

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K14/835

- Applicant** : Diamond Ocean Investments Limited represented by DeSPACE (International) Limited
- Application Site** : 107-109 Wai Yip Street, Kwun Tong, Kowloon
- Site Area** : About 1,170.578m²
- Lease** : Kwun Tong Inland Lot (KTIL) Nos. 570, 571, 572 and 573 (the Lots)
(a) Restricted to any combination of industrial, godown and ancillary office uses excluding offensive trades
(b) Maximum gross floor area (GFA) of 7,660m² and maximum height of 170ft (i.e. 51.8m) above Principal Datum
(c) Non-building area (NBA) up to vertical clearance of 15ft (4.57m) from ground level at the back alley
- Plan** : Draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/27 (currently in force)
Approved Kwun Tong (South) OZP No. S/K14S/26 (at the time of submission)
- 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 Hotel with Minor Relaxation of PR and BH Restrictions

1. The Proposal

- 1.1 The applicant seeks planning permission for redevelopment of the application site (the Site)^[1] into a 31-storey (including one-storey basement car park) hotel with 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 115mPD (i.e. +15m or +15%) (Proposed Development). The Site is zoned “OU(B)” on the draft Kwun Tong (South) OZP

^[1] The Site was formerly occupied by an industrial building (IB) with an occupation permit issued in 1966. The IB was converted to an industrial-office (I-O) building in 1998 upon obtaining planning permission from the Town Planning Board (the Board). The I-O building was demolished in 2020.

No. S/K14S/27 (**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 based on individual merits may be considered by the Board on application under section 16 of the Town Planning Ordinance (the Ordinance).

- 1.2 The main entrance and the vehicular ingress/egress of the proposed hotel development are located at Wai Yip Street (WYS) (**Drawing A-1**). Various planning and design measures have been incorporated in the Proposed Development. 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 2.3m-wide full-height setback on WYS, a 1.5m-wide full-height setback and a 1.5m-wide non-building area (NBA) with a clear headroom of 5.1m in height at the back alley are proposed (**Plan A-2, Drawings A-1 and A-5**). Additionally, the applicant also proposes a 2.3m-wide weather proof canopy with a length of 21.2m and a minimum headroom of 4.8m at the main entrance on G/F within the setback area along WYS (**Drawings A-2, A-5 and A-6**)^[2]. Besides, a passageway through the entrance foyer on G/F connecting WYS to the back alley is being contemplated but the applicant has not committed to make this passageway accessible to the general public^[2] (**Drawing A-1**).
- 1.3 The Proposed Development will provide a total greenery coverage of not less than 22.03% of the site area (about 11.87% at the primary zone) at various levels (**Drawings A-7 and A-8**).
- 1.4 Floor plans, section, and photomontages submitted by the applicant are at **Drawings A-1 to A-12**. The major development parameters of the Proposed Development are tabulated as follows:

Major Development Parameters	Proposed Development	
Site Area (about)	1, 170.578m ²	
Proposed Use	Hotel	
Maximum PR	14.4 ^{(a)(b)(c)}	+2.4/+20%
GFA (about)	About 16,856.323m ^{2(a)(b)(c)}	+ 2,809.4m ² /+20%
Maximum BH (at main roof level)	Not more than 115mPD	+15m/+15%
No. of Storeys	31 (including one-storey basement car park and one refuge floor)	
No. of Rooms	About 984 rooms	
Average Room Size	Ranging from 8.5 m ² to 22.50 m ²	
Site Coverage (SC) (about)	Less than 100%	
• Podium (at or below 15m)	Not more than 60%	
• Tower (above 15m)		
Greenery Coverage	Not less than 22.03% (about 11.87% at primary zone)	

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

Major Development Parameters	Proposed Development
Setbacks - WYS - Service lane at back alley	2.3m-wide full-height setback ^(d) 1.5m-wide full-height setback ^(d) and 1.5m-wide NBA (5.1m clear headroom) ^(d)
Parking Spaces - Private Car (accessible) - Motorcycle Loading/unloading (L/UL) Facilities - Light goods vehicle - Medium/Heavy goods vehicle (MGV/HGV) - Taxi/Private car - Coach/Tour bus and MGV/HGV	10(1) 1 7 1 4 3

Note:

- (a) On top of the PR/GFA set out above, the applicant has indicated that bonus PR/GFA of about 0.539 and 630m² will be claimed for the proposed setback at WYS 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. The applicant has not considered to claim bonus PR/GFA for the setback areas along the back alley.
- (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, of about 846m², 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.

