

MPC Paper No. Y/H21/7B
For Consideration by the
Metro Planning Committee
on 10.7.2026

**APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE**

APPLICATION NO. Y/H21/7

- Applicant** : Marine Riches III represented by Masterplan Limited
- Site** : Inland Lots (I.L.) 8590 RP (Part) and I.L. 8723 RP (Part) and Adjoining Government Land, Hoi Yu Street, Quarry Bay, Hong Kong
- Site Area** : About 8,532 m² (including 7,172 m² (84%) Government Land)
- Lease** : I.L. 8590 RP and I.L. 8723 RP
(a) I.L. 8590 RP to be expired in 2881 and I.L. 8723 RP to be expired in 2047; and
(b) Restricted to industrial and/ or godown (including bulk storage and distribution of petroleum products and other petrochemical fluids) uses with restriction on maximum building height (BH) of 85.34 metres above Principal Datum (mPD)
- Plan** : Approved Quarry Bay Outline Zoning Plan (OZP) No. S/H21/28
- Zoning** : “Other Specified Uses” (“OU”) annotated “Cultural and/or Commercial, Leisure and Tourism Related Uses (1)” (“OU(CCLTRU)(1)”) [Restricted to a maximum BH of 35mPD ~~or the height of the existing building, whichever is the greater~~]
- Proposed Amendments** : To amend the Notes of the “OU(CCLTRU)” zone:
(a) to include ‘Flat’ use under Column 2; and
(b) to amend the BH restriction (BHR) of “OU(CCLTRU)(1)” zone from 35mPD to 47mPD

1. The Proposal

- 1.1 The applicant, owner of I.L. 8590 RP and I.L. 8723 RP, proposes to amend the Notes of the “OU(CCLTRU)” zone on the Quarry Bay OZP to include ‘Flat’ use under Column 2 and to amend the BHR of the “OU(CCLTRU)(1)” zone from 35mPD to 47mPD to facilitate a proposed cultural, leisure and tourism-led development supported by residential use at the application site (the Site) (**Plan Z-1 and Appendix V**). The applicant does not propose any change to the planning intention of the “OU(CCLTRU)” zone, which remains primarily to provide land intended for cultural, leisure and tourism uses taking advantage of the waterfront setting. Planning permission from the Town Planning Board (the Board) is required to proceed with the proposed development, as all proposed uses including ‘Shop and Services’, ‘Eating Place’, ‘Place of Recreation, Sports

or Culture’, and ‘Flat’ (subject to the amendment to the OZP proposed in this application) fall under Column 2 of the “OU(CCLTRU)” zone.

- 1.2 The Site formed part of a rezoning request (No. Z/H21/2) and part of two section 16 (s.16) planning applications (No. A/H21/122 and No. A/H21/150) (**Plan Z-1**). The latest s.16 Application No. A/H21/150, which covers “OU(CCLTRU)(1)” and the adjoining “OU” annotated “Elevated Walkway” (“OU(Elevated Walkway)”) zones, was approved with conditions by the Metro Planning Committee (the Committee) of the Board on 22.2.2019 (Approved Scheme) for proposed hotel, office, shop and services, eating place, place of recreation, sports or culture and elevated walkway with minor relaxation of the BHR from 35mPD to 39 – 41mPD (details are set out in paragraphs 4 and 5 below).
- 1.3 According to the applicant, the objective of this s.12A application is to expand the Column 2 uses to include ‘Flat’ to enable a commercially viable scheme that achieves the planning intention of the “OU(CCLTRU)” zone and transforms this unique and important site into a cultural tourism hub that offers a multitude of public benefits. To demonstrate the design concepts and technical feasibility of the proposed land uses and development parameters, the applicant has submitted two schemes: a Conceptual Scheme and an Alternative Conceptual Scheme, in the current application. The proposed amendment to the BHR of the “OU(CCLTRU)(1)” zone to 47mPD under this application follows the proposed BH of the Alternative Conceptual Scheme.

Conceptual Scheme

- 1.4 According to the Conceptual Scheme submitted by the applicant, the proposed development with a maximum BH of 44mPD comprises a 3-storey elevated cultural venue/ digital museum¹ (L03–5) situated on top of a semi-open amphitheatre (G/F to L02) placed at the centre of the Site. Above this is a 5-storey residential clubhouse (L07–11), with a clubhouse lobby on L06. Flanking the centre are two side blocks, each containing 10 residential storeys (L02–11) that are linked by a common podium which connects to the cultural lobby at the centre on L02 (**Drawings Z-7 and Z-18**). This podium sits above a retail and F&B area with a floor-to-floor height of 6.4m that spans the G/F and L01 and a small portion of L01 for accommodating residential/ clubhouse/ cultural lobbies (**Drawings Z-6 and Z-18**). Beneath the entire development is a three-storey basement that houses cultural facilities and internal transport facilities. According to the applicant, the proposed development has incorporated a design that seamlessly integrates with the waterfront promenade, featuring street-level setbacks that create a welcoming piazza and open spaces enhancing pedestrian experience and encouraging lingering (**Drawing Z-5**). This improved streetscape is enabled by a height increase from 35mPD to

¹ The applicant states that it has engaged in discussions and signed a Memorandum of Understanding with Neon Global, a provider of immersive experience content, to establish a long-term partnership aimed at bringing cutting-edge immersive entertainment experiences to Hong Kong. The applicant plans to design and allocate dedicated floor space tailored specifically for immersive exhibitions, with the goal of attracting leading content providers as anchor tenants to support a broader range of cultural and entertainment facilities. According to the applicant, the cultural venue/ digital museum will be managed and maintained by the applicant and/or the future operator. Based on the applicant’s consultations with leading content providers, benchmarking against their global venues, and analysis of future tourism trends and local visitor patterns in Hong Kong, it is anticipated that the cultural venue/ digital museum, Food & Beverage (F&B) and retail facilities could attract approximately 5,000 visitors per day which is similar to the Hong Kong Palace Museum.

44mPD in the Conceptual Scheme. Of this increase, the applicant indicates that approximately 1.5m is to accommodate a higher site formation level (i.e. from about 4mPD to 5.5mPD) (**Plan Z-2**) to help mitigate climate change impacts and future storm surge risks.

- 1.5 The development has a total plot ratio (PR) of approximately 4.63 and a gross floor area (GFA) of about 39,480 m², of which about 26,545 m² (67.2 %) is allocated to residential use, 7,703 m² (19.5 %) to cultural, leisure and entertainment facilities, 4,617 m² (11.7 %) to eating places, shops and services, and 615 m² (1.6 %) to a covered public open space (POS). The indicative layout plan, floor layouts, section diagrams, landscape master plan, landscape sections and photomontages of the Conceptual Scheme submitted by the applicant are in **Drawings Z-1 to Z-19, Z-25, Z-31, Z-33, Z-35 and Z-37**.

Alternative Conceptual Scheme

- 1.6 According to the applicant, an Alternative Conceptual Scheme has been prepared to allow greater variation in building height, improve visual and air permeability, enhance the iconic character of the cultural venue/ digital museum, and resolve interface issues between residential and cultural uses. This alternative proposes a maximum BH of 47mPD, while maintaining the same total GFA and the proportional mix of land uses as the Conceptual Scheme. According to the applicant, the key difference between the two schemes lies in the positioning of the residential clubhouse. The clubhouse located above the cultural venue in the Conceptual Scheme is relocated to the two side residential blocks, with an additional storey accommodated in each block under the Alternative Conceptual Scheme. As a result, the dome-shaped, purpose-built cultural venue/ digital museum becomes a free-standing structure at the heart of the proposed development under this scheme. The retail and F&B area spanning the G/F and L01 remains unchanged in this scheme. The applicant has only submitted a section diagram, massing diagrams, 3-D perspectives and photomontages without providing floor layouts for the Alternative Conceptual Scheme (**Drawings Z-20 to 22, Z-32, Z-34, Z-36 and Z-38**).
- 1.7 A comparison of the key development parameters and land uses of the Approved Scheme (Application No. A/H21/150), the Conceptual Scheme and the Alternative Conceptual Scheme is provided below. According to the applicant, the proposed development is planned to be completed by 2030.

Major Parameters	Approved Scheme (No. A/H21/150)	Proposed Conceptual Scheme	Proposed Alternative Conceptual Scheme
Site Area - “OU(CCLTRU)(1)” - “OU(Elevated Walkway)”	About 12,036m ² About 8,532m ² About 3,504m ²	About 8,532m ² About 8,532m ² (Not the subject of the current application) @	
Total GFA Total Domestic GFA Total Non-domestic GFA - Hotel - Eating Place and Shop and Services - Office - Cultural, Leisure and Entertainment Facilities - Covered Public Open Space	About 37,155m ² * - About 37,155m ² (100%) 17,548m ² (47.2%) 11,537m ² (31.1%) 8,070m ² (21.7%) - -	About 39,480m ² ¶ About 26,545m ² (67.2%) About 12,935m ² (32.8%) - 4,617m ² (11.7%) & - 7,703m ² (19.5%) 615m ² (1.6%) ^a	
PR	About 4.4 #	About 4.63	
Site Coverage (SC)	92% (on G/F) # 36% (1/F and above) #	About 60% (on L02)	
No. of Blocks	5	4	3
BH	Office – 41mPD Hotel – 34mPD (2 Blocks) 39mPD (1 Block) 41mPD (1 Block) (over 2 basement levels)	Domestic Blocks – 44mPD (max.) Cultural Venue cum Residential Clubhouse Block – 44mPD (all over 3 basement levels)	Domestic Blocks – 47mPD (max.) Cultural Venue Block – 26.3mPD (all over 3 basement levels)
No. of Hotel Units	400	-	
No. of Flats	-	189-225 (flat size: 45-105 m ²)	
Anticipated Population	-	530 - 630	
Internal Transport Facilities - Car Parking Spaces - Motorcycle Parking Spaces - Coach Parking Spaces - Loading/Unloading (L/U) Bays - Lay-Bys - General Drop-off/Pick-up	148 12 - 24 (8 for Heavy Goods Vehicle (HGV); 16 for Light Goods Vehicle (LGV)) 13 (3 for Coach; 10 for Taxi and Car) 2	269 7 5 12 (6 for HGV; 6 for LGV) About 50m to 55m long laybys along Hoi Yu Street -	
Public Open Space (outside the Site but to be constructed by the applicant)	About 7,200 m ² ^ (including waterfront promenade and reprovisioning of 838m ² pet garden)	About 4,918 m ² (including waterfront promenade and harbour steps and reprovisioning of 838m ² pet garden)	
Private Open Space (inside the Site and to be constructed by the applicant)	About 3,780 m ² (at podium floor accessible by the public)	About 5,010m ² (2,315m ² at G/F and L02 accessible to the public) & ^Ω	

Remarks:

- @ An indicative alignment of a shorter footbridge over the Island Eastern Corridor (IEC) connecting the proposed development to the Quarry Bay Park (Phase II) is proposed under the current application but does not form part of the application (**Plan Z-1**).
- * The total GFA of 37,155m² proposed under the Approved Scheme is comparable to the total GFA of 37,159m² approved under a valid building plan submission for an industrial building (details are set out in paragraph 4 below).
- ⌘ The applicant indicates that the additional GFA of 2,325m² (i.e. +6.26%) proposed under the current application, when compared with the Approved Scheme, is attributable to the non-domestic GFA of the covered POS (615m²) and the publicly accessible open areas on the G/F. The applicant claims that the proposed additional GFA represents a more optimised and effective use of land resources.
- & According to the applicant, the publicly accessible open areas on the G/F are counted under the non-domestic GFA for eating place and shop and services and are excluded from the calculation of private open space.
- Ω According to the applicant, the 615m² covered public open space is included as part of the non-domestic GFA for design flexibility, but its exact location and design remain indicative at this s.12A stage and will be finalised through detailed design, and it is calculated separately from the private open space accessible to the public. Nevertheless, it is observed that the 615m² covered public open space may overlap with part of the 2,315m² private open space accessible to the public.
- # The PR and SC are calculated based on the “OU(CCLTRU)(1)” zone.
- ^ About 3,210 m² of open space overlaps with the existing East Coast Boardwalk and waterfront promenade implemented by the Government.

