS^[2].
- 1.3 The Proposed Scheme will provide a total greenery coverage of not less than 29% of the site area (about 20% at the primary zone), including vertical greenings at part of the 1/F to 2/F façades facing WYS (**Drawings A-3 and A-4**), a landscape garden with peripheral plantings on 2/F (**Drawing A-4**), and a green roof on R/F (**Drawing A-13**)^[2].
- 1.4 Floor plans, section, plans showing the planning and design merits and photomontages submitted by the applicants are at **Drawings A-1 to A-18**. The major development parameters of the Proposed Scheme are tabulated as follows:

Major Development Parameters	Proposed Scheme
Site Area (about)	1,872m ²
Proposed Use	Hotel
Maximum PR	14.4 (+2.4, +20%) ^{(a)(b)}
Gross Floor Area (GFA) (about)	About 26,957m ^{2(a)(b)(c)} (448 hotel rooms)
Maximum BH (at main roof level)	Not more than 120mPD (+20m, +20%)
No. of Storeys	34 (including one-storey basement car park)
Site Coverage (SC) (about) <ul style="list-style-type: none"> Podium (at or below 15m) Tower (above 15m) 	Not more than 90% Not more than 60%
Greenery Coverage	Not less than 29% (about 20% at primary zone)
Parking Spaces <ul style="list-style-type: none"> Private Car (accessible) Motorcycle 	12(1) 2

^[2] These design measures are indicative in nature subject to revision in detailed design stage/general building plan submission stage.

Major Development Parameters	Proposed Scheme
Loading/unloading (L/UL) Facilities	10
• LGV	3
• HGV	1
• Taxi	3
• Coach/Tour Bus	3
Setbacks	
• WYS	• 2.5m-wide full-height setback ^(d)
• Service lane at back alley	• 1.5m-wide full-height setback ^(d) and voluntary 1.5m-wide aboveground setback ^(e)

Note:

- (a) On top of the PR/GFA set out above, the applicants have indicated that bonus PR/GFA of about 0.424 and 793m² will be claimed for the proposed setbacks at WYS and at the back alley subject to approval by the Building Authority (BA) under Building (Planning) Regulations (B(P)R) 22(1) or (2). The bonus PR/GFA has been accounted for in the building bulk for conducting technical assessments.
- (b) The canopy, which is subject to departmental comments at detailed design, has been excluded from the PR/GFA calculation.
- (c) Including guest rooms, hotel floor circulation, hotel ancillary facilities, non-essential plant rooms, Back of House (BOH) facilities. BOH facilities which might be eligible for GFA exemption has been accounted for in the building bulk for conducting technical assessments.
- (d) As required for the Site under the adopted ODP.
- (e) Exceed the ODP requirement of a 1.5m-wide NBA on G/F with a clear headroom of 5.1m.

- 1.5 The Proposed Scheme has adopted a floor-to-floor height (FTFH) of 3.15m for the typical hotel floors. A total of 448 hotel rooms will be provided, ranging from 20m² to 62m², including 85 studio-type rooms, 345 one-bedroom suites, 10 two-bedroom suites and 8 three-bedroom suites (**Drawings A-5 to A-9**). The proposed FTFH for G/F is 6m, while the proposed FTFHs for 1/F and 2/F, 31/F and 32/F are 4.65m, 5m and 4.35m respectively. A range of facilities are accommodated on these floors. These include a hotel restaurant, a lounge, a hotel shop, a landscaped garden and BOH facilities at the lower floors (**Drawings A-2 to A-4**); and a hotel restaurant, a gym room, a swimming pool, function rooms and electrical and mechanical (E&M) facilities at the upper floors (**Drawings A-10, A-11 and A-13**).
- 1.6 The applicants have submitted a traffic impact assessment (TIA) and a visual impact assessment (VIA) to demonstrate that the Proposed Scheme will not generate adverse traffic and visual impacts to the surrounding areas. Moreover, the submitted drainage and sewerage impact assessment (DSIA) has demonstrated that no adverse drainage and sewerage impacts are anticipated from the Proposed Scheme.
- 1.7 In support of the application, the applicants have submitted the following documents:
- (a) Application form received on 9.10.2024 **(Appendix I)**
 - (b) Supporting Planning Statement (SPS) **(Appendix Ia)**
 - (c) 1st Further information (FI) received on 26.11.2024^[#] **(Appendix Ib)**
 - (d) 2nd FI received on 24.3.2025 ^[#] **(Appendix Ic)**

