

Previous Planning Applications covering the Application Site

Approved Application

Application No.	Applied Use(s)	Location	Date of Consideration	Approval Condition(s)
A/H21/150	Proposed Hotel, Office, Shop and Services, Eating Place, Place of Recreation, Sports or Culture and Elevated Walkway with Minor Relaxation of Building Height Restriction	I.L. 8590 RP (Part) and I.L. 8723 (Part) and Adjoining Government Land, Hoi Yu Street, and a strip of Government Land connecting to Hoi Tai Street, Quarry Bay, Hong Kong	22.2.2019	(1) to (5)

Approval Conditions

- (1) The design and provision of ingress/egress points and public pedestrian circulation system to the satisfaction of the Commissioner for Transport or of the Town Planning Board (TPB);
- (2) The design and provision of parking, loading/unloading and lay-bys facilities for the proposed development to the satisfaction of the Commissioner for Transport or of the TPB;
- (3) the submission of a revised traffic impact assessment and the implementation of road improvement measures identified therein to the satisfaction of the Commissioner for Transport or of the TPB;
- (4) the submission and implementation of a landscape proposal to the satisfaction of the Director of Planning or of the TPB; and
- (5) the provision of water supplies for firefighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB.

Rejected Applications

Application No.	Applied Use(s)	Location	Date of Consideration	Major Reasons for Rejection
Z/H21/2	Request for Amendments to the Draft Quarry Bay Outline Zoning Plan No. S/H21/17 from “Industrial”, “Government, Institution or Community”, “Open Space”, “Other Specified Uses” annotated “Cargo Handling Area”, “Other Specified Uses” annotated “EHC Ventilation Building” and “Road” to “Comprehensive Development Area (1)” (“CDA(1)”), “CDA (2)” and “CDA(3)”	I.L. 8590 RP, I.L. 8723 RP and the Adjoining Government Land, Quarry Bay	3.1.2003	(1) to (4)
A/H21/122	Proposed Harbourside Tourism, Entertainment and Commercial Facilities	I.L. 8590 RP, I.L. 8723 RP and Government Land, Area to the North of Hoi Yu Street, Quarry Bay	28.1.2005 (by TPB) 20.5.2005 (review rejected by TPB) 8.9.2008 (dismissed by Town Planning Appeal Board)	(5) to (10) (11) to (14)

Reasons for Rejection

- (1) Since there was clear planning intention for restructuring the Hoi Yu Street waterfront for leisure and tourism related development, and reserving the area near the Eastern Harbour Crossing portal for public open space development, the “Comprehensive Development Area” zoning was not considered appropriate in such context. Specific zonings that could explicitly reflect such intention were considered more suitable.
- (2) The development intensity and building height of the proposed scheme was considered excessive at such waterfront location. It should be reduced to an appropriate level compatible with the waterfront setting.
- (3) The scale and the need for the proposed marine facilities were considered excessive and not justifiable.
- (4) The request for amendment to the draft Quarry Bay OZP was agreed in-principle to rezone the subject sites from “Industrial”, “Government, Institution or Community”, “Other Specified Uses” (“OU”) annotated “Eastern Harbour Crossing Ventilation

Building” and “OU” annotated “Cargo Handling Area” and ‘Road’ to “Open Space” (“O”) and “OU” annotated “Cultural and/or Commercial, Leisure and Tourism Related Uses” subject to building height restrictions of 35mPD and 25mPD respectively. One of the sites should be retained as “O”. The Planning Department was requested to submit the proposed amendments to the draft Quarry Bay Outline Zoning Plan No. S/H21/17 to the Committee for agreement prior to gazetting under the Town Planning Ordinance.

- (5) The excessive provision of office use was not in line with the planning intention of “Other Specified Uses (1)” (“OU(1)”) and “Other Specified Uses (2)” (“OU(2)”) annotated “Cultural and/or Commercial, Leisure and Tourism Related Uses” zones which were primarily to provide land for cultural, leisure and tourism uses.
- (6) The scale and intensity of the proposed development was considered excessive in view of the prominent waterfront location of the site.
- (7) The implementability of the proposed development was in doubt having regard to the high proportion of Government land involved and the conflict with the temporary works area for Harbour Area Treatment Scheme.
- (8) The submission had not demonstrated that spacious environment was provided for the pedestrians.
- (9) There was insufficient information in the submission to demonstrate that the proposed development was acceptable in terms of traffic impact it generated.
- (10) The proposed footbridge did not provide a direct and convenient linkage for the pedestrian connection between the proposed development and the hinterland of Quarry Bay.
- (11) The scale and intensity of the proposed development was considered excessive in view of the prominent waterfront location of the site.
- (12) The submission had not demonstrated that innovative design had been employed to minimize the wall effect of the proposed development along the waterfront.
- (13) The implementability of the proposed development is in doubt having regard to the uncertainty in the acquisition of the high proportion of Government land involved.
- (14) The submission had not demonstrated that spacious environment was provided for the pedestrians.