Open Space Provision

- 1.8 The applicant proposes to design and construct approximately 4,918m² of POS outside the Site, including a waterfront promenade extending from the western end of Hoi Yu Street and East Coast Boardwalk to the existing promenade at Quarry Bay Park (**Drawing Z-25**), incorporating a harbour terrace, and the reprovisioning of the existing pet garden. The proposed POS mainly falls within the “O” zone (about 67%), with the proposed harbour terrace involving modifications to the existing waterfront and protruding into Victoria Harbour, which is not covered by the Quarry Bay OZP. According to the applicant, the existing promenade will be enhanced with decorative paving, tree and shrub planting, and F&B booths to encourage pedestrian dwell time and enhance vibrancy. The harbour terrace will feature stepped seating benches descending toward the waterline, offering an amphitheatre-like experience during harbour events². The pet garden will be reprovisioned outside the Site in accordance with Leisure and Cultural Services Department (LCSD) requirements at the detailed design stage, with the same size of 838m² and at the same location as under the Approved Scheme (**Drawing Z-27**), and handed back to the Government for management and maintenance upon completion. The applicant will manage and maintain the remaining POS outside the Site, subject to final agreement with relevant government bureaux/ departments.
- 1.9 The proposed development will provide approximately 2,315m² of privately owned open space accessible to the public at G/F and L02 within the Site (which may overlap with the 615m² covered public open space) (**Drawings Z-28 and Z-29**). The Cultural Venue Plaza at G/F, located at the heart of the development, will serve as the primary public space on the ground floor, seamlessly connected

² According to the applicant, all necessary statutory procedures and requirements will be adhered to, and relevant government bureaux/ departments will be consulted for the design and implementation of the proposed harbour steps at the detailed design stage. The harbour events and floating structures depicted are artist’s impressions intended solely to illustrate a conceptual vision for the potential design and use of the waterfront area (**Drawing Z-25**). The POS and related concepts are outside the application boundary of this s.12A submission (**Drawing Z-27**).

to the adjacent waterfront promenade, East Coast Boardwalk, and Quarry Bay Park (**Drawings Z-5 and Z-25**). The Plaza may host pop-up food carts, weekend markets, art and cultural exhibitions, and seasonal festivals, and its terraced, amphitheatre-like setting will offer expansive views across Victoria Harbour according to the applicant. The Cultural Deck at L02 will connect to the Cultural Venue Plaza via terraced seating and the proposed elevated walkway, enhancing pedestrian links between the Quarry Bay hinterland and the waterfront (**Drawings Z-28 and 29**). Under both proposed schemes, building setbacks of at least 2.6m (facing the waterfront promenade) and 4m (facing Hoi Yu Street) from the site boundary are proposed at G/F to improve the pedestrian environment (**Drawing Z-24**). Active commercial frontages with public access openings at G/F are included in both schemes to foster a vibrant waterfront promenade (**Drawing Z-5**).

Pedestrian Connectivity

- 1.10 As there are convenient connections linking the Site to the hinterland via Java Road and King's Road to Quarry Bay MTR Station, as well as Hoi Chak Street (**Plan Z-2**), the applicant proposes (i) to add an at-grade pedestrian connection at the existing vehicular access to the ex-FEHD Vehicle Depot from the Quarry Bay Park (Phase II) via the focal point under the Island Eastern Corridor (IEC) to the Site (**Drawing Z-39**) to be implemented, managed, and maintained by the Government; and (ii) to realign and reconfigure pedestrian crossings at the junction of Hoi Tai Street/ Hoi Chak Street/ Finnie Street/ Hoi Kwong Street (**Drawing Z-41**) to be implemented by the applicant and subsequently handed over to the relevant government departments for ongoing management and maintenance, subject to further discussion and agreement with relevant departments, to improve the pedestrian environment.
- 1.11 In place of the elevated walkway connecting the waterfront to the Quarry Bay hinterland (as shown in the Approved Scheme in **Plan Z-1**), the applicant now proposes only an indicative alignment for a shorter footbridge over the IEC, linking the Site to Quarry Bay Park (Phase II)³ in view of the improved site accessibility following the opening of the East Coast Boardwalk. The applicant is committed to designing and constructing the proposed shorter footbridge following the approval of a viable scheme at the s.16 application stage. The proposed footbridge will be contingent upon the development and commissioned before the population intake or operation of the development. Detailed footbridge arrangements will be submitted at the s.16 application stage upon approval of the current s.12A application. The long-term management and maintenance of the footbridge is proposed to be undertaken by the Government, subject to further discussion and agreement with relevant bureaux/ departments (including TD and HyD) at the s.16 application and land exchange stage.

Technical Assessments

- 1.12 In support of the application, the applicant has conducted various technical assessments mainly based on the Conceptual Scheme, including Traffic Impact Assessment (TIA), Environmental Assessment (EA), Air Quality Impact Assessment (AQIA), Air Ventilation Assessment – Expert Evaluation (AVA-EE), and Visual Impact Assessment (VIA), etc., to support the proposed

³ Quarry Bay Park is open 24 hours a day, throughout the year.

development and to demonstrate inclusion of residential use under the “OU(CCLTRU)” zone is technically feasible. The applicant claims that as the only difference between the Conceptual Scheme and the Alternative Conceptual Scheme is in the BH, the technical assessments for the Conceptual Scheme included are equally relevant to the Alternative Conceptual Scheme, and further assessments on the visual impacts and air ventilation impacts have been conducted for the Alternative Conceptual Scheme in the current application.

- 1.13 According to the TIA submitted by the applicant, one ingress/egress to the basement carpark at the eastern end of the Site is proposed at Hoi Yu Street (**Drawing Z-5 and Plan Z-2**). The parking provision and L/UL facilities for residential portion and retail and F&B portion will be provided in accordance with the upper end of the Hong Kong Planning Standards and Guidelines (HKPSG). In view that there is no specific requirement on transport facilities provision for “culture” use under the HKPSG, an additional 50 private car parking spaces and 5 coach parking spaces are provided for the proposed cultural venue. As Hoi Yu Street is the only carriageway that connects to the Site, together with the traffic flows to be generated by the new developments in the Taikoo Place area, it is anticipated that the left-turn traffic of Java Road (eastbound) at the junction of Java Road/ Hoi Yu Street would become busier. Junction improvement measures at the Java Road/ Hoi Yu Street/ Hoi Chak Street⁴ (**Drawing Z-40**), including additional traffic lane for the left turn traffic of Java Road, as well as the modification of the existing kerb lines outside the North Point Police Station, will be implemented by the applicant and subsequently handed over to the relevant government departments for ongoing management and maintenance, subject to further discussion and agreement with relevant departments, are also proposed under the TIA.
- 1.14 Since the Site is adjacent to the IEC, located about 170m from the Eastern Harbour Crossing tunnel portal and about 60m from the Eastern Harbour Crossing ventilation building, the Site is susceptible to adverse air quality impacts from these major vehicular emission sources, as well as adverse road traffic noise from nearby roads. According to the AQIA submitted by the applicant, a small exceedance zone at the south-eastern corner of the Site has been identified (**Drawing Z-42**), which is susceptible to adverse air quality impact. The applicant has proposed appropriate design measures and no air-sensitive uses within the small exceedance zone. According to the Noise Impact Assessment (NIA), the Site is subject to potential road traffic noise from the IEC. The applicant has proposed noise mitigation measures such as a single-aspect building design, architectural fins, acoustic windows and balconies for the proposed development, subject to detailed design to be confirmed at a later stage.
- 1.15 According to the VIA submitted by the applicant, the overall visual impacts of both schemes from the nine identified public viewing points (VPs) range from “negligible” to “slightly adverse” when compared with the Approved Scheme under Application No. A/H21/150. Both schemes propose design measures, such as the incorporation of building gaps, variations in BH, and building setbacks, to promote visual permeability and visual interest.
- 1.16 In support of the application, the applicant submitted the following documents:

⁴ TD’s planned proposal of converting the existing cautionary crossing at Java Road/ Hoi Yu Street to a signalised crossing has been adopted in the proposed junction improvement scheme.

- (a) Application Form received on 27.10.2025 (Appendix I)
- (b) Consolidated Supporting Planning Statement (SPS) received on 26.6.2026 (Appendix Ia)

[SPS received on 27.10.2025, Supplementary Information (SI) received on 1.11.2025 and 3.11.2025, as well as Further Information (FI) received on 1.12.2025[#], 10.2.2026[@], 15.4.2026[@], 7.5.2026[@], 21.5.2026[@], 26.5.2026[#] were superseded and are attached at **Appendices Ib to Ii.**]

[#] accepted and exempted from recounting requirement

[@] accepted but not exempted from recounting requirement

- 1.17 On 19.12.2025 and 27.3.2026, the Committee agreed to defer making a decision on the application for two months as requested by the applicant.

2. **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the consolidated SPS at **Appendix Ia**. They are summarised as follows:

- (a) I.L. 8590 RP and I.L. 8723 RP (**Plan Z-2**) are subject to a lease permitting the construction of an industrial building (IB), and the owner holds valid building plans approval for a 25-storey IB of about 80mPD high with a GFA of 37,158 m² (plot ratio 15), which conforms to lease terms. Foundation works began in 2017, but was suspended following the Development Bureau (DEVB)'s request to explore a more waterfront-friendly scheme aligned with public aspirations. Proceeding with the approved IB remains financially attractive for the owner: all approvals are in place, no new lease or land premium is required, and there is no obligation to build an elevated footbridge or provide public promenade or open space, making re-commencement straightforward with minimal delays (details are set out in paragraph 4 also).
- (b) The main purpose of this application is to identify an alternative, commercially viable way to achieve the planning intention of the "OU(CCLTRU)" zone, which remains unchanged and continues to prioritise "cultural and/or commercial, leisure and tourism" uses, by proposing the inclusion of 'Flat' use in Column 2 under the "OU(CCLTRU) zone. This enables the applicant to present to the Board a development model where residential use supports and enables cultural, leisure and tourism activities, addressing the economic realities since the 2019 Approved Scheme which relied on office and hotel uses now facing oversupply and uncertainty. The waterfront location offers a unique opportunity to create a cultural tourism hub that enhances Hong Kong's global appeal, while the inclusion of 'Flat' use makes the scheme financially feasible. Without the residential component, a pure commercial venue, such as the Approved Scheme, is not financially viable. It should be reiterated that the proposed development does not rely on any government funding or assistance. The project has to be privately funded, which includes the payment of a land premium. The financial viability of the project is therefore fundamental to its success. Given the current market conditions and Hong Kong's longstanding need for higher-quality and larger flats, this proposal leverages the Site's prime waterfront position to deliver private housing meeting international standards,

helping attract talent and investment, and positioning Hong Kong more competitively among Asian cities.