- 1.5 The Proposed Development has adopted a floor-to-floor height (FTFH) of 3.45m for hotel floors. A total of 984 hotel rooms will be provided, ranging from 8.5m² to 22.5m² for different types of rooms including accessible guest rooms, single rooms, double rooms, twin rooms and family rooms. The proposed FTFH for G/F is 5.5m, while the proposed FTFHs for basement, 1/F and 2/F, 3/F and 5/F are 5m, 4.75m and 3.5m respectively (**Drawing A-5**). A range of facilities are accommodated on these floors. These include a lobby lounge/café, business centre, function rooms, a gym room, a swimming pool, a landscaped garden, BOH facilities, electrical and mechanical (E&M) facilities (**Drawings A-1 to A-3**).
- 1.6 The traffic impact assessment (TIA), including provision of parking and L/UL facilities and incorporation of a traffic management plan involving deploy management staff to monitor parking and L/UL activities, limit L/UL activities related to goods deliveries during non-peak hours and restrict L/UL spaces and coach laybys to reservation only, has demonstrated that the Proposed Development will not generate adverse traffic impact to the surrounding areas. The photomontages of the submitted visual impact assessment (VIA) have demonstrated that Proposed Development would not generate unacceptable visual impacts (**Drawings A-9 to A-12**). The proposed greenery at various levels are incorporated in the landscape proposal (**Drawings A-7 and A-8**). Moreover, the submitted drainage profile and sewerage impact assessment (SIA) have demonstrated that no adverse sewerage

impacts are anticipated from the Proposed Development.

1.7 In support of the application, the applicant has submitted the following documents:

- (a) Application form and supplementary information (Appendix I)
received on 14.8.2025 and 20.8.2025
- (b) Consolidated Supporting Planning Statement (SPS) (Appendix Ia)
received on 17.10.2025

(Supporting Planning Statement received on 20.8.2025 as well as Further Information (FI) received on 22.9.2025[#], 2.10.2025^{} and 13.10.2025^{*} were superseded and are attached at Appendices Ib, Ic, Id and Ie respectively.)*

Remarks

[#] accepted but not exempted from publication and recounting requirement

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2. **Justifications from the Applicant**

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

In line with the IB Revitalisation Policy and Planning Intention

- 2.1 Redevelopment of the industrial site 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 also 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 the Second Core Business District (CBD2). In this connection, the Proposed Development 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.
- 2.2 To encourage the market to convert commercial buildings into student hostels, there is a policy directive set out in Policy Address (PA) 2024 to launch the Hostels in the City Scheme in July 2025. The applicant may convert the proposed hotel to a student hostel under the Hostels in the City Scheme.

Planning and Design Merits of the Proposed Development

- 2.3 The design and landscape measures as detailed in paragraphs 1.2 and 1.3 above (**Drawings A-6 to A-8**) would enhance the pedestrian environment, uplift the streetscape, promote air and light penetration and improve visual quality for the surrounding area. The Proposed Development 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).

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

- 2.4 Building design elements of SBDG have been considered in the Proposed Development, of which the requirement for site coverage of greenery is met. Moreover, the applicant will endeavour to adopt energy efficient building design measures in the Proposed Development and apply for rating under the Building Environmental Assessment Method Plus (BEAM Plus) Certification at the detailed design stage.

Compatible with the BH Profile and the Surrounding Areas

- 2.5 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. These include setback requirements per the ODP (which takes up about 25% 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 3.45m for hotel floors is within the range compared to other approved applications in KTBA, which range from 3.15m to 4.1m. The proposed minor relaxation of BH by 15% is proportionate to the proposed increase of PR and is considered acceptable with reference to the previously approved application No. A/K14/780 and other approved similar applications in the vicinity (**Plan A-1b**).
- 2.6 The submitted TIA and VIA have demonstrated that the Proposed Development will not generate adverse traffic and visual impacts to the surrounding areas. Moreover, based on the submitted drainage profile and SIA, no adverse drainage and sewerage impacts are anticipated from the Proposed Development.

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 Policy was extended twice, as announced in the PA 2021 and 2024 respectively, with the implementation period now extending to 2027. Should the application be approved, the modified lease should be executed within three years after the planning

^[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.

permission is granted.