(e) Consolidated SPS received on 8.5.2025

(Appendix Id)

Remarks:

^[#] *accepted but not exempted from publication and/or recounting requirement*

- 1.8 On 24.1.2025, the Metro Planning Committee (the Committee) of the Board agreed to defer making decision on the application for two months as requested by the applicants.

2. **Justifications from the Applicants**

The justifications put forth by the applicants in support of the application are set out in the consolidated SPS at **Appendix Id**, which are summarised as follows:

In line with the IB Revitalisation Policy and Planning Intention

- 2.1 Redevelopment of the existing dilapidated IBs with proposed minor relaxation of PR restriction by 20% is in line with the revitalisation of IB policy introduced by the Government, which seeks to encourage redevelopment of pre-1987 IBs in optimising precious land resources. The proposal is in conformity with the Energizing Kowloon East (EKE) initiative to facilitate the transformation of the Kwun Tong Business Area (KTBA) from a former industrial area into Core Business District 2 (CBD2). In this connection, the Proposed Scheme would provide quality and convenient accommodation to cater for the needs of business visitors, which is in line with the planning intention of the “OU(B)” zone.

Planning and Design Merits of the Proposed Scheme

- 2.2 Due considerations have been taken into account the Proposed Scheme to ensure the planning and design merits as committed under the two previously approved planning applications are honored (paragraphs 6.1 to 6.2 below). The design and landscape measures as detailed in paragraphs 1.2 and 1.3 above (**Drawings A-13 and 14**) would enhance the pedestrian environment, uplift the streetscape, promote air and light penetration and improve visual quality for the surrounding area.

Compliance with the Sustainable Building Design Guidelines (SBDG) and Green Design Measures

- 2.3 Building design elements of SBDG have been considered in the Proposed Scheme, including building separation from the neighboring buildings, building setbacks and site coverage of greenery. Moreover, the applicants will endeavour to adopt energy efficient building design measures (such as low-E glass and usage of recycled water) in improving the energy perforation and reduce water usage of the Proposed Scheme. The applicants would also apply for ‘Platinum’ rating under the Building Environmental Assessment Method Plus (BEAM Plus) Certification at detailed design stage. The Proposed Scheme has largely fulfilled the relevant criteria for consideration of minor relaxation of BHR in the Explanatory Statement (ES) to the OZP (see paragraph 9.2 below).

Compatible with the BH Profile and the Surrounding Area

- 2.4 The Site has been granted two planning approvals for redevelopment into non-polluting industrial uses (Application No. A/K14/778 at 203 WYS), office and commercial uses (Application No. A/K14/808 at 201 WYS) at a PR of 14.4 (both approvals) and a relaxed BHR of 120mPD (201 WYS only) (paragraphs 6.2 to 6.3 refer). The current proposal to agglomerate both sites for redevelopment into a hotel maintains similar development intensities compared to the previous approvals. Significant effort has been made to accommodate various building and design requirements at the Site while achieving a PR of 14.4, as allowed under the revitalisation of IB policy including setback requirements per the ODP (which takes up about 11.6 % of the site area), and provision requirements of car parking and L/UL spaces under the Hong Kong Planning Standards and Guidelines (HKPSG). The proposed typical FTFH of 3.15m for typical hotel floors is at the lower end compared to other approved hotel developments, which ranges from 3.15m to 3.76m. The proposed minor relaxation of BH by 20% is proportionate to the proposed increase of PR and is considered acceptable with reference to the previously approved application No. A/K14/808 and other approved similar applications in the vicinity (**Plan A-1a**).
- 2.5 The submitted TIA, DSIA, and VIA have demonstrated that the Proposed Scheme will not generate adverse traffic, drainage, sewerage and visual impacts to the surrounding areas.