In line with the Planning Intention

- (c) The proposed development is in line with the planning intention of the “OU(CCLTRU)” zone which intends primarily for “cultural, leisure and tourism uses taking advantage of its waterfront setting”. It will create a dedicated cultural and entertainment hub with a range of supporting facilities, eating places, shops and ample POS that seamlessly integrate with the waterfront and are well-connected to the surrounding areas, fostering a vibrant and attractive waterfront destination for both locals and tourists. In response to concerns that allocating about two-thirds of the total GFA to residential use under the proposed conceptual schemes may undermine the primary intention of developing this waterfront for cultural, tourism and entertainment purposes, it is considered that GFA distribution is not a good means of assessing the function of the development, and that the number of people using the Site is more relevant. The estimated daily visitors count for the cultural, entertainment and tourism facilities is around 5,000, which is comparable to that of the Palace Museum. This high volume of visitors demonstrates the effectiveness of the space provided for the cultural venue and other facilities. The proposed mix of uses, together with the iconic nature of the development, will ensure that the waterfront site is put to optimal use. In contrast to the Approved Scheme, which primarily included a hotel to fulfil the tourism component but lacked specific cultural, entertainment or recreational elements, this proposal more effectively fulfils the “OU(CCLTRU)” planning intention by adding a significant, modern tourism and cultural-entertainment attraction, a world-class immersive experience venue that can attract international content providers.

Achieving the Harbour Planning Principles

- (d) The proposed development has been designed with careful consideration of the eight Harbour Planning Principles, i.e. preserving Victoria Harbour, stakeholder engagement, sustainable development, integrated planning, proactive harbour enhancement, vibrant harbour, accessible harbour and public enjoyment. It aligns with the Government’s Vision for Victoria Harbour “*to enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life*”. A key design element is the new waterfront public realm, opening over one-third of the G/F for public enjoyment and linking to the harbour via a series of harbour steps; together with the proposed tourism, cultural and entertainment facilities, this creates a vibrant, attractive and accessible waterfront destination for the local community and visitors.

Compliance with Wider Policy Objectives

- (e) The proposal responds to Hong Kong’s shifting economic and social landscape, reflected in recent government policies, and is deemed precisely what the city now needs. A key element is anchoring the cultural-entertainment hub with an international operator, while also accommodating multiple operators to host a wide range of cultural and tourism attractions for locals and visitors. In line with policy initiatives, the development will deliver a high-quality, new cultural attraction that deepens international tourism and cultural exchange, diversifies

Hong Kong's tourism offerings, and strengthens the city's competitiveness. It will upgrade existing cultural infrastructure by providing a privately operated, purpose-built venue, allowing longer-term installations and fostering sustained investment by local and international operators, thereby significantly advancing Hong Kong's cultural and tourism sectors.

Unique, Iconic and Attractive Architecture

- (f) The Site, as a unique waterfront location, has the potential to redefine and give identity to Hong Kong Island's northern shoreline. Under the proposed schemes, an iconic architectural design has been formulated, with a cultural entertainment facility at the heart of the development. Combined with vibrant, spacious, and inclusive public space at ground level, the development will become a visual focal point, attraction, and destination, especially for pedestrians approaching from both sides of the waterfront promenade. Although iconic in character, the design remains contextually sensitive: its relatively low, varied building heights and proposed green terraces ensure harmony with the surrounding built and natural environment, including Mount Parker and Braemar Hill in the backdrop.

Harmonious Development Scale, Building Height, and Massing

- (g) The proposed BHR has taken into consideration the statements in the Explanatory Statement of the OZP regarding preserving public views, avoiding a wall effect, and providing an innovative building design that allows for greater height variation in the architecture. The surrounding Quarry Bay context features high-density, tall buildings (114–295mPD)⁵, with Mount Parker and Siu Ma Shan beyond. The Conceptual Scheme, capped at 44mPD, respects the OZP's stepped waterfront profile and preserves views of Mount Parker from Kai Tak. It minimises bulk through terraces, setbacks and varied heights to enhance visual interest while creating an iconic, spacious public realm. Various spaces are also provided for public access and are integrated with the promenade, including a waterfront piazza created through street-level setbacks. A comparison of the BHR with other waterfront sites for leisure and tourism-related uses in Wan Chai and Central is not directly relevant, as they do not form part of the visual context of the Site. Compared with the Approved Scheme, the scale and massing are similar, but the distinctive design breaks up massing and improves aesthetic integration, making it a refined enhancement over the previous scheme. Moreover, the Approved Scheme, with a maximum BH of 41mPD, did not include any provision for climate resilience measures.
- (h) The Alternative Conceptual Scheme creates a freestanding cultural building, improves visual and air permeability, enhances height variation, and strengthens the iconic character of the cultural venue. It also reduces interface issues between residential and cultural/community uses. These are clear planning and design merits arising from the modest additional flexibility between 44mPD and 47mPD. DevB General Circular No. 1/2024 promotes a 'Facilitating and Collaborative Mindset' and is intended to speed up and streamline the processing of development projects. The proposed BHR of 47mPD is considered to be generally acceptable to CTP/UD&L and the Harbourfront Commission. The BHR could be changed to 47mPD, and no minor relaxation would then need to be sought at the s.16 planning application. Amending the

⁵ Referring to One Island East and the commercial cluster at Taikoo Place about 300m - 500m to the south of the site across the IEC and Quarry Bay Park (Phase II) (**Plan Z-2**).

BHR to 47mPD will also enable the public to be aware of the permitted BHR, rather than the 35mPD currently applicable to the site.

Good Accessibility

- (i) To transform the Site into a vibrant, people-friendly waterfront destination, the proposal ensures excellent connectivity and robust transport support. The Quarry Bay MTR Station lies southwest of the Site, reachable within 8–12 minutes on foot. Within a 500m catchment, the Site is served by up to 54 franchised bus routes, 5 Green Mini-Bus (GMB) routes, and numerous Public Light Bus (PLB) services with trams also running along King's Road. Vehicular access and drop-off will be via Hoi Yu Street, the sole road serving the waterfront area. All car parking and internal transport facilities will meet the upper end of the HKPSG, ensuring sufficient provision for both the development and the surrounding neighbourhood.

Improved Pedestrian Environment and Connectivity

- (j) The proposed development will integrate seamlessly with the completed East Coast Boardwalk (opened in December 2025), linking its eastern terminus at Hoi Yu Street to the Site's vibrant ground-floor piazza and waterfront promenade enhanced by harbour steps, creating a lively, continuous public realm far surpassing the passive linear path of the Approved Scheme (**Drawing Z-25**). Key pedestrian routes from MTR and bus stops (via King's Road, Hoi Chak Street, Hoi Yu Street) will be upgraded with widened footpaths and improved crossings, especially near the IEC underpass which now is a major pedestrian hub. A new footbridge over IEC connects Quarry Bay Park (Phase II) directly to the cultural hub at L02 will be constructed, complying with the "OU(Elevated Walkway)" zone's planning intention by offering a shorter, more integrated alternative to the old elevated walkway (**Drawing Z-7**). Together with the proposed ground-level links, this connection will complete the pedestrian network, enhancing walkability and waterfront access across Quarry Bay.

Planning Gains

- (k) The proposed development places public enjoyment at its core, providing more than 30 % of the ground-level area within the Site⁶ to the community as open piazzas and social spaces (**Drawing Z-28**). By expanding the promenade far beyond the 10m strip originally proposed under the Approved Scheme, it creates an active, pedestrian-friendly harbourfront lined with restaurants, cafés and shops. A flexible cultural-entertainment venue will host simultaneous, regularly refreshed exhibitions and performances, turning the Site into a vibrant cultural hub. Enhanced harbourfront aesthetics and a new covered footbridge, together with seamless links to the East Coast Boardwalk and an at-grade path from Quarry Bay Park to Hoi Yu Street, improve walkability.
- (l) Economically, the cultural attraction is projected to exceed the Palace Museum's daily visitor numbers and reach about 70% of M+'s visitor numbers, which benefits surrounding businesses. It is estimated to generate roughly HK\$2 billion in annual value-add to Hong Kong's GDP. Beyond direct revenue,

⁶ Majority of the proposed open piazzas and social spaces are currently located on Government land.

the project strengthens the cultural sector, cultivates local technical and creative talent, and fosters an ecosystem of innovation, investment and creative entrepreneurship.

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

The applicant is the sole “current land owner” of I.L. 8590RP and I.L. 8723 RP which occupies part of the Site (**Plan Z-2**). Detailed information would be deposited at the meeting for Members’ inspection. The remaining area is government land and hence, the ‘owner’s consent/notification’ requirements as set out in the Town Planning Board Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Section 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31) are not applicable.

4. **Background**

- 4.1 The applicant is the owner of lots I.L. 8590 RP and I.L. 8723 RP (comprising about 16% of the Site) (**Plan Z-2**). A set of general building plans for a 25-storey IB with BH of about ~~85~~ 80mPD and a PR of about 15 (i.e. a GFA of about 37,141m²)⁷ was approved in 2001, which is still valid, when the lots were zoned “Industrial” (“I”) on the then Quarry Bay OZP.
- 4.2 In December 2001, the then lot owner of lots I.L. 8590 RP and I.L. 8723 RP submitted a rezoning request (Application No. Z/H21/2) to rezone three sites (i.e. Site 1, Site 2 and Site 3) (**Plan Z-1**) including the applicant’s lots and the adjoining areas at Hoi Yu Street and Quarry Bay Park to “Comprehensive Development Area” (“CDA”) zones for comprehensive hotel, retail, recreational and open space developments. The proposal was to create a new tourism and recreation node at the Quarry Bay waterfront under the “Old Hong Kong” theme. Site 1, covering the Site and the adjoining areas at Hoi Yu Street with a site area of 10,193m², was proposed to be rezoned from “I”, “Government, Institution or Community” (“G/IC”) and area shown as ‘Road’ to “CDA(1)” for hotel and commercial uses with a PR of 4.6 and BH of 78mPD⁸. On 3.1.2003, the Committee rejected the rezoning request. The main reasons for rejection were that the “CDA” zoning could not reflect the planning intention for leisure and tourism-related development explicitly; the development intensity and BH of the proposed scheme was considered excessive at such a waterfront location; and the scale and need for the proposed marine facilities were considered excessive and not justifiable. Details of the rezoning request are at **Appendix II** and the key development parameters of the previous proposals related to the Site are at **Appendix III**.
- 4.3 While the Committee decided not to agree to the rezoning request and the specific development parameters proposed in that context, it agreed in-principle

⁷ Upon several amendment plan submissions, the latest BH and total GFA (approved on 8.2.2018) are 80.075mPD and 37,158.988m² respectively.