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” and “OU(B)” 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-7**.

Hostels in the City Scheme

- 3.4 The Hostels in the City Scheme announced in the PA 2024 was launched by DEVB and the Education Bureau (EDB) on 21.7.2025 to streamline development control procedures, so as to encourage the market to convert commercial buildings (including hotels) into student hostels for increasing the supply of student accommodation. As announced in the PA 2025, the Hostels in the City Scheme has expanded to cover newly built student hostels in view of the encouraging responses from the market.

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

The applicant is the current land owner 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/K14/291 and 780) which were both approved with conditions by the Metro Planning Committee (Committee). Details of the previous planning applications are summarised at **Appendix II**.
- 6.2 Application No. A/K14/291 for wholesale conversion of IB into an I-O building use was approved on 19.9.1997, which was prior to the rezoning of the Site from “I” to “OU(B)”. The building conversion works were subsequently completed in 1998.
- 6.3 Application No. A/K14/780 for minor relaxation of PR restriction from 12 to 14.4 (i.e. +2.4 or +20%) as well as relaxation of BHR from 100mPD to 115mPD (i.e. +15m or +15%) for permitted office, shop and services and eating place uses submitted by the same applicant was approved on 29.5.2020 on the consideration that the proposed minor relaxation of PR was generally in line with the IB Policy in providing incentives to encourage redevelopment of pre-1987 IBs, relevant technical assessments were submitted to support the technical feasibility and there was no adverse comment from relevant Government departments. The general building plans under the approved planning application were approved by the Building Authority.

7. **Similar Applications**

Proposed Hotel Use

- 7.1 Over the past five years, the Committee has considered three similar applications (No. A/K14/783, 796 and 832) for hotel developments in KTBA (**Appendix IIIa** and **Plan A-1a**). Of them, applications No. A/K14/783 and 832 also applied for minor relaxation of PR restriction of 20% and BHR restrictions from 100mPD to 115.4mPD and 125.9mPD respectively while application No. A/K14/796 involved wholesale conversion of an existing IB. All the applications were approved with conditions by the Committee 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 areas, and that the traffic impacts would be addressed by provision of sufficient parking and L/UL facilities. For similar applications approved more than five years ago, six were implemented for hotel use (**Plan A-1a**).

Proposed Minor Relaxation of PR/BH

- 7.2 Over the past five years, the Committee has considered a total of 11 similar applications for minor relaxation of PR and/or BH restrictions (up to 20%) in KTBA for permitted commercial and non-polluting industrial uses (excluding the previous application and similar applications in sections 6.1 and 7.1 above) (**Appendix IIIb** and **Plan A-1b**). Among which, two similar applications (No. A/K14/809 and 822),

which are located at the same street block, have relaxed the PR to 14.4 and BHs to about 119mPD. All the similar applications for commercial uses were approved on grounds similar to those outlined in paragraph 6.3 above. For the similar applications for non-polluting industrial uses, approvals were given as they would cater demand for industrial space; the proposed design merits would help transform Kowloon East (KE) to CBD2 by improving pedestrian environment; and no adverse impact on the surrounding areas.

8. The Site and Its Surrounding Areas

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

- (a) formerly occupied by a 10-storey IB with an occupation permit issued in 1966. The IB was converted to an I-O building in 1998 with planning permission from the Board. The Site is currently used for open parking of vehicles accessing from the back alley, following the demolition of the former I-O building in 2020 (**Plans A-4 and A-5**);
- (b) located at the street block bounded by WYS and Tai Yip Street of KE (**Plan A-1a**); and
- (c) located about 200m to the northwest of MTR Ngau Tau Kok Station (**Plan A-1a**).

8.2 The surrounding areas have the following characteristics (Plans A-1a to A-7):

- (a) the developments in the subject street block and those at its northeast opposite to Tai Yip Street are occupied mainly by IBs and I-O buildings with BH ranges from 33mPD to 87mPD (**Plan A-3**). The IBs and I-O buildings are generally under active industrial/warehousing and office uses, and the G/Fs are mainly occupied by vehicle repair workshops, recycling stores and courier services;
- (b) commercial/office buildings, including Hecny Centre (47mPD) and Hong Kong Baptist Hospital 105 Plaza (43mPD), 93 WYS (83mPD), Hong Kong Baptist Hospital East Kowloon Medical Centre (125.9mPD), and IW hotel (75mPD) are located close to the Site or at the same street block (**Plan A-3**);
- (c) a commercial/office (C/O) development known as One Bay East (100mPD), a sale site for commercial use at Lai Yip Street (100mPD), Hoi Bun Road Park and the Kwun Tong Waterfront Promenade are located to the southwest to southeast of the Site across WYS (**Plans A-3 and A-4**);
- (d) six hotels are currently operating at KTBA, namely IW Hotel (75mPD) and Hotel Cozi Harbour View (120mPD) at WYS, ind 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 (**Plans A-1a and A-7**); and
- (e) the Kwun Tong Promenade is at the further southwest (**Plan A-3**).