Key Development Parameters of Previous Proposals
Covering the Application Site within the “OU(CCLTRU)” zone

Application No.	Rezoning Application No. Z/H21/2*	Previous Application No. A/H21/122@	Previous Application No. A/H21/150
Site Area within the subject “OU(CCLTRU)(1)” zone (m²)	8,223m ² (excluding 1,970m ² for waterfront promenade)	8,100m ²	About 8,532m ² (excluding “OU(Elevated Walkway)”))
Plot Ratio	About 4.6	About 6.05	About 4.4
Total Domestic GFA (m²)	-	-	-
Total Non- domestic GFA (m²)	47,000m ² - Hotel: 32,000m ² (68%) - Retail: 15,000m ² (32%)	49,017 - Hotel: 19,961m ² (41%) - Retail: 14,160m ² (29%) - Office: 14,869 # m ² (30%)	37,155 - Hotel: 17,548m ² (47%) - Eating Place and Shop and Services: 11,537m ² (31%) - Office: 8,070m ² (22%)
Site Coverage	61.2%	N/A (total site coverage for “OU(CCLTRU)(1)” and “OU(CCLTRU)(2)” is 94%)	92% (on Ground Floor) 36% (up to 41 mPD)
Maximum Building Height	73.5m / 78mPD	30m / 34mPD	36.5m / 41mPD
No. of Storey	2 to 20 storey	8 to 10 storey including a basement for car parking	10 to 13 storey including 1 storey of podium and 2 levels of basement
Car Parking Spaces	81	176	148
Coach Parking Spaces	-	-	-
Loading/ Unloading Bay	25	22	24
Lay-by	7	5	13

* the application No. Z/H21/2 was an application to rezone three sites including the applicant’s lots and the adjoining areas at Hoi Yu Street and Quarry Bay Park with a site area of 69,237m².

@ the application No. A/H21/122 was submitted for a mixed tourism, entertainment and commercial development at the “OU(CCLTRU)(1)” and “OU(CCLTRU)(2)” sites at Hoi Yu Street with a total area of 11,900m².

the proposed office floor space were changed to entertainment/ recreation/ sports/ cultural use during s.17 review stage.

Detailed Departmental Comments

1. Land Administration

(a) Comments of the District Lands Officer/Hong Kong East, Lands Department (LandsD):

- other land uses affected by the proposed amendments are summarised below. The applicant is required to consult concerned parties for comments/ consents as appropriate;

Land Status Affected	Concerned Parties	Remarks / User
GLA-THK 1891	LCSD	Promenade cum pet garden
HKM9698	LCSD	Deposit area Quarry Bay Promenade
MTR Protection Boundary	MTRCL	Railway Protection Plan Boundary – MTRL 1 RP, MTRL 2 RP & MTRL 3
GLA-THK 261/EHGS/87	SMO of LandsD	Geodetic Survey Control Station No. 200054
STTHE0066	TD and DEVB (HO)	A fee-paying public carpark

(b) Comments of the Chief Estate Surveyor/Land Supply Section, LandsD:

- it is noted that the applicant has proposed that as the possible ground-level accesses are connecting “Boardwalk underneath Island Eastern Corridor” (i.e. East Coast 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 bureaux/departments (B/Ds), in particular CEDD and Harbour Office (HO) of DEVB for the proposed works in connection with the East Coast 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;
- regarding the proposed road works and the proposed pedestrian linkage, 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/Ds; and
- HO of DEVB’s comment should be sought given HO of DEVB is the management party of the completed East Coast Boardwalk as mentioned in South Development and Sustainable Lantau Office, CEDD’s comment;

(c) Comments of the Chief Land Surveyor/Development, LandsD:

- since the Geodetic Survey Control Station No. 200054 is situated inside the

application site, independent access to the Geodetic Survey Control Station No. 200054 shall be provided to the staff of the Survey and Mapping Office, LandsD or any other authorized survey personnel at all times;