⁸ Site 2, covering the area to the east of the Site with a site area of 12,244m², was proposed to be rezoned from “G/IC”, “OU(EHC Ventilation Building)” and “OU(Cargo Handling Area)” to “CDA(2)” for hotel and retail uses with a PR of 2.26 and BH of 40.5mPD. Site 3, covering the area to the southeast of the Site with a site area of 46,800m², was proposed to be rezoned from “Open Space” and area shown as ‘Road’ to “CDA(3)” for clubhouse and recreation uses with a PR of 0.32 and BH of 20.5mPD.

with the proposed development concept of revitalizing the waterfront area for leisure and tourism-related development with the provision of a continuous waterfront promenade, and requested the Planning Department (PlanD) to submit proposed amendments to the draft Quarry Bay OZP No. S/H21/17 to the Board for consideration. On 21.3.2003, the Committee agreed to propose amendments to the OZP to rezone part of the applicant's lots and the adjoining areas to "OU(CCLTRU)(1)" subject to the maximum BHR of 35mPD⁹, an area further along the waterfront to "OU(CCLTRU)(2)" subject to the maximum BHR of 25mPD, an area along the Hoi Yu Street waterfront near the Eastern Harbour Crossing to "O" to reserve the waterfront area for open space/promenade (largely 10m in width), and a strip of land that cuts across IEC and Quarry Bay Park (Phase II) to "OU(Elevated Walkway)"¹⁰ to provide a linkage between the future developments along the Hoi Yu Street waterfront and the existing commercial/retail developments at Quarry Bay. The then OZP No. S/H21/18 incorporating the amendments was gazetted on 4.4.2003, and these zonings remain unchanged since then.

- 4.4 The building plans for the IB development were approved before the aforementioned rezoning. As they are still valid, construction of the IB commenced around mid-2017. In view of public aspiration and to better align with harbourfront planning and public use of waterfront, the DEVB approached the then lot owner to explore an alternative development option to replace the planned IB with a development more compatible with the surrounding environment. DEVB subsequently announced on 5.7.2018 that approval of the Executive Council would be sought for an in-situ land exchange for waterfront development in place of the IB, subject to the development proposal obtaining endorsement by the Board.
- 4.5 On 22.2.2019, a s.16 planning application (No. A/H21/150) covering "OU(CCLTRU)(1)" and "OU(Elevated Walkway)" zones for proposed hotel, office, shop and services, eating place, place of recreation, sports or culture, and

⁹ In further consideration of the rezoning request (Application No. Z/H21/2) on 3.1.2003, the Committee agreed in-principle to a maximum BH of 35mPD for the "OU(CCLTRU)(1)" zone and 25mPD for the "OU(CCLTRU)(2)" zone proposed by PlanD for the waterfront area at Hoi Yu Street. This was based on an assessment of visual impacts on transient viewers along the IEC, as well as views from hinterland development along Hoi Chak Street, and from Taikoo Shing, the harbour and Southeast Kowloon. Reference was made to the BHs of other waterfront sites in Hong Kong at that time used for leisure and tourism-related uses, e.g. BHRs of 13mPD to 25mPD in Central District (Extension) and 10mPD to 25mPD in Wan Chai North. With provision for minor relaxation of the BHR upon planning application, there should be adequate flexibility to cater for height variation and interesting building profile. No restrictions on PR and GFA were proposed for the "OU(CCLTRU)(1)" and "OU(CCLTRU)(2)" zones.

¹⁰ This zone is primarily to provide land intended for provision of the main pedestrian link to connect the waterfront with its hinterland. According to the Explanatory Statement of the OZP, it will be the main pedestrian link providing north-south connection across IEC linking the Hoi Yu Street waterfront with its hinterland. The alignment shown on the OZP is just one option to provide the pedestrian connection. Upon detailed investigation, other alignments could be considered. In determining the alignment and form of the pedestrian connection, the following requirements should be taken into account: (a) the design of this proposed pedestrian connection should blend in with the open space setting of the Quarry Bay Park and preferably also the theme of the leisure and tourism development at Hoi Yu Street waterfront. Interesting architectural forms for this proposed pedestrian connection should be explored; and (b) the indicative alignment of this proposed pedestrian connection may interface with 3 existing water mains. The integrity of these mains should be safeguarded in the design and construction of this proposed pedestrian connection. Moreover, upon detailed study, alternative alignment options which may blend in better with the open space and provide more efficient connection with the existing pedestrian walkway system in the Quarry Bay hinterland should be considered.

elevated walkway with minor relaxation of BHR (Approved Scheme) was submitted by the then lot owner and approved by the MPC with conditions (refer to paragraph 5.3 below for details) (**Plan Z-1**). Based on the Approved Scheme, an in-situ land exchange application was approved by the Executive Council in February 2021¹¹. However, the then lot owner did not accept the Provisional Basic Terms Offer (“PBTO”). In 2024, the applicant acquired I.L. 8590 RP and I.L. 8723 RP in a receivership sale process.

5. **Previous Applications**

S.12A Application

- 5.1 The Site is the subject of a rezoning request (Application No. Z/H21/2) to rezone three sites (i.e. Site 1, Site 2 and Site 3), including the applicant’s lots and the adjoining areas at Hoi Yu Street and Quarry Bay Park, to “CDA” zones as stated in paragraph 4.2 above (**Plan Z-1**).

S.16 Applications

- 5.2 The Site is the subject of two previous s.16 planning applications (No. A/H21/122 and 150). The Site is part of the subject of Application No. A/H21/122 submitted by the then lot owner for a mixed tourism, entertainment and commercial development at the “OU(CCLTRU)(1)” and “OU(CCLTRU)(2)” sites at Hoi Yu Street. The “OU(CCLTRU)(1)” site was proposed for a mix of hotel, retail and office development with a site area of 8,100 m², PR of 6.05 and BH of 34mPD. The proposal included a footbridge connecting the “OU(CCLTRU)(1)” site to Quarry Bay Park (Phase II). The application was rejected by the Committee in January 2005, then by the Board upon review in May 2005, and dismissed by the Town Planning Appeal Board in September 2008. The main reasons for rejection by the Board included that the excessive provision of office use (i.e. a GFA of 14,869m²) was not in line with the planning intention; the scale and intensity (i.e. PR of about 6.05) of the proposed development was considered excessive in view of the prominent waterfront location; the implementability of the proposed development was in doubt; the submission had not demonstrated that spacious environment was provided for pedestrians; insufficient information was provided to demonstrate that the proposed development was acceptable in terms of traffic impact; and the proposed footbridge did not provide a direct and convenient linkage for pedestrian connection between the proposed development and the hinterland of Quarry Bay (**Plan Z-1**).
- 5.3 Application No. A/H21/150, which involves proposed hotel, office, shop and services, eating place, place of recreation, sports or culture and elevated walkway with PR of about 4.4 and minor relaxation of BHR to 41mPD, was

¹¹ The Chief Executive in Council approved an in-situ land exchange proposal relating to the lots in I.L. 8590 RP and I.L. 8723 RP at Hoi Yu Street in Quarry Bay in March 2021. The in-situ land exchange aims to replace the original plan of the land owner for an industrial building development at the Site. Subject to payment of full market premium, the lot owner may, in accordance with the approval given by the Board, pursue a harbourfront leisure, tourism and commercial development at the re-grant lot. The lot owner was also required to construct about 6,300m² of POS outside the re-grant lot, including new open space (about 2,500m²), reprovisioning of a pet garden (about 1,000m²) at a nearby site, and uplifting the existing waterfront promenade (about 2,800m²), as well as a 290m long, 6m wide barrier-free covered footbridge connecting the waterfront with the hinterland of Quarry Bay.

approved by the Committee with conditions in 2019, mainly on the considerations that (i) the Approved Scheme was generally in line with the planning intention of the “OU(CCLTRU)(1)” zone and not incompatible with surrounding developments; (ii) the proposed elevated walkway providing 24 hours public access over IEC towards Hoi Tai Street would enhance public connectivity to the waterfront from the hinterland which is in line with the Harbour Planning Principles; (iii) the public would also benefit from the proposed POS adjoining the site to be designed and constructed by the applicant; and (iv) given design merits such as reduced building footprint and increase building separation, the proposed relaxation of BHR was considered acceptable. An application (No. A/H21/150-1) for extension of time (EOT) for commencement of the approved development was approved, and the planning permission is valid until 22.2.2027.

- 5.4 Details of the previous applications are summarised at **Appendix II** and the key development parameters of the previous proposals related to the Site are at **Appendix III**.

6. Similar Applications

There is no similar s.12A application within the same “OU(CCLTRU)” zone on the OZP.

7. The Site and Its Surrounding Areas (Plans Z-1 and Z-2 and photos on Plans Z-3 to Z-7)

- 7.1 The Site is:

- (a) elongated in shape and located on the northern side of Hoi Yu Street;
- (b) currently occupied partly by the applicant’s lots where foundation works had commenced but were stopped and fenced off, and partly by a temporary pet garden and a temporary carpark on government land; and
- (c) accessible by vehicles via Hoi Yu Street which is a cul-de-sac.

- 7.2 The surrounding areas have the following characteristics:

- (a) to the immediate north is the temporary promenade cum pet garden linking to the Quarry Bay Park waterfront promenade;
- (b) to the further east are a number of utility facilities, including the MTR Quarry Bay Substation and Eastern Harbour Crossing (EHC) Ventilation Building, and a temporary carpark; to the west lies a Salt Water Pumping Station and the eastern section of the East Coast Boardwalk;
- (c) to the south is IEC, the Quarry Bay Park (Phase II), the Canossa College and School, and various temporary storage/depot uses; and

- (d) to the further south is a mix of commercial and residential developments, including offices at Taikoo Place and residential developments near Quarry Bay MTR station.

8. Planning Intention

- 8.1 The “OU(CCLTRU)” zone is primarily to provide land intended for cultural, leisure and tourism uses taking advantages of its waterfront setting.
- 8.2 As stated in Explanatory Statement (ES), in view of the waterfront location and the need to preserve public views to and from the harbour, development within the “OU(CCLTRU)(1)” zone is restricted to a maximum BH of not exceeding 35mPD. Innovative design should be employed to minimise the possible wall effect created by the building mass along the waterfront. The design should also integrate with the proposed waterfront promenade. Setting back at street level and creation of piazza is encouraged to provide a more interesting and spacious pedestrian environment. Planning permission from the Board is required for development within “OU(CCLTRU)(1)” zone to ensure harmonious design along the waterfront. The following technical requirements should be taken into account:
 - (a) technical assessments including traffic impact assessment should be provided to support the developments on the “OU(CCLTRU)(1)” zone;
 - (b) due regard shall be given to the environmental constraints, in particular the air quality impacts of the IEC, EHC portal and EHC Ventilation Building on potential fresh air intake points and elements of the scheme close to these road/ facilities; and
 - (c) since there is no public sewer at Hoi Yu Street, developments at the “OU(CCLTRU)(1)” zone should also include provision of new sewers for sewage discharge.

