

**Llewelyn
davies**

ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

15 May 2026

The Secretary
Town Planning Board
c/o Planning Department
15/F North Point Government Offices
333 Java Road, Hong Kong

By Hand and Email

Dear Sir

Section 16 Planning Application for Proposed Minor Relaxation of Gross Floor Area and Building Height Restrictions for Permitted Office Use and Other Permitted Uses in "Commercial (7)" Zone bounded by King's Road and Taikoo Shing Road, Quarry Bay (Application No. A/H21/160)

Reference is made to the captioned application submitted to the Town Planning Board (the Board) on 30 January 2026.

Departmental comments and public comments were received via District Planning Office / Hong Kong, Planning Department, and the Board in May 2026. In response to the departmental comments and public comments received, the Applicants hereby submit the responses-to-comments tables, with the following attachments for the Board's consideration:-

- **Attachment 1** – Revised Planning Statement (updating of the main text and relevant figures only; without the appendices)
- **Attachment 2** – Replacement Pages of Visual Impact Assessment
- **Attachment 3** – Revised Sewerage Impact Assessment

As this Further Information submission only provide clarifications, with no changes to the proposed development scheme, and the finding and conclusion of all technical assessments remain unchanged, the Applicants sincerely request the Board to consider the captioned application favourably at its meeting tentatively scheduled on 5 June 2026.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at [REDACTED] or our Miss Cody Yu at [REDACTED].

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd



Winnie Wu
Planning Director

WW/cy
Encl.

S:\13553 Feasibility Study & S16 for City Plaza \RtoC\FI 2\20260513 - Cover Letter (FI 2).docx

cc (w/ encl)

DPO/HK

- Mr. Elton CHUNG / Mr. Henry AU

(by email)

Attachment 1

Revised Planning Statement

**(updating of the main text and relevant figures only;
without the appendices)**

**Section 16 Planning Application for Proposed
Minor Relaxation of Gross Floor Area and
Building Height Restrictions for Permitted
Office Use and Other Permitted Uses in
“Commercial (7)” Zone bounded by King’s
Road and Taikoo Shing Road, Quarry Bay**

Planning Statement

May 2026



**Savills Valuation and Professional Services Ltd.
Wong Tung & Partners Ltd.
Adrian L. Norman Ltd.
MVA Hong Kong Ltd.
Meinhardt (Hong Kong) Ltd.
Ramboll Hong Kong Ltd.**

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EXECUTIVE SUMMARY

BACKGROUND

The “Commercial (7)” (“C(7)”) zone bounded by King’s Road and Taikoo Shing Road on the Quarry Bay Outline Zoning Plan (OZP) consists of 1111 King’s Road (formerly known as Cityplaza One), Cityplaza and east HONG KONG. This “C(7)” zone is subject to a maximum non-domestic gross floor area (GFA) of 123,129m² and is subject to 2 building height (BH) bands: 1111 King’s Road and east HONG KONG are subject to maximum BH of 135mPD; while Cityplaza in between 1111 King’s Road and east HONG KONG is subject to maximum BH of 45mPD. In this planning application, to support office extension of 1111 King’s Road, extra GFA and BH is required for 1111 King’s Road. Therefore, two items that require planning permission from the Town Planning Board (the Board) are involved:

- Minor relaxation of the GFA restriction of “C(7)” zone from 123,129m² to 148,629m² (+25,500m² / 20.7%)
- Minor relaxation of the BH restriction of 1111 King’s Road from 135mPD to 165mPD (+30m / 22.2%)

The increase in GFA and BH is for 1111 King’s Road office extension (phase II works), other buildings in the “C(7)” zone will not be affected.

PURPOSE OF SUBMISSION

This planning application is submitted to seek permission from the Board for minor relaxation of GFA and BH restrictions for permitted office use and other permitted uses (hereafter referred to as the “Proposed Development”) in the “C(7)” Zone bounded by King’s Road and Taikoo Shing Road on the Approved Quarry Bay OZP No. S/H21/28 (hereafter referred to as the “Application Site”) under Section 16 of the Town Planning Ordinance (CAP. 131).

INDICATIVE DEVELOPMENT PROPOSAL

The Proposed Development will bring about 13 new storeys to 1111 King’s Road, in which 10 storeys are for office use, 2 storeys are for mechanical and electrical facilities, and 1 for refuge floor-cum-sky garden.