3. Background

Policy Initiatives of Revitalisation of IBs

- 3.1 To encourage owners to redevelop IBs constructed before 1987^[3], there is a policy directive set out in the Policy Address (PA) 2018 to allow relaxation of the maximum permissible non-domestic PR as specified in an OZP by up to 20% for redevelopment of pre-1987 IBs located outside “Residential” zones in Main Urban Areas and New Towns into industrial/commercial uses (the Policy). The relaxation of PR is subject to approval by the Board on a case-by-case basis and the maximum non-domestic PR permissible under the B(P)R shall apply^[4].
- 3.2 The time limit for owners to submit applications was three years, with effect from 10.10.2018. As announced in the PA 2024, the implementation period of the Policy will be extended to 2027. Should the application be approved, the modified lease should be executed within three years after the planning permission is granted.

^[3] Pre-1987 IBs refer to those eligible IBs which were wholly or partly constructed on or before 1.3.1987, or those constructed with their GBP first submitted to the BA for approval on or before the same date.

^[4] Under the IB Policy, any bonus floor area claimed under B(P)R 22(1) or (2) due to dedication/surrender of land for the purpose of public passage/street-widening is not to be counted towards the proposed relaxation of PR restriction by 20% for redevelopment projects. The bonus PR permitted by the BA upon formal submission of building plans (BPs) is also permitted under the Notes of the “OU(B)” zone.

Imposition of BHRs for KTBA

- 3.3 BHRs for KTBA were incorporated on the draft Kwun Tong (South) OZP No. S/K14S/11 on 25.2.2005 to preserve the views to the Kowloon ridgelines from the strategic vantage points as recommended in the Urban Design Guidelines, taking into account the local area context and the need to maintain visually compatible building masses in the wider setting. To achieve a stepped height profile for visual permeability, reduce the solidness of KTBA and maintain a more intertwined relationship with the Victoria Harbour edge, four BH bands of 100mPD, 130mPD, 160mPD and 200mPD were imposed for the “Commercial (1)” (“C(1)”) / “C(2)” and “OU(B)” / “OU(B)1” zones within the KTBA. For the sites closer to the harbourfront, i.e. those to the south of Hung To Road and to the west of Lai Yip Street (including the Site), a BHR of 100mPD is adopted, while higher BHRs from 130mPD to 200mPD are allowed for sites on the inland part of KTBA. The BHR bands and heights of existing buildings in the “C” and “OU(B)” zones in the KTBA are at **Plan A-6**.

4. Compliance with the “Owner’s Consent/Notification” Requirements

The applicants are current land owners of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

5. Town Planning Board Guidelines

The Town Planning Board Guidelines for Development within “OU(B)” Zone (TPB PG-No. 22D) promulgated in September 2007 is relevant in the following aspects:

- (a) the “OU(B)” zone has been introduced to allow maximum flexibility in the use of existing industrial and I-O buildings as well as in the development of new buildings for both commercial and clean industrial uses. The planning intention of the “OU(B)” zone is primarily for general employment uses. As it is not possible to phase out existing polluting and hazardous industrial uses all at once, it is necessary to ensure compatibility of the uses within the same building and in existing industrial area until the whole area is transformed to cater for the new non-polluting business uses; and
- (b) for all new development, redevelopment, conversion and material change of use, adequate parking and L/UL spaces should be provided in accordance with the requirements of the HKPSG, and all other statutory or non-statutory requirements of relevant Government departments must also be met. These include building structure, means of escape and fire safety requirements, which will be considered at the building plan submission stage.

6. Previous Applications

- 6.1 The Site is the subject of two previous s.16 planning applications (No. A/K14/778 and 808) which were both approved with conditions by the Committee on 17.1.2020 and 4.3.2022 respectively. Details of the previous planning applications are summarised at **Appendix II**.