9. Comments from the Relevant Government Bureaux/ Departments

- 9.1 The following Government bureaux/departments (B/Ds) have been consulted and their views are summarised as follows:

Harbourfront Development

- 9.1.1 Comments of the Commissioner for Harbourfront, Harbour Office, Development Bureau (C for H, HO, DEVB):
 - (a) as outlined in paragraph 4.4 and 4.5 above, the Chief Executive in Council (“CE-in-C”) approved an in-situ land exchange proposal in 2021 for two lots, namely I.L. 8590 RP and I.L. 8723 RP, with the aim of replacing the original industrial building development planned for the subject location by the then land owner with a harbourfront leisure, tourism and commercial development at the re-grant lot, subject to payment of full market premium. The lot owner is also required to construct a barrier-free covered

footbridge connecting the waterfront to the hinterland of Quarry Bay, the construction cost of which may be deducted from the land premium following assessment and verification by the Government. Having regard to the above background, it is noted that the proposed scheme submitted by the applicant differs from the uses permitted under the existing OZP and the in-situ land exchange proposal approved by the CE-in-C in 2021, particularly in terms of the proposed inclusion of 'Flat' use under Column 2 of the OZP with high proportion of GFA (some 67.2% of total GFA) proposed for residential units, and a shorter footbridge over the IEC;

- (b) from harbourfront development perspective, it is recognized that overall speaking the applicant's proposed scheme could activate and enliven the subject harbourfront site in Quarry Bay to a certain extent through the introduction of cultural and commercial elements. That said, given the proposed development involves a predominately domestic component, it does not appear to fully accord with the planning intention and its capacity to deliver the proposal including the cultural facilities to inject vibrancy to such a strategic harbourfront location remains to be demonstrated;

Connectivity along the waterfront, as well as between the proposed development and the hinterland

- (c) on connectivity, we welcome the proposed POS at-grade along the waterfront within the Site which would, along with the reprovisioning of the pet garden, extend the promenade between the East Coast Boardwalk and the Quarry Bay Promenade. However, we would like to reiterate that the pedestrian footbridge is of significant importance for the proposed development to ensure pedestrian connectivity and accessibility, though the alignment and length may be subject to refinement at the detailed design stage. The proposed pedestrian footbridge connecting the waterfront with the Quarry Bay hinterland formed part of the Approved Scheme under the previous land exchange and was generally well received by the public, with no objection raised when gazetted under Roads (Works, Use and Compensation) Ordinance (Cap. 370) in 2021, and authorised in 2022. Public support and need for improved harbourfront connectivity via the then proposed pedestrian footbridge remains evident, particularly given the increasing public aspiration for a more connected harbourfront following the opening of a number of popular harbourfront venues in the past few years including the East Coast Boardwalk fully opened in December 2025. Without prejudice to the need for the proposed pedestrian footbridge, other enhancement and beautification works shall also be carried out along the relevant pedestrian road sections with reference to the ambit of the proposed pedestrian footbridge connecting the waterfront with the Quarry Bay hinterland under the Approved Scheme, such as providing vibrant outdoor installations and sufficient wayfinding signage, as supplementary measures to

further enhance accessibility and visitors' experience of the harbourfront;

- (d) based on our observation, the enhanced appeal of the harbourfront and promenades will generate a higher demand for better north-south connectivity between the promenade and the hinterland, which is also anticipated to be further amplified by the development under the proposed scheme, particularly its significant residential component. To ensure the harbourfront remains accessible and welcoming to both local residents and visitors, a firm commitment by the applicant on the construction, management and maintenance of the footbridge would represent a crucial planning gain that enhances public connectivity and supports the broader accessibility of the area. We take the opportunity to clarify that this office has not agreed that the Government would take up the responsibilities to construct, manage and maintain the footbridge;

Protection of the Harbour Ordinance (PHO) (Cap. 531)

- (e) for the proposed harbour terrace under the proposed scheme, the incorporation of water-friendly elements and the potential to enhance harbourfront vibrancy are welcomed. Nevertheless, details of the construction method or design for structures that may protrude onto the harbour, which may constitute reclamations under the definition of PHO, have not been provided. In this connection, the applicant is reminded that any reclamation proposal falls within the ambit of the PHO shall be carefully examined, the requirements under the PHO and relevant technical circulars should be fully complied with;

Other Comments

- (f) while the open spaces, landscape areas and cultural facilities under the proposed scheme would help maximize public benefits of the project, it is noted that the overall management and maintenance arrangement will be subject to agreement with relevant government departments. The applicant should confirm that they would not transfer relevant costs to individual residential owners but take up the management and maintenance obligations of such public facilities, save for those to be taken up by government departments¹². At appropriate juncture at a later stage, the applicant should demonstrate how the relatively limited scale of the proposed commercial component (including retail, F&B and cultural facilities), set against the predominance of residential use, would be sufficient to meet the management and maintenance responsibilities of the open spaces and landscape areas. The applicant should also commit on the operation and management of the proposed cultural facilities in a sustainable and responsible

¹² The applicant confirms that the cultural venue will be managed and maintained by the applicant and/or future operator, and the relevant costs to manage and maintain the open spaces and landscape areas accessible to the public will not be transferred to individual residential owners.

manner, including upon the sale of flats, to ensure that vibrancy at the waterfront could be maintained;

- (g) any land exchange proposal would be subject to assessment and payment of full market premium to be assessed by the Lands Department (LandsD). It should be noted that, while certain cost items such as the proposed footbridge, may be deductible from the premium as mentioned above, a range of factors will be taken into account in the Government's assessment on the land value for land transactions, including the development costs and period, the projected sale price of the completed development, and the applicable profit margin; and
- (h) any changes to the proposed application should be consistent with the Harbour Planning Principles and Guidelines. The Harbourfront Commission (HC) should be further consulted should there be updates on the proposed development and earlier comments from members of the HC should be duly addressed.

Land Administration

9.1.2 Comments of the District Lands Officer/Hong Kong East (DLO/HKE) and Chief Estate Surveyor/Land Supply (CES/LS), LandsD:

- (a) the Site covers parts of I.L. 8590 RP and I.L. 8723 RP which are held under Conditions of Grant No. 11824 dated 22.5.1985 and Conditions of Grant No. 12029 dated 20.12.1988 respectively. Both lots are restricted for industrial and/or godown purposes, including the bulk storage and distribution of petroleum products and other petrochemical fluids and are subject to a maximum height restriction of 85.34m above HKPD. In addition to I.L. 8590 RP and I.L. 8723 RP, it is noted that the proposed development would involve the granting of additional government land. Given the proposed development is in conflict with the current lease conditions, subject to the current s.12A application and subsequent planning application(s) being approved by the Board, the applicant shall apply to LandsD for a land exchange, though there is no guarantee that such land exchange application will be approved. Such land exchange application (if received) will be considered by LandsD acting in the capacity of landlord at its sole discretion and subject to policy clearance as well as terms and conditions, including but not limited to payment of premium and administrative fee, as considered appropriate by LandsD;
- (b) it is noted that the applicant has proposed the POS outside the application site of about 4,080m² to be implemented and subsequently managed and maintained by the applicant, while some of the works adjacent to the said open space are proposed to be implemented or managed and maintained by the Government. The applicant should clearly set out the scope of works and seek comment from the relevant B/Ds, including agreement from the responsible department(s) on whether the erected foundation works (if any) would be allowed to remain on the open space area

which might be re-delivered to the Government. There is no guarantee that the applicant's proposed arrangements can be realised or incorporated under lease;

- (c) a footbridge connecting the Quarry Bay hinterland from Hoi Tai Street to the Site was authorized under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in 2022. Given that a shorter footbridge has now been proposed from the Quarry Bay Park (Phase II) to the Site, it should be noted that any amendment to the authorized road scheme may require further or fresh statutory procedure. The applicant should clearly set out their proposal, including the responsible party for construction, management and maintenance of the proposed footbridge, and seek comment from the relevant B/Ds (including TD and HyD); and
- (d) detailed comments are in **Appendix IV**.

Traffic and Transport

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

- (a) no objection in principle to the subject planning application from traffic engineering and transport operation viewpoints;
- (b) given that the applicant is applying to allow 'Flat' use in Column 2 of the Notes for the "OU(CCLTRU)" zone, which would involve a s.16 planning application at the subsequent stage, the applicant should submit and seek agreement from TD on the TIA report during the s.16 application;
- (c) it is noted from the OZP that the planning intention is to provide a main pedestrian link to connect the waterfront with its hinterland. This can shorten the walking distance from Hoi Tai Street to the waterfront at the Site from about 750m (i.e. about 10 minutes' walk) to about 300m (i.e. about 4 minutes' walk). She considers that the pedestrian link can significantly improve the pedestrian accessibility of the Site. She notes from the TIA report that the applicant proposes that future residents/users of the development will access public transport services along King's Road. In this context, she considers that the proposed elevated pedestrian link should be provided under the development to facilitate pedestrian trips arising from the future residents/users of the development;
- (d) she has no strong view on the proposed shorter version of the elevated pedestrian link, as long as it will link the proposed development/ harbourfront to public footpaths in the hinterland via Quarry Bay Park. In addition, the short version of the elevated pedestrian link, in comparison with the long version without multiple landings, will allow a larger catchment area in the hinterland, which will enhance the utilization of the elevated pedestrian link;

- (e) regarding the proposed at-grade pedestrian connection at the existing vehicular access to the ex-FEHD Vehicle Depot as mentioned in paragraph 1.10 above (**Drawing Z-39**), and given that existing public footpaths already connect to the focal point created by the East Coast Boardwalk, she considers such a connection may not be necessary; and
- (f) detailed comments are in **Appendix IV**.

9.1.4 Comments of the Chief Highway Engineer/Hong Kong, Highways Department (CHE/HK, HyD):

- (a) with reference to the OZP, an elevated pedestrian link connecting the Site to the hinterland is considered essential to improving pedestrian accessibility. This link should be contingent upon the development and must be commissioned before the population intake or operation of the development;
- (b) noting that a footbridge connecting the Quarry Bay hinterland from Hoi Tai Street to the Site was authorised under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in 2022, and that a shorter footbridge has now been proposed by the applicant, and further noting that the applicant is committed to designing and construction of the proposed walkway;
- (c) regarding the applicant's view that the management and maintenance responsibilities should be taken up by relevant government departments, HyD advises that the applicant should note the Harbour Office's views that it has not been agreed that the Government will take up the responsibilities to construct, manage and maintain the footbridge; and
- (d) detailed comments are in **Appendix IV**.

Environmental

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

- (a) no objection to the application;
- (b) the subject site is located adjacent to the IEC and about 170m from the EHC tunnel portal, and about 60m from the EHC Ventilation Building. Hence, the Site is subject to adverse air quality impact and road traffic noise impact from these major vehicular emission sources and road traffic noise from nearby roads;
- (c) the applicant submitted an EA to justify the proposed development in the planning application, in which the applicant raises that when the detailed design of the development is available, there will be another s.16 application and following environmental issues will be assessed / confirmed:

Air Quality

- (d) a quantitative AQIA has been prepared by the applicant, and the modelling results indicate that the cumulative concentrations of pollutants at all representative air sensitive receivers (ASRs) comply with the corresponding Air Quality Objectives (AQOs). Since the applicant could not confirm with the Eastern Harbour Tunnel Operator regarding the tunnel portal and ventilation building emissions, and given the proximity of the proposed development to the ventilation building, a sensitivity analysis was also conducted by the applicant. With appropriate design and no air sensitive use in the small exceedance zone at the south-eastern corner of the proposed development, no adverse air quality impact is anticipated for the proposed development (**Drawing Z-42**). If any air sensitive uses are proposed within the exceedance zone, a cumulative quantitative AQIA should be conducted to confirm compliance with the prevailing AQOs; and

Road Traffic Noise

- (e) the Site is subject to potential road traffic noise from IEC (Expressway), which exposes it to traffic noise levels above 80dBA. With the implementation of the recommended noise mitigation measures in the NIA, including single-aspect building design, architectural fins, acoustic windows and balconies, etc., no insurmountable noise impact is anticipated. The detailed design of the development together with these noise mitigation measures will be confirmed in the future s.16 planning application; and
- (f) other environmental aspects have also been assessed in the EA. It is anticipated that there will be no adverse environmental impacts arising from the proposed development.