- no structure shall be built to cause obscurity in the directions of the existing rays of observation between Geodetic Survey Control Station No. 200054 and other geodetic survey control stations without the consent of the Senior Land Surveyor/Geodetic, LandsD;
- in the event that any interference, caused by the operation of any machinery installed on the site, impairs the proper function of any survey equipment at the Geodetic Survey Control Station No. 200054, the Senior Land Surveyor/Geodetic, LandsD may request the developer, on a mutually agreed basis, to shut down the machinery temporarily in order to facilitate the survey operation;
- the existing Geodetic Survey Control Station No. 200054 shall not be disturbed by any aspect of site activity. If the Geodetic Survey Control Station No. 200054 is found disturbed by the developer, any expenses so incurred for the purpose of the re-establishment of the Geodetic Survey Control Station No. 200054 shall be disbursed by the developer; and
- please note that the Satellite Positioning Reference Station (HKQT) is situated on top of Hong Kong Observatory's Quarry Bay Tide Station near the application site.

2. **Traffic and Transport**

(a) Comments of the Commissioner of Transport:

- regarding the traffic impact assessments and the proposed traffic improvement schemes, we have the following comments which shall be addressed in the subsequent studies to support the s.16 planning application:

Traffic Engineering

- the management and maintenance responsibilities of the proposed footbridge should be further discussed and determined among the applicant and the relevant government department;
- the proposed improvement at the junction of Java Road and Hoi Yu Street and the junction of Hoi Yu Street and Hoi Chak Street should be reviewed for further improvement of the overall operation efficiency of the two junctions;

Traffic Operation

- it is noted that the proposed cultural venue would be operated on a controlled time-slot basis. To this end, there should be a reservation/ ticketing system to control the number of visitors and this should be fully demonstrated in the subsequent studies; and

- the conclusion “the capacity of the existing public transport services is well sufficient to cater for the new passengers demand from proposed development” should be justified by survey results, quantitative analysis and evidence. The assessment of current utilization/ occupancy figures of public transport services in the vicinity of the development on its adequacy to cater for the new passengers demand from proposed development (including residential, cultural and retail development), and whether the public transport service enhancement is concomitantly required should be conducted and submitted in the subsequent studies;

(b) Comments of the Chief Highway Engineer/Hong Kong, Highways Department:

- referring to the responses to comments and relevant paragraphs of the Traffic Impact Assessment (TIA) regarding the proposed elevated walkway over Island Eastern Corridor, it is noted that the applicant is committed to designing and constructing the proposed walkway while the management and maintenance responsibilities should be taken up by relevant government departments. However, HO of DEVB clarified that:
 - their Office had not agreed that the Government would take up the responsibilities to construct, manage and maintain the footbridge; and
 - the proposed 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;
- therefore, the applicant is advised to revise the relevant paragraphs of the TIA to incorporate HO of DEVB’s views.

3. Urban Design, Visual and Air Ventilation

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

Visual Impact Assessment Report

- the protruded coastline shown on the plans and drawings are inaccurate;

Air Ventilation Assessment – Expert Evaluation Report

- as the application proposes to amend the building height restriction of the “OU(CCLTRU)(1)” zone to 47mPD, the Report should evaluate the potential air ventilation impact of the Alternative Conceptual Scheme against the Approved Scheme to support the rezoning application;
- as the building gaps between towers are varying, it is considered that the varied building gaps might not be effective and might have certain impact instead of “improving” air flow and ventilation; and
- as the turning angle of some of the potential wind flows (the arrows) as shown in the

wind performance figures are greater than 30 degrees, the arrows appear to be misleading and the wind may not be effectively penetrating through the gaps between the towers.

4. **Landscape**

Comments of the CTP/UD&L, PlanD:

- the applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting, felling and compensatory/new tree planting. Application for any tree works should be submitted to relevant departments for approval; and
- approval of the planning application does not imply approval of the site coverage of greenery requirements under Buildings Department (BD)'s PNAP APP-152 and/or under lease. The site coverage of greenery calculation should be submitted separately to BD for approval;

5. **Building**

Comments of the Chief Building Surveyor/Hong Kong East & Heritage, BD:

- in accordance with the Government's committed policy to implement building design to foster a quality and sustainable built environment, the sustainable building design (SBD) requirements should be included, where possible, in the conditions in the planning approvals. Applicant should demonstrate the compliance with the SBD requirements to the satisfaction of the Town Planning Board if necessary; and
- if gross floor area concession will be applied for green/amenity features and non-mandatory/non-essential plant rooms and services, compliance with the pre-requisites as stipulated in PNAP APP-151 and the sustainable building design guidelines in PNAP APP-152 are required.