- 6.2 The eastern portion of the Site at 203 WYS is the subject of a previous planning application No. A/K14/778, submitted by one of the applicants of the current application, for minor relaxation of PR restriction from 12 to 14.4 (i.e. +2.4, +20%) for permitted non-polluting industrial use (excluding industrial undertakings involving the use/storage of dangerous goods) and proposed shop and services (ancillary showroom) which was approved with conditions by the Committee on 17.1.2020. The Committee generally indicated support for the Policy as it provides incentives to encourage redevelopment of pre-1987 IBs. The application was approved on the considerations that relevant technical assessments were submitted to demonstrate its technical feasibility and there was no adverse comment from relevant government departments; the site's specific characteristics and local context; the proposal could provide sufficient planning and design merits benefiting the public, particularly the improvement to the pedestrian environment; and compliance with the requirements under SBDG and green building design considerations. The general building plans under the approved scheme were approved but the modification of lease was not executed within the three-year period upon the approval of the planning permission.
- 6.3 The western portion of the Site at 201 WYS is the subject of a previous planning application No. A/K14/808, submitted by one of the applicants of the current application, for minor relaxation of PR restriction from 12 to 14.4 (i.e. +2.4, +20%) and BH restriction from 100mPD to 120mPD (i.e. +20m, +20%) for permitted office and shop and services uses which was approved with conditions by the Committee on 4.3.2022 on the considerations similar to those in paragraph 6.2 above. For the minor relaxation of BHR, the applicant demonstrated that the proposed BH will not be visually unacceptable and would not induce adverse visual impacts to the surrounding townscape. No building plans for the approved development nor application for lease modification have been processed.

7. Similar Applications

Proposed Hotel Use

- 7.1 Over the past five years, the Committee has considered two similar applications (No. A/K14/783 and 796) for hotel developments in KTBA (**Appendix IIIa** and **Plan A-1a**). Both applications were approved with conditions on the considerations that the proposed uses were generally in line with the planning intention of the "OU(B)" zone and would help phase out the industrial uses in KTBA, no adverse impact on the surrounding area, and that the traffic impacts would be addressed by provision of sufficient parking and L/UL facilities. For prior similar applications, six were implemented for hotel use.

Proposed Minor Relaxation of PR/BH

- 7.2 Over the past five years, the Committee has considered a total of 12 similar applications for minor relaxation of PR and/or BH restrictions (up to 20%) in KTBA (excluding the two previous applications in section 6 above) (**Appendix IIIb** and **Plan A-1b**). All the applications were approved with conditions on grounds similar to those outlined in paragraphs 6.2 and 6.3 above. Most of the approved similar applications are for commercial/office developments, with only one application (No. A/K14/783) at 1 Tai Yip Street for hotel development.

8. The Site and Its Surrounding Areas

8.1 The Site is (Plans A-1a to A-6):

- (a) occupied by Siu Fu Factory Building (201 WYS) and Tungtex Building (203 WYS). The former one is a six-storey IB built in 1965 with an existing BH of about 27mPD currently used for warehousing with vehicle repair workshop use on the G/F. The latter one is a 13-storey IB built in 1977 with an existing BH of about 51mPD currently used for warehousing and office uses;
- (b) bounded by WYS to its southwest and a back alley to its northeast, and sandwiched by an electricity substation and Mow Hing Industrial Building (47mPD); and
- (c) at about 500m southwest of the MTR Kwun Tong Station.

8.2 The surrounding areas have the following characteristics (Plans A-1a, A-3, A-4 and A-6):

- (a) the street block where the site is located is intermixed with IBs, I-O and commercial/office (C/O) buildings;
- (b) three C/O buildings, namely One Harbour Square (97mPD), Two Harbour Square (100mPD) and Kwun Tong Harbour Plaza (52mPD) are located south of WYS;
- (c) six hotels are currently operating at KTBA, namely IW Hotel (75mPD) and Hotel Cozi Harbour View (120mPD) at WYS, and Hotel (29mPD) at Kwun Tong Road, Nina Hotel Kowloon East (130mPD) at Chong Yip Street, Holiday Inn Express Kowloon CBD2 (123mPD) at How Ming Street and Dorsett Kwun Tong (100mPD) at Hung To Road (**Plan A-1a**); and
- (d) the Kwun Tong Promenade is at the further southwest.