Urban Design, Visual and Air Ventilation

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

Urban Design and Visual

- (a) she has no adverse comments on the application from urban design, visual and air ventilation perspectives, although some parts of the VIA and AVA-EE Reports submitted are inaccurate¹³;
- (b) the Site, with an area of about 8,532m², abuts the Quarry Bay Promenade and is located at the waterfront with Victoria Harbour to its north. The areas in the wider context are characterised by medium- to high-rise residential and commercial developments

¹³ For example, the varied building gaps between towers as mentioned in the AVA-EE Report might not be effective and might have a certain impact instead of “improving” air flow and ventilation; the turning angle of some of the potential wind flows (the arrows) as shown in the wind performance figures in the AVA-EE Report are greater than 30 degrees, which appears to be misleading.

with BH ranging from about 40mPD to 225mPD¹⁴. To its immediate east and the areas across the IEC to the south are zoned “G/IC”, “O” and “OU”. To the west along the waterfront are a cluster of GIC developments comprising North Point Police Station, North Point Government Offices and North Point Fire Station, with existing BHs ranging from about 16mPD to 96mPD (**Drawing Z-2**);

- (c) according to the submitted VIA, the applicant has proposed two schemes, namely the Conceptual Scheme (i.e. BH of 44mPD with residential component above the cultural venue) and the Alternative Conceptual Scheme (i.e. BH of 47mPD with residential component on both sides of the cultural venue). The overall visual impacts of both schemes from the nine identified public viewing points (VPs) range from “negligible” to “slightly adverse” when compared with the Approved Scheme under Application No. A/H21/150 (**Drawings Z-31 to Z-38**);
- (d) in view of the surrounding context and the VIA Report, it is unlikely that the proposed amendment to the BHR from 35mPD to 44mPD/ 47mPD would induce significant adverse effect on the visual character of the surrounding townscape;
- (e) as gathered from the applicant’s submission, several design measures are proposed for both schemes (**Drawings Z-23 and Z-24**), such as:
 - (i) a 10m boundary setback from the existing seawall;
 - (ii) a further setback of 2.6m from the site boundary at the G/F fronting the waterfront promenade;
 - (iii) a 2.5m setback from the southeastern site boundary;
 - (iv) a 4m setback from the site boundary fronting Hoi Yu Street;
 - (v) a 11.3m setback from the northwestern site boundary;
 - (vi) building gaps ranging from 2.8m to 22m above podium level (Conceptual Scheme);
 - (vii) building gaps ranging from 3.1m to 77m above podium level (Alternative Conceptual Scheme);
 - (viii) variations in BH of 26.3mPD, 40.7mPD and 44mPD (Conceptual Scheme); and
 - (ix) variations in BH of 26.3mPD, 43.7mPD and 47mPD (Alternative Conceptual Scheme);

it is considered that the proposed incorporation of building gaps would promote visual permeability between Victoria Harbour and the hinterland, avoid wall effect, and break up the elongated façade configuration. Variations in BH would provide some visual interest, particularly when viewed from the Kai Tak Cruise Terminal and SVP3, to avoid a monotonous harbourfront image. As demonstrated in Figures 9.10 and 9.10.1 in the VIA, both Conceptual Scheme and Alternative Conceptual Scheme will

¹⁴ Referring to One Taikoo Place about 300m to the south of the Site (**Plan Z-2**).

not encroach onto the 20% Building Free Zone (**Drawings Z-37 and Z-38**);

Air Ventilation

- (f) an AVA-EE has been submitted to demonstrate the wind performances under the Approved Scheme and the Conceptual Scheme. The wind performances of the Alternative Conceptual Scheme are also evaluated in the Report and compared against the Conceptual Scheme. Both schemes incorporate design measures such as building setback, building separation and BH variation, while under the Alternative Conceptual Scheme, the residential towers above the cultural venue are relocated to the sides, resulting in a greater building gap of about 60.5m to 77m at 34.3mPD and 43.9mPD respectively. It is indicated in the AVA-EE that if there are significant design changes to the Conceptual Scheme that could affect wind availability, an AVA-EE should be carried out again, and supplemented with CFD modelling if required¹⁵; and
- (g) as the Site is located away from major public areas such as Quarry Bay Park as separated by IEC, and maintains a relatively lower BH profile compared to the medium- to high-rise residential and commercial developments in the wider context, she considers that no significant impact on air ventilation would be anticipated (when comparing the Approved Scheme with a maximum BH of 41mPD with the Alternative Conceptual Scheme with a maximum BH of 47mPD);
- (h) detailed comments are in **Appendix IV**.

Landscape

9.1.7 Comments of CTP/UD&L, PlanD:

- (a) no adverse comment on the application from the landscape planning perspective;
- (b) based on the aerial photo of 2024 (**Plan Z-3**), the Site is generally vacant and mostly paved with some existing trees and vegetated areas;
- (c) with reference to the Conceptual Scheme, 21 trees of common species (including one *Leucaena leucocephala*) within the Site are proposed to be felled, as they would unavoidably be affected by the proposed works and are not suitable to be transplanted. No registered Old and Valuable Trees (OVTs) or rare/protected species were identified within the Site. Not less than 21 heavy standard-sized new trees are proposed to be planted within the Site. Significant adverse landscape impact arising from the proposed use is not anticipated; and

¹⁵ Given that the Site is located at the waterfront and has a lot frontage exceeding 100m in length, an AVA is required according to the criteria of the Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Joint Technical Circular No. 1/06 on AVA.

- (d) other comments are in **Appendix IV**.

Public Open Space

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

- (a) regarding the proposed footbridge across the IEC connecting the Site with the Quarry Bay Park (Phase II) and the proposed ground level pedestrian system, her views are as follows:
- (i) the applicant proposes to have possible ground-level pedestrian access to and from the proposed development through the Quarry Bay Park (Phase II). Some of the facilities in Quarry Bay Park are open from 7:00 am to 11:00 pm, and the Quarry Bay Park is used by the public for recreational and leisure purposes such as jogging and doing exercise. DLCS would have reservations on the proposed ground-level pedestrian system if the landing and access points as well as the alignment of the proposed pedestrian system directly affect the park users (e.g. narrowing the usual path in the Park);
 - (ii) for the proposed linkage and a new pedestrian entrance near the Park Office, DLCS reserves the right to offer further comments once the applicant provides detailed information (for the final alignment, operation, and interface with park use);
 - (iii) LCSD will not take up maintenance and management (M&M) responsibilities for the proposed footbridge. The project proponent should seek comments from the Eastern District Council (EDC) regarding the possible impact on park users; and
 - (iv) from a tree preservation point of view, the latest short elevated footbridge across the IEC would be preferred to the long elevated walkway, as fewer existing trees would be affected;
- (b) regarding the M&M issue on the proposed POS, her views are as follows:
- (i) regarding all open spaces accessible to the public within the application site will be pet-friendly, it is subject to the M&M responsibilities of the concerned area. She reserves the right to comment on the design at a later stage. She notes that the applicant will take up the M&M for the POS to be constructed outside the Site, i.e. about 4,080m² (including promenade and proposed harbour steps); and
 - (ii) the proposed Conceptual Scheme mentions that the current pet garden will be re-provisioned to the east of the

application site in a similar location to the pet garden proposed in the Approved Scheme. Although the size of the re-provisioned pet garden will be reduced to about 838m², it is stated that all POS within the application site is pet-friendly. LCSD will take up the M&M of the pet garden, subject to the design and requirement up to LCSD standards and satisfaction;

- (c) other comments are in **Appendix IV**.

Fire Safety

9.1.9 Comments of the Director of Fire Services (D of FS):

- (a) for the proposed development, water supplies for firefighting and fire service installations shall be provided to the satisfaction of the D of FS;
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans; and
- (c) furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department (BD).

Water Supplies

9.1.10 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

he noted that the applicant will submit a Water Supply Impact Assessment under the future s.16 planning application. In view of this, he has no comments on the application.

Building

9.1.11 Comments of the Chief Building Surveyor/Hong Kong East & Heritage, (CBS/HKE&H, BD):

- (a) no objection to the application;
- (b) the proposed development intensity should not exceed the limits stipulated in the Building (Planning) Regulations (B(P)R). As per the development parameters listed in the Table 2 of the Planning Statement, the proposed site coverage for domestic building exceeds the limit stipulated in B(P)R. In this connection, application of a more flexible application of the requirements under Regulation 20 and 25 of the B(P)R under PNAP APP-132 may be considered at the building plans submission stage;
- (c) detailed comments on compliance with the Buildings Ordinance will be made at building plans submission stage; and

- (d) detailed comments are in **Appendix IV**.

Marine

9.1.12 Comments of the Director of Marine (D of M):

- (a) it is noted that a water taxi berth has been proposed. Considering the proximity of the Site to the Eastern Fairway, further details regarding the water taxi services, such as the frequency of its schedule and the specifications of the water taxi should be provided to the relevant departments and the Marine Department (MD) for further evaluation¹⁶. A Marine Traffic Impact Assessment (MTIA) for the proposed water taxi services may also be required;
- (b) it is noted that some water sports events are proposed along the concerned site. The applicant should clarify the boundary of the proposed water sports event area and provide details of the events to be conducted in this area once available. If the proposed water sports activities involve racing, the applicant must obtain prior permission to hold such racing events in Hong Kong waters; and
- (c) some floating structures are proposed along the Site. The applicant should submit information such as the size, design, and material of these structures to the MD for further evaluation. Further assessment may be necessary to determine the feasibility of certifying and licensing the floating structures in compliance with relevant regulations.

Project Interface

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

- (a) at the moment, his contractors are carrying out the remaining site works for, or associated with the project “Boardwalk underneath Island Eastern Corridor” (i.e. East Coast Boardwalk). These works, including the re-alignment of Hoi Yu Street, are anticipated to be completed by Q3 2026. HO of DEVB will be the management party of the Boardwalk, while TD will remain as the management party for the re-aligned Hoi Yu Street after works completion;
- (b) subject to the captioned application not having interface with, or affecting the current construction works for the Boardwalk project, he has no comment on the captioned application from the viewpoints of project interface. Nevertheless, it is noted that the applicant has proposed certain works schemes under the application that may amend or have interface with the arrangement

¹⁶ The applicant responded that the water taxi berth is intended to be an additional stop for existing water taxi services. If required, further relevant details regarding the water taxi services and a MTIA can be provided at an appropriate stage.

of the completed Boardwalk and re-aligned Hoi Yu Street in the future. Hence, please seek comment from HO of DEVB, TD, HyD and other relevant B/Ds as appropriate; and

- (c) other comments are in **Appendix IV**.