6. **Project Interface**

Comments of the Chief Engineer/South Development and Sustainable Lantau Office, Civil Engineering and Development Department (CEDD):

- the schematic layout for the revised arrangement of Hoi Yu Street and the eastern end of the East Coast Boardwalk 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 East Coast Boardwalk and re-alignment of Hoi Yu Street for their planning application.

7. **Public Open Space**

Comments of the Director of Leisure and Cultural Services (DLCS):

- details of operational concerns on the proposed ground level pedestrian system are

appended below –

(i) 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:
 - disturbing pets and pet owners,
 - endangering both park users and transit pedestrians.

(ii) Operational and management implications

- High pedestrian volumes would likely accelerate wear and tear on QBP Phase II
- This would require:
 - substantially increased maintenance (e.g. intensified litter collection),
 - enhanced policing/management of crowd flow and potential conflicts,
 - handling of noise complaints.
- these above factors will ultimately strain LCSD's operational manpower and budgets;
- 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; and
- DLCS reserves the 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" for reference and compliance.

8. **Others**

(a) Comments of the Director of the Hong Kong Observatory (HKO):

- it is noted that HKO's Quarry Bay Tide Station ("QUB" for short, hosted on Lot GLA-HK 719) is located within the "Promenade" in the proposed open space and close to the residential buildings in the application site. The Proposed Scheme specifically avoids the QUB Tide Station, recognizing its strategic importance both locally and internationally;
- suitable requirements should be incorporated to ensure that necessary precautions and mitigation measures would be taken by the applicant to avoid causing any disturbance to QUB, particularly during the construction of the

proposed development;

- Concerning the necessary precautions and mitigation measures to be taken to avoid causing disturbance to QUB, reference is made to the District Lands Conference Decision of 4.11.2021, in particular Special Conditions SC (46) on Tide Gauge Station. Specifically, it includes the following:
 - (i) no form of percussive piling system shall be used within 15 metres from the external face of the Tide Gauge Station;
 - (ii) throughout the term and prior to the commencement of any works whatsoever on the lot or the Yellow Areas, the Grantee shall submit an assessment to the Director of the HKO for his approval containing such information and particulars as the Director of the HKO may require (“the Assessment Measures”); and
 - (iii) the Grantee shall carry out and implement the Assessment Measures so as to ensure that any works do not damage, interfere with or endanger the Tide Gauge Station or the operation of the Tide Gauge Station;

(b) Comment of the District Officer (Eastern), Home Affairs Department:

- in the response-to-comment regarding the pre-submission, the applicant mentioned about “an informal presentation has been made to the Eastern District Council (EDC) on the current proposal”. We would like to clarify that the scheme presented back then in July 2025 involved a maximum BH of 42.7mPD instead of 47mPD. Also while the meeting was informal in nature, it should not preclude EDC’s position over this application and subsequent development. It should by no means be taken as that the concerns by EDC members have been addressed and support from EDC has been obtained either;

(c) Comment of the Head of Geotechnical Engineering Office, CEDD:

- part of the Site is located within MTR Corporation protection zone (Scheduled Area No. 3). In this regard, the applicant shall seek comments or obtain the necessary permission from relevant authorities for the proposed amendments;

(d) Comments of the Director of Electrical and Mechanical Services:

- In the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable under the mentioned document should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans to find out whether there is any underground cable within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or Without conditions on application To the Town Planning Board
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For “Cultural and/or Commercial, Leisure and Tourism Related Uses” Only

Commercial Bathhouse/Massage Establishment
Eating Place
Exhibition or Convention Hall
Flat
Government Use
Hotel
Library
Market
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
Shop and Services
Utility Installation for Private Project
Utility Installation not ancillary to the Specified Use

Planning Intention

This zone is primarily to provide land intended for cultural, leisure and tourism uses taking advantages of its waterfront setting.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height specified below:

<u>Sub-area</u>	<u>Restriction</u>
OU(1)	A maximum building height of 35 47 metres above Principal Datum
OU(2)	A maximum building height of 25 metres above Principal Datum

- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Proposed Additions in **bold**. Proposed deletions in ~~striketrough~~.