9. Planning Intention

- 9.1 The planning intention of the “OU(B)” zone is primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings.
- 9.2 As stated in the ES to the OZP, to provide incentive for developments/redevelopments with design merits/planning gains, each application for minor relaxation of BHR under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
 - (a) amalgamating smaller sites for achieving better urban design and local area improvements;
 - (b) accommodating the bonus PR 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 PR under the OZP; 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.
- 9.3 The ES to the OZP stipulates that the setting back of buildings to cater for the future increase in traffic demand may also be required. The setback requirements for the purpose of footpath/carriageway widening and amenity/streetscape enhancement are also stipulated in the ODP and enforced through lease modification process when appropriate (**Plan A-2**).

10. Comments from Relevant Government Bureaux/ Departments (B/Ds)

- 10.1 The following B/Ds have been consulted and their views on the application are summarised as follows:

Policy Perspective

10.1.1 Comments of the Secretary for Development (SDEV):

- (a) it is Government's policy to incentivise owners to redevelop old IBs to optimise utilisation of existing industrial stock and make better use of valuable land resources, while addressing more effectively the issues of fire safety and non-compliant uses. To this end, relaxation of the maximum permissible non-domestic PR by up to 20% may be allowed, on a case-by-case basis, under the Policy. The implementation period of the said measure is extended to 2027, according to PA 2024;
- (b) as announced in the PA 2024, the Government has been determined to promote integrated development of tourism and foster economic diversification so to revitalize Hong Kong's tourism industry. The proposed hotel development appears compatible to the planning intention for the area and may be in line with the directive of reinvigorating the territory-wide touristic development by synergising commercial and touristic development of the KE neighborhood; and
- (c) subject to compliance with all relevant requirements and no adverse comments in terms of technical feasibility from relevant departments, she supports the subject application in principle, as the proposed hotel development is in line with the current policy to encourage redevelopment of aged IBs.

EKE Initiative and Pedestrian Walkability

10.1.2 Comments of the Head of EKEO, Development Bureau (Head of EKEO, DEVB):

- (a) the proposed commercial redevelopment aligns with the EKE initiative to transform Kowloon East into a premier CBD and is therefore generally supported;
- (b) the Proposed Scheme has met the ODP's setback and NBA requirements for enhancing the pedestrian environment and walkability as advocated by her Office. It is also noted that the applicants have proposed to provide a full-length canopy for shade and shelter along WYS; and
- (c) her advisory comments on the application are at **Appendix V**.

Tourism Aspect

10.1.3 Comments of the Commissioner for Tourism (C for Tourism):

In anticipation of continuous recovery of inbound tourism with time, increasing demand for tourism-related facilities is expected. In this regard, she has no objection to the proposed hotel development at the Site as it is a matter of commercial decision of the developers and subject to approval of the Board.

Land Administration

10.1.4 Comments of the District Lands Officer/Kowloon East and the Chief Estate Surveyor/Development Control, Lands Department:

- (a) the Lots are restricted to industrial purposes excluding offensive trades and subject to a maximum height restriction of 170 feet (i.e. 51.8m) above Principal Datum, amongst other conditions. The Proposed Scheme is in contravention to the lease conditions; and
- (b) should the application be approved by the Board, the applicants should note their detailed comments at **Appendix V**.

Traffic Aspect

10.1.5 Comments of the Commissioner for Transport (C for T):

She has no adverse comment on the application from traffic engineering point of view and suggests approval conditions at paragraphs 13.2(f) and (g) be stipulated should the application be approved by the Board. Her detailed comments are at **Appendix V**.

10.1.6 Comments of the Chief Highway Engineer/Kowloon, Highways Department:

- (a) he has no objection to the application; and
- (b) his comments on the arrangement of the surrounding of the setback areas are detailed at **Appendix V**.

Environmental Aspect

10.1.7 Comments of the Director of Environmental Protection (DEP):

- (a) he has no objection to the application and would suggest that the approval conditions under paragraphs 13.2(a) to (c) be stipulated should the application be approved by the Board. The applicants should also be advised of his detailed comments at **Appendix V**; and
- (b) the Site was previously occupied by IBs which may be subject to potential contamination. The applicants agreed to carry out land contamination assessment at a later stage. Furthermore, noting that the applicants have confirmed that central air-conditioning system will be provided for the proposed development and the development will not rely on opened window for ventilation. The fresh air intake points will also be properly located to meet the buffer distance requirement for roads as stipulated in the HKPSG, he has no adverse comment from air quality planning perspective.