Others

9.1.14 Comment of the District Officer (Eastern), Home Affairs Department (DO(E), HAD):

- (a) it is noted that the current s.12A application relates to (a) the inclusion of 'Flat' use under Column 2 of the subject zone; and (b) the amendment to the BHR from 35mPD to 47mPD for the subject zone. The Conceptual Scheme and the Alternative Conceptual Scheme submitted alongside by the applicant are indicative only, and the eventual development scheme would be subject to approval by the Board under a separate s.16 application;
- (b) while invitation of comments on s.12A applications has been dispensed with under the streamlined arrangements in 2023¹⁷, it is advisable that the EDC be consulted by way of a formal meeting at an early and appropriate juncture, given that the development may have significant impact on the livelihood and living environment of the people in the Eastern District;
- (c) when considering this application, local concerns were raised during previous planning applications for the Site. Amongst others, when being consulted on the development proposals for Application No. A/H21/150 back in 2018, members of the EDC repeatedly expressed grave concern over the application, and opined that the developer should strictly comply with the BHR of 35mPD. Some EDC members also expressed concerns on other issues, including the land exchange arrangement, increased traffic flow, potential visual impact and the proposal on the re-provisioning of the existing pet garden;
- (d) in this connection, the Board is suggested to take into account the possible heightened concerns by and implications to locals over the relaxation of building height, as the applicant is now seeking a relaxation of statutory BHR from 35mPD to 47mPD (the latter of which may be subject to further minor relaxation), as opposed to a minor relaxation to 41mPD under the Application No. A/H21/150; and

¹⁷ The 2023 amendment to the Town Planning Ordinance streamlines plan-making and planning applications. It removes the public comment phase for s.12A applications to avoid duplication of procedures in the plan-making process. When TPB agrees a s.12A application, it initiates a formal plan-making process with a 2-month exhibition period for public representations. Representers can express their views during hearings. The TPB then considers all submissions before deciding on plan amendments. However, this amended procedure does not preclude the applicant from consulting the EDC during the Section 12A application stage. The applicant has been informed of the DO(E)'s advice regarding consultation with the EDC and the TPB's clarification on the amended procedures. The applicant has nevertheless indicated that the appropriate stage for formal consultation with the EDC would be after a draft plan incorporating the proposed amendments is exhibited.

- (e) besides, as the harbourfront promenade in Eastern District will soon be fully connected with the completion of the East Coast Boardwalk (Eastern Section), EDC members may also enquire how the change of plan can contribute to both the boosting of local economy as well as the provision of more quality public space for public enjoyment. Also, they will likely be concerned about the impact on waterfront connectivity and public enjoyment of the promenade during the works period, in particular, if the eventual development will involve substantial and lengthy works for altering the adjacent water frontage as per the two schemes submitted;

9.2 The following government departments have no adverse comment on or no objection to the application:

- (a) Antiquities and Monuments Office, DEVB;
- (b) Commissioner for Tourism;
- (c) Commissioner of Police;
- (d) Chief Engineer/Hong Kong & Islands, Drainage Services Department;
- (e) Chief Engineer/Port Works, CEDD;
- (f) Head of Geotechnical Engineering Office, CEDD;
- (g) Chief Land Surveyor/Development, LandsD;
- (h) Director of Electrical and Mechanical Services (DEMS); and
- (i) Director of Food and Environmental Hygiene.

10. Views of Harbourfront Commission

The Task Force on Harbourfront Developments on Hong Kong Island of HC (HK Task Force of HC) was consulted on 31.10.2025 regarding the subject application and its proposed development (i.e. proposed iconic cultural entertainment venue, al fresco dining and residential development to rejuvenate the Quarry Bay harbourfront). Members generally welcomed the intended outcome to be achieved through the proposal and acknowledged its potential to serve as a new harbourfront icon and to contribute to the improvement of connectivity and the overall vibrancy of the harbourfront area. That said, the applicant was advised to further justify and address various aspects, including the rationale and demonstrable need for the predominant residential use, the proposed proportion of other land uses, the interface between commercial and residential components, connectivity and traffic implications arising from the proposed development, the justification for relaxation of building height, as well as the proposed management and maintenance arrangements for facilities (e.g. public and private open spaces etc.). The Chairman of HK Task Force of HC highlighted that the scale of the footbridge connecting the subject site to the hinterland had been a major factor in HC's earlier support of the Approved Scheme in 2019, and the same was not reflected in the proposed scheme. Moreover, the applicant was also asked to note and follow the statutory requirements of the PHO for any reclamation proposal. The meeting minutes of the above consultation session is available on HC's website (https://www.hfc.org.hk/filemanager/files/TFHK_minutes_20251031.pdf).

11. Planning Considerations and Assessments

- 11.1 The application is to amend the Notes of the OZP for the “OU(CCLTRU)” zone to include ‘Flat’ use under Column 2, and to amend the BHR of the “OU(CCLTRU)(1)” zone from 35mPD to 47mPD in accordance with the proposed maximum BH of the Alternative Conceptual Scheme to facilitate a proposed cultural, leisure and tourism development supported by residential use at the Site (**Plan Z-1**). The applicant does not propose any change to the planning intention of the “OU(CCLTRU)” zone, which remains primarily to provide land intended for cultural, leisure and tourism uses taking advantage of the waterfront setting. The applicant’s proposed amendments to the Notes for the “OU(CCLTRU)” zone is at **Appendix V**. To demonstrate the design concepts and technical feasibility, two schemes have been submitted under the current application. The Conceptual Scheme proposes a maximum BH of 44mPD, comprising a three-storey elevated cultural venue above a semi-open amphitheatre and a five-storey residential clubhouse in the centre of the development with two side blocks of 10 residential storeys linked by a common podium, and a ground-floor retail/ F&B area, all underpinned by a three-storey basement. The development has an overall PR of about 4.63 and a total GFA of about 39,480m², allocated 67.2% (26,545m²) to residential, 19.5% (7,703m²) to cultural/leisure, 11.7% (4,617m²) to retail/F&B, and 1.6% (615m²) to covered POS (**Drawings Z-1 to Z-19, Z-25, Z-31, Z-33, Z-35 and Z-37**). The Alternative Conceptual Scheme retains the same GFA and land-use mix but raises the maximum BH to 47mPD (which is the basis for the proposed amendment to the BHR), relocates the residential clubhouse to the side blocks (adding an extra storey to each), and makes the dome-shaped cultural venue a free-standing structure to allow greater variation in BH, improve visual and air permeability, enhance the iconic character of the cultural venue, and resolve interface issues between residential and cultural/community uses according to the applicant (**Drawings Z-20 to Z-22, Z-32, Z-34, Z-36 and Z-38**).

Planning Intention and Land Use Compatibility

- 11.2 The planning intention of the “OU(CCLTRU)” zone is primarily to provide land for cultural, leisure and tourism uses taking advantage of its waterfront setting. It has long been the Government’s intent to develop the Site (“OU(CCLTRU)(1)” site) and the adjacent waterfront area (“OU(CCLTRU)(2)” site) into a cohesive cultural, tourism and entertainment themed waterfront, and this primary planning intention remains valid. Any development at the Site should therefore primarily align with this theme. The applicant’s claim for inclusion of ‘Flat’ as a Column 2 use under the “OU(CCLTRU)” zone to enable a commercially viable scheme that fulfils the planning intention and transforms this unique and important site into a cultural tourism hub offering a multitude of public benefits is noted. The proposed cultural venue, amphitheatre, POS, waterfront promenade, and shop and services/ F&B facilities under both proposed schemes to enhance the vibrancy and public enjoyment of the waterfront generally align with the planning intention of the “OU(CCLTRU)” zone to promote cultural, tourism and entertainment development in Hong Kong, as well as with the Harbour Planning Principles¹⁸.

¹⁸ The eight Harbour Planning Principles are: i) Preserving Victoria Harbour; ii) Stakeholder Engagement; iii) Sustainable Development; iv) Integrated Planning; v) Proactive Harbour Enhancement; vi) Vibrant Harbour; vii) Accessible Harbour; and viii) Public Enjoyment.

- 11.3 While the proposed residential use may not be incompatible with surrounding land uses (see paragraph 11.4 below), the allocation of about two-thirds (approximately 67% or 26,545m²) of the total GFA to residential purposes, with only about 30% of the GFA dedicated to cultural, tourism and entertainment uses under the proposed conceptual schemes, would significantly undermine the primary intention of developing this waterfront land for cultural, tourism and entertainment purposes. The C for H of HO notes that the proposed scheme, which allocates a high proportion of GFA to residential use, differs from the in-situ land exchange proposal approved by CE-in-C in 2021, which was intended to replace the original industrial building with a harbourfront leisure, tourism and commercial development. C for H also considers that the proposal with a predominantly residential component does not appear to fully align with the planning intention and its capacity to deliver the proposal including the cultural facilities needed to inject vibrancy into such a strategic harbourfront location remains to be demonstrated. Some members of the HK Task Force of HC have also raised similar concerns, questioning whether prioritising residential development over cultural, leisure or tourism facilities is justifiable, and whether the predominantly residential scheme has the ability to genuinely support the stated cultural and tourism objectives. The applicant has not provided strong justifications other than commercial viability for the large residential component within the “OU(CCLTRU)” zone. The proposal of introducing a large proportion of residential use is considered not in line with the primary planning intention for the Site.
- 11.4 The Site, which adjoins the Quarry Bay Promenade, lies within an area characterised by open spaces, government, institution and community (GIC) uses, and medium- to high-rise residential and commercial developments. In light of this context, the proposed residential use is not incompatible with the surrounding areas, with the nearest residential developments located about 180m to the southwest of the Site (**Plan Z-2**).

Amendment to BHR

- 11.5 As mentioned in paragraph 4 above, a maximum BH of 35mPD for the “OU(CCLTRU)(1)” zone was set to protect views from the IEC, hinterland developments along Hoi Chak Street, and from Taikoo Shing, the Harbour and Southeast Kowloon; and aligns with height limits at other waterfront sites in Hong Kong for leisure and tourism related uses (e.g. 13mPD to 25mPD in Central District Extension and 10mPD to 25mPD in Wan Chai North). The ES reinforces this limit to preserve harbour views and minimise visual impact, requiring innovative design to avoid a “wall effect” along the waterfront. Development must integrate with the proposed promenade, with street-level setbacks and piazzas encouraged to enhance pedestrian experience.
- 11.6 The applicant proposes to increase the BHR for the “OU(CCLTRU)(1)” zone from 35mPD to 47mPD (+12m or +34.3%). Of this, 1.5m is to accommodate higher site formation level (i.e. from about 4mPD to 5.5mPD) for climate resilience against storm surge (**Plan Z-2**). While the Conceptual Scheme proposes a maximum BH of 44mPD, the applicant seeks a BHR of 47mPD to allow greater height variation, enhance visual and air permeability, strengthen the iconic character of the cultural venue, and better resolve interface issues between residential and cultural/community uses.

- 11.7 In considering the surrounding contexts, a cluster of GIC and commercial developments with BHs ranging from about 16mPD to 96mPD is located to the immediate west of the Site (**Plan Z-2**). The submitted VIA indicates that both the Conceptual Scheme and Alternative Conceptual Scheme, when viewed from the nine identified public VPs, generate visual impacts ranging from “negligible” to “slightly adverse” when compared with the Approved Scheme.
- 11.8 The applicant has incorporated design features in the proposed schemes, including building gaps, variations in BH across the proposed blocks (**Drawing Z-23**), and varied building setbacks around the Site (**Drawing Z-24**). CTP/UD&L, PlanD considers that incorporating building gaps will allow visual permeability between Victoria Harbour and the hinterland, avoid wall effect, and break up the elongated façade configuration. Meanwhile, variations in BH would add some visual interest, particularly when viewed from Kai Tak Cruise Terminal, to avoid a monotonous harbourfront image. As demonstrated in the VIA (**Appendix Ia**), the proposal will not encroach onto the 20% Building Free Zone. In light of the surrounding context and the findings of the VIA Report, she considered that the proposed amendment to the BHR from 35mPD to 44mPD/ 47mPD would unlikely result in any significant adverse effect on the visual character of the surrounding townscape.
- 11.9 Nevertheless, the application has not provided strong justification for the proposed maximum BH of 47mPD. Specific elements, such as a 5-storey clubhouse (Conceptual Scheme only) and retail and F&B area with a floor-to-floor height of 6.4m¹⁹, (**Drawing Z-18**) appear excessive without sufficient justifications. Moreover, the “OU(CCLTRU)” zone already permits minor relaxation of BHR upon planning application, offering adequate flexibility to achieve height variation and architectural interest without requiring a blanket increase of 47mPD. The applicant has not demonstrated robustly why such a substantial height uplift is necessary to achieve the stated planning or design objectives. Similar concerns have been raised by some members of the HK Task Force of HC, and the applicant has been asked to submit additional justification for the BH relaxation. The District Officer (Eastern) also recommends that the Board considers the potential concerns and impacts on local residents arising from the proposed increase in BHR from 35mPD to 47mPD, noting that the latter figure may itself be subject to further minor relaxation.