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 to be compatible with the planning intention of the area and may be in line with the directive of reinvigorating the territory-wide touristic development by increasing supply of tourists' accommodation, thereby reinforcing the concept of 'Tourism is Everywhere in Hong Kong';
- (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; and
- (d) while the applicant has expressed the intention to convert the proposed hotel into a student hostel in the future after redevelopment in response to the Hostels in the City Scheme launched by the Government in July 2025, support from the EDB through joining the Hostels in the City Scheme is required. If materialised, there will be extra supply of student accommodation to strengthen the establishment of the 'Study in Hong Kong' brand and pooling together and nurturing excellent global talents.

10.1.2 Head of Development Projects Facilitation Office (Head of DPFO, DEVB):

noting that the applicant has the intention to convert the proposed hotel into a student hostel in the future after redevelopment, the applicant should note that only student hostels with support from EDB (through joining the Hostels in the City Scheme) could enjoy the facilitation of being considered 'Hotel' use under the planning regime. Approval from the TPB for using the Site as 'Hotel' does not lift the requirement to apply with EDB for such conversion in future.

EKE Initiative and Pedestrian Walkability

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

- (a) the proposed redevelopment aligns with the EKE initiative to transform KE into a premier CBD and is generally supported; and
- (b) the Proposed Development has met the ODP's setback requirements and also includes a 2.3m-wide canopy along WYS. These features would enhance the pedestrian environment and walkability as advocated by her Office and are therefore welcomed.

Tourism Aspect

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

in anticipation of continuous improvement 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

10.1.5 Comments of the District Lands Officer/Kowloon East and the Chief Estate Surveyor/Development Control, Lands Department (LandsD):

- (a) the Site falls within the Lots which are held under Government leases dated 25.8.1966 as varied and modified by a Deed of Variation dated 4.7.1969 and a Modification Letter dated 30.8.1999. The lease conditions contain, inter alia, the following salient restrictions:
 - (i) the Lots are restricted to any combination of industrial, godown and ancillary office uses excluding any offensive trades subject to a maximum GFA of 7,660m² and a maximum height of 170ft (i.e. 51.8m) above principal datum;
 - (ii) NBA up to vertical clearance of 15ft (4.57m) from ground level at the back alley.
- (b) the proposed development for hotel use does not comply with the lease conditions governing the Lots, including but not limited to user, GFA, BH, vehicular ingress/egress point and parking and L/UL provisions. If the planning application is approved by the Board, the lot owner is required to apply to LandsD for a lease modification/ land exchange to implement the Proposed Development. However, there is no guarantee that the lease modification application will be approved. Such application, if received by the LandsD, will be considered by the LandsD acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions, including among others, the 5-year time limit for completion of redevelopment, payment of full premium and administrative fee and other conditions applicable to the 2018 IB Revitalisation measures, as may be imposed by LandsD. Besides, the lease modification/land exchange shall be executed no later than three years from the date of the Board's approval letter.

Traffic Aspect

10.1.6 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 be stipulated for submission of a

revised TIA and implementation of mitigation measures, and design and provision of parking facilities, loading/unloading spaces and vehicular access should the application be approved by the Board.

10.1.7 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

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

- (a) he has no objection to the application given that insurmountable environmental impact associated with the proposed minor relaxation of PR and BH restrictions for the proposed hotel development is not anticipated. He would suggest that the approval conditions for submission of a revised SIA and the implementation of the local sewerage upgrading and sewerage connection works identified be imposed should the application be approved by the Board;
- (b) as the Site was previously occupied by an IB which may potentially be subject to potential contamination, he would suggest that an approval condition for submission of a land contamination assessment and the implementation of remediation measures according to EPD guidelines prior to the development of the Site be imposed;
- (c) noting that the applicant has 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 perspective; and
- (d) the applicant should also be advised of his detailed comments at **Appendix V**.