Urban Design, Visual and Landscape Aspects

10.1.8 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) she has no adverse comment on the application from urban design, visual impact and landscape planning perspectives, and her advisory comments are at **Appendix V**;

Urban Design and Visual Aspects

- (b) given the site context and as demonstrated in the submitted photomontages (**Drawings A-15 to A-18**), the proposed redevelopment would unlikely induce significant adverse effects on the visual character of the surrounding townscape. Based on the finding of the submitted VIA and the FI submissions, the proposed development with rooftop structures at 132.4mPD may marginally encroach on the 20% Building Free Zone (BFZ) when viewing from Strategic Viewing Point (SVP) 4 at Quarry Bay Park. However, it would blend in with the existing high-rise AIA Kowloon Tower Landmark East in the background, which has already breached the ridgeline and would unlikely induce significant adverse effects on the visual character of the surrounding townscape (**Drawing A-18**). Furthermore, incorporation of the design measures and landscape treatments as detailed in paragraphs 1.2 and 1.3 above may enhance pedestrian comfort, soften the building bulk and promote visual interest; and

Landscape Aspect

- (c) having reviewed the landscape provisions as detailed in paragraph 1.3 above (**Drawings A-3, A-4 and A-13**), the proposed redevelopment of two existing IBs to hotel use is considered not incompatible to the landscape character of the surrounding environment and significant impact on the existing landscape resources is not anticipated.

Building Matters

10.1.9 Comments of the Chief Building Surveyor/Kowloon, Buildings Department:

he has no objection to the application and his advisory comments on the application are at **Appendix V**.

Other Comments

10.1.10 Local views/comments conveyed by the District Officer (Kwun Tong), Home Affairs Department (HAD) are as follows:

two members of the Kwun Tong and Kowloon Bay Business Area Committee have no comment on the application.

10.2 The following government departments have no objection to/no comment on the application:

- (a) Chief Engineer/Construction, Water Supplies Department;
- (b) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (c) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD);
- (d) Chief Officer (Licensing Authority), Office of the Licensing Authority, Home Affairs Department (HAD);
- (e) Project Manager (East), Civil Engineering and Development Department;
- (f) Director of Fire Services;
- (g) Director of Electrical and Mechanical Services; and
- (h) Commissioner of Police.

11. Public Comments Received During the Statutory Publication Periods

11.1 The application and the two FI submissions were published for public inspection on 18.10.2024, 6.12.2024 and 1.4.2025 respectively. During the statutory public inspection periods, six public comments from five individuals were received. Of the six public comments, there are one supportive, two expressing views/concerns and three objecting comments (**Appendix IV**).

11.2 One comment supports the application without stating any grounds and two comments express that the proposed development should not obstruct the L/UL activity at the back alley and the proposed BH exceeds the BHR stipulated on the OZP. The remaining three comments submitted by two individuals object to the application because the proposed development would generate significant negative

impact with a proposed BH exceeding the BHR on the OZP, the amalgamated site would create a bulky building and does not follow the stepped BH profile established by the previous approvals. Some doubt that the proposed hotel development may be converted to the student hostel use and windows that cannot be opened for ventilation is undesirable. Some consider the private landscape garden on 2/F has little benefit to the community, and consider necessary to provide a canopy for pedestrian.

12. Planning Considerations and Assessments

- 12.1 The application is for redevelopment of two existing IBs to a proposed 34-storey hotel at the Site zoned “OU(B)” and minor relaxation of PR restriction from 12 to 14.4 (+2.4, +20%) and BHR from 100mPD to 120mPD (+20m, +20%).