Pedestrian Connectivity and Open Space Provision

- 11.10 For pedestrian connectivity, the applicant proposes at-grade pedestrian links at the ex-FEHD Vehicle Depot access (to be implemented, managed and maintained by the Government) and reconfigured street crossings near Hoi Chak Street (**Drawing Z-39**) (to be implemented by the applicant and handed over to Government after construction), while replacing the former elevated walkway with a shorter footbridge over the IEC to Quarry Bay Park (Phase II). The applicant is committed to designing and constructing the proposed shorter footbridge following the approval of a viable scheme at the s.16 application stage. C for T considers that the proposed at-grade pedestrian links at the ex-FEHD Vehicle Depot access may not be required, as existing public

¹⁹ The applicant claims that the floor-to-floor height of 6.4m may allow for a more innovative design and help achieve the creation of a great open space that takes advantage of the waterfront setting.

footpaths already connect to the focal point created by the East Coast Boardwalk. Regarding the proposed elevated footbridge, C for H of HO reiterates that the pedestrian footbridge is critical for pedestrian connectivity, though its exact alignment may be refined at the detailed design stage. The enhanced appeal of the harbourfront resulting from the proposed development will increase demand for better north-south connectivity between the promenade and the hinterland, which will be further amplified by the development's significant residential component. To ensure the harbourfront remains accessible to all, the applicant's firm commitment on the construction, management and maintenance of the footbridge would represent a key planning gain to enhance public connectivity. Although the proposed footbridge lies outside the application boundary and is not part of the current s.12A application, C for T and CHE/HK, HyD consider that the elevated pedestrian link, though shorter than that in the Approved Scheme, can significantly improve pedestrian accessibility to the Site and waterfront from the hinterland. It should therefore be contingent upon the proposed development and provided as part of it. The Chairman of HK Task Force of HC also highlights that the footbridge had been a major factor in HC's earlier support of the Approved Scheme in 2019.

- 11.11 The applicant proposes to provide public open space and private open space accessible to the public, and to improve pedestrian connectivity, in order to enhance public access and vibrancy along the waterfront as planning gains for the current s.12A application. Approximately 4,918m² of POS will be created outside the site, including an extended waterfront promenade from Hoi Yu Street to Quarry Bay Park featuring enhanced decorative paving, greenery and F&B kiosks (currently largely comprising the Quarry Bay Promenade cum Pet Garden); a harbour terrace with stepped seating for events (proposed to be created by reclamation from the Victoria Harbour); and a reprovisioned pet garden (the entrance of the existing pet garden would be affected by the proposed development) (**Plan Z-2**). Similar to the approved scheme, the applicant proposes to relocate the 838m² pet garden to the east of the Site in accordance with LCSD's requirements at the detailed design stage (**Drawing Z-27**). Within the development, 2,315m² of privately owned but publicly accessible open space is planned across G/F and L02 (see paragraphs 1.7 and 1.9 above) (**Drawings Z-28 and Z-29**). This area is anchored by the Cultural Venue Plaza (a terraced, amphitheater-style hub) for markets, exhibitions, and festivals with harbour views and the Cultural Deck at L02, which is linked by the proposed elevated footbridge to improve connectivity between the hinterland and waterfront. Active commercial frontages at G/F are intended to enliven the pedestrian realm. Except for the reprovisioned pet garden which will be handed back to the Government for management and maintenance upon completion, the applicant will manage and maintain the proposed POS, subject to final agreement with the relevant government bureaux/ departments.

Technical Aspects

- 11.12 The subject site is located approximately 170m from the EHC tunnel portal, about 60m from the EHC Ventilation Building, and is adjacent to the IEC. The submitted quantitative AQIA demonstrates that, with appropriate design and no air sensitive use in the small exceedance zone at the south-eastern corner of the Site, no adverse air quality impact is anticipated for the proposed development. Moreover, according to the submitted NIA, no insurmountable noise impact is anticipated with the implementation of the recommended noise mitigation

measures, including single-aspect building design, architectural fins, acoustic windows and balconies, etc. Other environmental aspects have also been assessed in the EA, and the DEP anticipates that no adverse environmental impacts would arise from the proposed development.

- 11.13 To support the current s.12A application, the applicant has also submitted technical assessments including TIA, Tree Preservation Proposal, and AVA-EE. These assessments conclude that the proposed indicative schemes with mitigation measures are technically feasible and would not result in insurmountable impacts on traffic, landscape and air ventilation. The concerned departments have no adverse comments on the application while the HK Task Force of HC advises that the traffic implications arising from the proposed development should be addressed. C for T and DEP advise respectively that a revised TIA and a detailed NIA should be submitted under the s.16 application, should the current s.12A application be approved by the Board. The applicant also commits to submitting a Water Supply Impact Assessment, including a detailed demand assessment, at the s.16 application stage.

Proposed Amendments to the OZP

- 11.14 The applicant proposes to amend the Notes of the OZP for the “OU(CCLTRU)” zone to include ‘Flat’ use under Column 2, which would require subsequent planning permission from the Board. The applicant has submitted a notional scheme with supporting technical assessments to demonstrate its technical feasibility subject to implementation of mitigation measures. All the concerned government departments raise no in-principle objection to or adverse comment on adding ‘Flat’ use as a Column 2 use, since the details of the proposed development together with updated / new technical assessments will be subject to further scrutiny under the subsequent s.16 planning application to ensure the proposed development will not be subject to adverse impacts or induce adverse impacts on the surrounding areas. Taking into account the above planning assessments, amending the Notes of the “OU(CCLTRU)” zone to include ‘Flat’ use under Column 2 is considered acceptable. However, PlanD shares the views of HK Task Force of HC and C for H of HO, DEVB that the allocation of about two-thirds of the total GFA to residential use under the proposed scheme would significantly undermine the primary intention of developing this waterfront land for cultural, tourism and entertainment purposes. As such, appropriate development restriction(s) to the effect that not more than 50% of the total GFA of the future development at the Site should be for domestic use should be stipulated at the OZP amendment stage to ensure that the primary planning intention of the “OU(CCLTRU)” zone is upheld. Furthermore, to ensure proper control over the future development in the “OU(CCLTRU)(1)” zone, further consideration in consultation with relevant B/Ds is required on how the development restrictions, specific requirements on the provision of certain facilities and design features, as well as the technical assessment requirements for subsequent s.16 planning application, should be incorporated into the OZP, its Notes and/or the ES at the OZP amendment stage.
- 11.15 The applicant has failed to provide strong justifications for the proposed amendment to the BHR of the “OU(CCLTRU)(1)” zone from 35mPD to 47mPD with reference to the Alternative Conceptual Scheme. Given the Alternative Conceptual Scheme needs to be revised to reduce the residential component as mentioned in paragraph 11.14 above and the existing provision of

the Notes for the zone already permits minor relaxation of the BHR upon planning application, it would be prudent and more appropriate for the applicant to demonstrate the necessity and merits of relaxing the BHR with regard to the proposed development to be formulated at s.16 stage. PlanD therefore does not support amending the BHR in the Notes of the OZP.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above, the Planning Department has no in-principle objection to the application, and recommends the Committee to partially agree to the application to amend the Notes of the OZP for the "OU(CCLTRU)" zone to include 'Flat' use under Column 2, with the stipulation of appropriate development restrictions and other requirements taking into account the consideration in paragraph 11.14 above.
- 12.2 Should the Committee decide to agree or partially agree to the application, the Planning Department would work out the appropriate amendments to the OZP, including the planning intention of the "OU(CCLTRU)" zone, the development restrictions and other requirements to be set out in the Notes and/ or ES of the OZP for the Committee's consideration prior to gazetting under the Town Planning Ordinance.
- 12.3 Alternatively, should the Committee decide not to agree to the application, the following reasons are suggested for Members' consideration:
- (i) the predominant residential use under the proposed scheme is not in line with the planning intention of the "OU(CCLTRU)" zone which is primarily to provide land for cultural, leisure and tourism uses taking advantages of its waterfront setting; and
 - (ii) the applicant fails to provide strong justification to support the proposed amendment to the building height restriction of the "OU(CCLTRU)(1)" zone from 35mPD to 47mPD.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 13.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the application.

14. Attachments

Appendix I	Application Form received on 27.10.2025
Appendix Ia	Consolidated Supporting Planning Statement received on 26.6.2026
Appendix Ib	Supporting Planning Statement received on 27.10.2025
Appendix Ic	SI received on 1.11.2025 and 3.11.2025

Appendix Id	FI received on 1.12.2025
Appendix Ie	FI received on 10.2.2026
Appendix If	FI received on 15.4.2026
Appendix Ig	FI received on 7.5.2026
Appendix Ih	FI received on 21.5.2026
Appendix Ii	FI received on 26.5.2026
Appendix II	Previous Applications covering the Application Site
Appendix III	Key Development Parameters of Previous Proposals covering the Application Site within the “OU(CCLTRU)” Zone
Appendix IV	Detailed Departmental Comments
Appendix V	Proposed Amendment to the Notes for the “OU(CCLTRU)” Zone
Drawing Z-1	Master Layout Plan of the Conceptual Scheme
Drawings Z-2 to Z-17	Floor Plans of the Conceptual Scheme
Drawings Z-18 to Z-19	Section Plans of the Conceptual Scheme
Drawing Z-20	Section Plan of the Alternative Conceptual Scheme
Drawings Z-21 to Z-22	Blocking Diagrams of the Alternative Conceptual Scheme
Drawing Z-23	Building Separations of the Conceptual Scheme
Drawing Z-24	Building Setbacks of the Conceptual Scheme and Alternative Conceptual Scheme
Drawing Z-25	Landscape Master Plan of the Conceptual Scheme
Drawing Z-26	Comparison of Landscape Master Plan with Approved Scheme (No. A/H21/150)
Drawing Z-27	Comparison of Public Open Space with Approved Scheme (No. A/H21/150)
Drawings Z-28 to Z-30	Distribution of Private Open Space and Privately Owned Open Space Accessible to Public
Drawings Z-31 to Z-38	Photomontages of the Conceptual Scheme and Alternative Conceptual Scheme
Drawing Z-39	Existing and Future Pedestrian Routes
Drawings Z-40 to Z-41	Proposed Junction Improvement Schemes
Drawing Z-42	Air Pollutant Exceedance Zone within the “OU(CCLTRU)(1)” zone
Plan Z-1	Location Plan
Plan Z-2	Site Plan
Plan Z-3	Aerial Photo
Plans Z-4 to Z-7	Site Photos

PLANNING DEPARTMENT
July 2026