Drainage Aspect

10.1.9 Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD)

he has no objection to the application and would suggest that the approval conditions for submission of a revised SIA and a drainage impact assessment (DIA) and the implementation of the local sewerage/drainage upgrading and sewerage/drainage connection works identified be stipulated should the application be approved by the Board. The applicant should also be advised of his detailed comments at **Appendix V**.

Urban Design, Visual and Landscape Aspects

10.1.10 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-9 to A-12**), the proposed redevelopment would unlikely induce significant adverse effects on the visual character of the townscape. Based on the finding of the submitted VIA and the FI submissions, the proposed development with rooftop structures at 126.6mPD would not encroach on the 20% Building Free Zone (BFZ) when viewing from Strategic Viewing Point (SVP) 4 at Quarry Bay Park (**Drawing A-12**). Furthermore, incorporation of the design measures and landscape treatments as detailed in paragraphs 1.2 and 1.3 above may promote visual interest and enhance pedestrian comfort; and

Landscape Aspect

- (c) the Site is situated in an area of urban landscape character predominated by industrial and commercial buildings, parks and promenade. No existing vegetation was observed within the application boundary. Given the landscape provisions as detailed in paragraph 1.3 above (**Drawings A-6 to A-8**) could fulfil the minimum site coverage of greenery required under SBDG, the proposed redevelopment of the Site to hotel use is considered not incompatible with the surrounding landscape character.

Building Matters

10.1.11 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**.

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

- (a) Chief Engineer/Construction, Water Supplies Department;
- (b) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
- (c) Chief Officer (Licensing Authority), Office of the Licensing Authority, Home Affairs Department (HAD);
- (d) Project Manager (East), Civil Engineering and Development Department;
- (e) Director of Fire Services;

- (f) Director of Electrical and Mechanical Services;
- (g) District Officer (Kwun Tong), HAD; and
- (h) Commissioner of Police.

11. Public Comments Received During the Statutory Publication Periods

- 11.1 During the statutory public inspection periods, 49 public comments from individuals were received, including 48 supporting comments (**Appendix IVa**) and one expressing views (**Appendix IVb**).
- 11.2 The major grounds of the 48 supporting comments (**Appendix IVa**) are that the proposed hotel development aligns with the EKE initiative and the revitalisation of IB Policy; the proposal would transform the Site to provide quality accommodation for travellers while creating job opportunities and indirectly boosting business for local dining and retail establishments; the proposed minor relaxation of PR and BH restrictions are reasonable in relation to surrounding developments and would not generate insurmountable technical impacts.
- 11.3 The individual expressing views notes a reduction of parking provision when compared to the last approval; and that the Policy to allow minor relaxation of PR and BH restrictions would affect the integrity of development restrictions on the OZP; assessments on the cumulative impacts on air ventilation, noise pollution, penetration of natural light and traffic aspects should be conducted (**Appendix IVb**).

12. Planning Considerations and Assessments

- 12.1 The application is for redevelopment of the Site to a proposed 31-storey hotel with minor relaxation of PR restriction from 12 to 14.4 (+2.4, +20%) and BHR from 100mPD to 115mPD (+15m, +15%).

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 Lai Yip Street where the developments at the same street block are characterised by a mix of IBs, I-O and C/O developments. The Site is also in 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 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 was occupied by an IB with the occupation permits issued in 1966, 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 accordance 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.

- 12.4 While the applicant has expressed interest in converting the proposed hotel to student hostels upon redevelopment, SDEV and Head of DPFO advise that application to EDB for policy support is required to be entitled for the facilitating measures under the Hostels in the City Scheme.

Minor Relaxation of PR Restriction

- 12.5 The applicant has submitted technical assessments confirming the feasibility of the Proposed Development 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 on the submission of revised TIA, the implementation of mitigation measures, and provision of internal transport facilities. 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 on the submission of a revised SIA and a DIA and the implementation of the local sewerage/drainage upgrading/ sewerage/drainage connection works identified. Besides, DEP suggests the incorporation of an approval condition for submission of a land contamination assessment and the implementation of the remediation measures as the Site is previously occupied by an IB.