Planning Intention and Land Use Compatibility

- 12.2 The proposed hotel development is considered generally in line with the planning intention of the “OU(B)” zone and would facilitate the transformation from industrial to business/commercial uses in KTBA. The Site is located near the junction of WYS and Tsun Yip Street where the developments along both sides of WYS are characterised by a mix of IBs, I-O and C/O developments. The Site is also at proximity to the Kwun Tong Promenade. Besides, six hotels in KTBA were completed following the approval of their respective planning applications (**Plan A-1a**). The proposed hotel development is generally in line with the TPB PG-No. 22D for “OU(B)” zone in that it is considered not incompatible with the surrounding land uses and would help to transform the area for new non-polluting business uses.

Policy Aspect

- 12.3 The Site is occupied by IBs with the occupation permits issued in 1965 and 1977, and hence are eligible under the Policy for relaxation of non-domestic PR by up to 20%. SDEV supports the application in principle as the proposed hotel development is in line with the Policy which seeks to encourage redevelopment of aged IBs. The Head of EKEO, DEVB generally supports the application as the proposed redevelopment would align with the EKE initiative to transform KE into a premier CBD. C for Tourism envisages increasing demand for tourism-related facilities since the recovery of inbound tourism and has no objection to the proposal.

Minor Relaxation of PR Restriction

- 12.4 The applicants have submitted technical assessments confirming the feasibility of the Proposed Scheme with 20% increase in PR. The submitted TIA has demonstrated that the increase in PR would not cause adverse traffic impact to the surrounding road network. C for T has no adverse comment on the application (including the proposed car parking and L/UL provision) subject to the incorporation of approval conditions (f) and (g) as set out in paragraph 13.2 below. On the impacts on sewerage and drainage arising from the increase in PR, DEP and CE/MS, DSD, have no objection to/no adverse comment on the application, subject to incorporation of appropriate approval conditions (b) to (e) in paragraph 13.2 below. Besides, DEP suggests the incorporation of approval condition (a) in paragraph 13.2 as the Site is previously occupied by IBs.

Minor Relaxation of BHR

- 12.5 The minor relaxation of BHR (+20%) sought is generally proportional to the proposed minor relaxation of PR restriction (+20%). According to the applicants, the ODP requirements necessitate the need for minor relaxation of BHR in order to accommodate the PR of 14.4 as allowed under the Policy. Taking account of the provision of the required setbacks and NBA per the ODP requirements (taking up about 11.6% of the site area), a proposed FTFH of 3.15m which is on the lower end, the need for provision of car parking space and essential E&Ms, the proposed BH is considered reasonable. CA/ASC, ArchSD has no comment on the application from visual and architectural perspectives.
- 12.6 In terms of impact on the BH profile for the KTBA (**Plan A-6**), the proposed BH of 120mPD would not undermine the intended BH profile that descends from the inland area towards the harbourfront. For sites close to the harbourfront and to the west of Lai Yip Street, a BHR of 100mPD is adopted, while higher BHRs from 130mPD to 200mPD are allowed for sites on the inland part of KTBA. Although the Site is within the 100mPD height band, it is located on the second row of street blocks (bounded by Wai Yip Street and Hung To Road) from the harbourfront. Besides, the Committee has approved a BH of 120mPD at the western portion of the Site under the previous application (no. A/K14/808). In the current application, the proposed development with rooftop structures at 132.4mPD may marginally encroach on the 20% BFZ from SVP 4, but it would blend in with the existing high-rise buildings in the background which has already breached the Ridgeline (**Drawing A-18**). CTP/UD&L, PlanD considers that the Proposed Scheme would not result in significant adverse visual impacts on the surrounding townscape.

Planning and Design Merits

- 12.7 The Proposed Scheme fully complies with the ODP requirements. As planning merit to the proposed relaxation of the BHR, an addition of a voluntary setback above the required headroom over the 1.5m-wide NBA is incorporated in the Proposed Scheme. Besides, subject to detailed design, the applicants propose building recesses ranging from 9.2m to 14.7m along the north-western and south-eastern site boundaries above the 3/F and a 1.5m-wide weather proof canopy along WYS. These measures would help to enhance permeability and uplift the walking environment. Head of EKEO, DEVB and CTP/UD&L, PlanD opine that these measures would generally enhance the pedestrian environment, improve walkability, soften the building bulk and promote visual interest.
- 12.8 The Proposed Scheme will adopt various landscape measures as detailed in paragraph 1.3 above. In particular, the proposal has complied with the landscaping requirement of the SBDG by setting out to achieve an overall SC of greenery provision of not less than 29% (about 20% at primary zone) (**Drawings A-3 to A-4**). CTP/UD&L, PlanD considers the proposed hotel use is not incompatible to the landscape character of the surrounding environment. The applicants have also pledged to incorporate energy efficient building design measures such as low-E glass and usage of recycled water and endeavour to achieve 'Platinum' rating under BEAM Plus at the detailed design stage. Overall, the Proposed Scheme generally meets the relevant criteria for considering applications for minor relaxation of BHR as mentioned in paragraph 9.2 above, including amalgamating smaller sites for achieving better urban design and local improvement, providing better streetscape

and building separations to enhance visual permeability.

Previous and Similar Applications

12.9 The Site has been granted two planning approvals (No. A/K14/778 and 808) at a PR of 14.4 (both approvals) and a relaxed BHR of 120mPD (No. A/K14/808 only) for various permitted uses (paragraphs 6.2 to 6.3 refer). Over the past five years, the Committee has approved two similar applications for proposed hotel use within KTBA on grounds outlined in paragraph 7.1. Besides, the Committee has also approved 12 similar applications for minor relaxation of PR restriction from 12 to 14.4 (+20%) within the KTBA, including seven applications with corresponding minor relaxation of BHR (ranging from +15% to +25.9%), on grounds outlined in paragraph 7.2 above. The grounds are applicable to the subject application. Overall, approval of the application is generally in line with the Committee's previous decisions.

Public Comments

12.10 Regarding the objections/views raised by the individuals concerning the proposed BH, planning and design merits and the potential negative impact, the assessments above are relevant. Regarding L/UL activities at the back alley, dedicated L/UL spaces will be provided on G/F of the proposed hotel. Any future conversion of the hotel to student hostel use would need to comply with relevant legislations and guidelines.

13. Planning Department's Views

13.1 Based on the assessments made in paragraph 12 above and public comments mentioned in paragraph 11, the Planning Department has no objection to the application.

13.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 23.5.2029, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the submission of a land contamination assessment and the implementation of the remediation measures identified therein prior to development of the site to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (b) the submission of a revised sewerage impact assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (c) in relation to (b) above, the implementation of the local sewerage upgrading/sewerage connection works identified in the sewerage impact assessment to the satisfaction of the Director of Drainage Services or of the Town Planning Board;

- (d) the submission of a revised drainage impact assessment to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (e) in relation to (d) above, the implementation of the local drainage upgrading/drainage connection works identified in the revised drainage impact assessment to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (f) the submission of a revised traffic impact assessment with a traffic management plan and implementation of the traffic improvement measures, if any, identified therein, to the satisfaction of the Commissioner for Transport or of the Town Planning Board; and
- (g) the design and provision of parking facilities, loading/unloading spaces and vehicular access for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix V**.

- 13.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the applicants fail to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of plot ratio and building height restrictions.

14. Decision Sought

- 14.1 The Committee is invited to consider the application and decide whether to grant or to refuse to grant permission.
- 14.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 14.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicants.

15. Attachments

Appendix I	Application form received on 9.10.2024
Appendix Ia	SPS
Appendix Ib	1 st FI received on 26.11.2024
Appendix Ic	2 nd FI received on 24.3.2025
Appendix Id	Consolidated SPS received on 8.5.2025
Appendix II	Previous applications
Appendix IIIa	Similar applications for hotel developments in KTBA
Appendix IIIb	Similar applications for minor relaxation of BR/BH in KTBA
Appendix IV	Public comments
Appendix V	Recommended advisory clauses
Drawings A-1 to A-12	Floor plans (extract) and sections
Drawings A-13 to A-14	Summary of proposed planning and design merits
Drawings A-15 to A-18	Photomontages (extract)
Plans A-1a, A-1b and A-2	Location plans on OZP and ODP
Plan A-3	Site plan
Plan A-4	Aerial photo
Plan A-5	Site photos
Plan A-6	BHs in the vicinity of the Site and KTBA

PLANNING DEPARTMENT
MAY 2025