Minor Relaxation of BHR

- 12.6 The minor relaxation of BHR (+15%) sought is generally proportional to the proposed minor relaxation of PR restriction (+20%). According to the applicant, 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 25% of the site area), a proposed FTFH of 3.45m, the need for provision of car parking space and essential E&Ms, the proposed BH is considered reasonable.
- 12.7 In terms of impact on the BH profile for the KTBA (**Plan A-6**), the proposed BH of 115mPD 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 WYS and Tai Yip Street) from the harbourfront. Besides, the Committee has approved a BH of 115mPD at the Site under the previous application (No. A/K14/780) and a BH of 119.5mPD at the adjoining site (no. A/K14/809). In the current application, the proposed development with rooftop structures at 126.6mPD would not encroach on the 20% BFZ from SVP 4 (**Drawing A-12**). CTP/UD&L, PlanD considers that the Proposed Development would not result in significant adverse visual impacts on the surrounding townscape.

Planning and Design Merits

- 12.8 The Proposed Development fully complies with the ODP requirements on the provision of setbacks and NBA. Besides, subject to detailed design, the applicant proposes a 2.3m-wide weather proof canopy with a length of 21.2m along WYS. Head of EKEO, DEVB and CTP/UD&L, PlanD consider these measures would generally enhance the pedestrian environment and improve walkability.
- 12.9 The Proposed Development 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 22.03% (about 11.87% at primary zone) (**Drawings A-7 and A-8**). CTP/UD&L, PlanD considers the proposed hotel use is not incompatible with the surrounding landscape character. The applicant has also pledged to incorporate energy efficient building designs measures and endeavour to apply for rating under BEAM Plus at the detailed design stage. Overall, the Proposed Development generally meets the relevant criteria for considering applications for minor relaxation of BHR as mentioned in paragraph 9.2 above.

Previous and Similar Applications

- 12.10 The Site has been granted two planning approvals (No. A/K14/291 and 780) for conversion to an I-O building and commercial uses (paragraphs 6.2 to 6.3 refer). The last approval for a relaxed PR restriction of 14.4 and BHR of 115mPD are identical to the current application, except the current application is for proposed hotel use. Since November 2020, the Committee has approved three similar applications for proposed hotel use within KTBA while two of them involved relaxation of the PR restriction from 12 to 14.4 (+20%) and BH restriction from 100mPD to 115.4mPD and 125.9mPD (ranging from +15.4% to +25.9%). Besides, the Committee has also approved 11 similar applications for minor relaxation of PR restriction from 12 to 14.4 (+20%) within the KTBA, including six applications with corresponding minor relaxation of BHR (ranging from +15% to +25.9%). The circumstances of the above applications are similar to the current application and approval of the application is generally in line with the Committee's previous decisions.

Public Comments

- 12.11 Regarding the views as raised by the individual concerning the reduction of parking space in comparison with the previous approval, the parking and L/UL facilities as proposed under the current application are in accordance with HKPSG, TD has no adverse comment on the application.

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 21.11.2029, 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 revised traffic impact assessment with updated pedestrian and vehicular traffic survey, and implementation of mitigation measures, if any, identified therein, to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) 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;
- (c) the submission of a revised drainage impact assessment and the implementation of the local drainage upgrading/drainage connection works, if any, identified therein, to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (d) the submission of a revised sewerage impact assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (e) in relation to (d) above, the implementation of the local sewerage upgrading/sewerage connection works identified in the revised sewerage impact assessment to the satisfaction of the Director of Drainage Services or of the Town Planning Board; and
- (f) 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.

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 applicant fails to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of PR and BH 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 applicant.

15. **Attachments**

Appendix I	Application form and supplementary information received on 14.8.2025 and 20.8.2025
Appendix Ia	Consolidated SPS received on 17.10.2025
Appendix Ib	SPS received on 20.8.2025
Appendix Ic	1 st FI received on 22.9.2025
Appendix Id	2 nd FI received on 2.10.2025
Appendix Ie	3 rd FI received on 13.10.2025
Appendix II	Previous applications
Appendix IIIa	Similar applications for hotel developments in KTBA
Appendix IIIb	Similar applications for minor relaxation of PR/BH restrictions in KTBA
Appendices IVa to IVb	Public comments
Appendix V	Recommended advisory clauses
Drawings A-1 to A-5	Floor plans (extract) and sections
Drawings A-6 to A-8	Planning, building design and landscape measures
Drawings A-9 to A-12	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
Plans A-5 to A-6	Site photos
Plan A-7	BHs in the vicinity of the Site and KTBA