30/F of the Proposed Development will be a refuge floor-cum-sky garden to serve as a multi-activity area. Office workers and the public can enjoy active and passive activities here, including yoga and jogging. There is an existing open area on 5/F outside the main entrance to 1111 King’s Road abutting King’s Road. A barrier-free pick-up / drop-off area

is proposed to provide an alternative access point to 1111 King's Road. To further enhance vibrancy of this open area and to provide comfort for people waiting for bus along King's Road, several enhancement works are proposed, such as creating a semi-outdoor / indoor area in the current office lobby area, providing seatings and landscaping in the open area, etc. Also, pedestrian connectivity between King's Road and Taikoo Shing Road will be improved, by provision of a more direct route from King's Road on 5/F to the shuttle lifts on 6/F.

PLANNING JUSTIFICATIONS

Major justifications in support of this planning application are listed as follows:

- The relaxation of GFA and BH restrictions is minor in nature;
- The Proposed Development conforms to the planning intention;
- The Proposed Development is compatible with the surrounding context;
- The Proposed Development reinforces Quarry Bay as a secondary commercial / office centre;
- Multiple planning gains are proposed; and
- Technical feasibility is confirmed.

In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider the application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異，應以英文原文為準。)

背景

鯽魚涌分區計劃大綱圖上被英皇道及太古城道包圍的「商業(7)」地帶包含英皇道 1111 號(前稱太古城中心 1 期)、太古城中心及香港東隅。此「商業(7)」地帶的最大非住用總樓面面積為 123,129 平方米，並且有兩個建築物高度限制：英皇道 1111 號及香港東隅的高度限制為主水平基準以上 135 米，而位於英皇道 1111 號及香港東隅之間的太古城中心的高度限制為主水平基準以上 45 米。為了英皇道 1111 號辦公室擴建，此規劃申請為英皇道 1111 號爭取更多的總樓面面積及建築物高度。因此，此規劃申請牽涉兩項需要城市規劃委員會(下稱「城規會」)給予規劃許可的事項：

- 略為放寬「商業(7)」地帶的總樓面面積限制，由 123,129 平方米放寬至 148,629 平方米(+25,500 平方米 / 20.7%)
- 略為放寬英皇道 1111 號的建築物高度限制，由主水平基準以上 135 米放寬至主水平基準以上 165 米(+30 米 / 22.2%)

總樓面面積和建築物高度的增幅是用作英皇道 1111 號辦公室擴建(二期工程)，太古城中心及香港東隅不會有任何改動。

申請目的

申請人根據城市規劃條例(第 131 章)第 16 條向城規會遞交規劃申請(下稱「本申請」)，擬議於鯽魚涌分區計劃大綱核准圖編號 S/H21/28 上被英皇道和太古城道包圍的「商業(7)」地帶(下稱「申請地盤」)略為放寬總樓面面積和建築物高度限制作經常准許的辦公室用途及其他經常准許的用途(下稱「擬議發展」)。

擬議發展計劃

擬議發展將為英皇道 1111 號帶來 13 層新樓層，當中 10 層作辦公室用途，2 層預留給機電設施，1 層作隔火層兼空中花園。

擬議發展的 30 樓為隔火層兼空中花園，該處會成為多功能場地。辦公室員工和公眾可以在此進行動態和靜態活動，例如瑜伽和緩跑。現時英皇道 1111 號位於 5 樓的英皇道入口外有一個露天場地。申請人擬議在此設一個無障礙上落客區，以提升英皇道 1111 號的可達性。為令此露天場地更有活力，並為沿英皇道等候巴士的市民提供舒適的環境，申請人提出幾項改善工程，包括在現時的辦公室大堂打造一個半戶外半室內的空間、在露天場地提供枱檯及園景設計等等。此外，申請人會提供一條暢通易達的通道，以更好連接 5 樓英皇道入口及 6 樓的電梯，從而改善英皇道和太古城道之間的連接。

規劃理據

主要的規劃理據如下：

- 放寬總樓面面積和建築物高度限制的幅度不大；
- 擬議發展與規劃意向相符；
- 擬議發展與周圍環境互相協調；
- 擬議發展能鞏固鰂魚涌作為次要商業 / 辦公室中心的地位；
- 申請人提出了規劃增益；及
- 技術層面上可行。

基於以上發展理據及規劃增益，現懇請城規會接納是次規劃申請。

1 INTRODUCTION

1.1 Background

1.1.1 The “Commercial (7)” (“C(7)”) zone bounded by King’s Road and Taikoo Shing Road on the Quarry Bay Outline Zoning Plan (OZP) consists of 1111 King’s Road (formerly known as Cityplaza One), Cityplaza and east HONG KONG, with a total area of about 13,581m² (**Figure 1.1** refers). This “C(7)” zone is subject to a maximum non-domestic gross floor area (GFA) of 123,129m². This “C(7)” zone is subject to 2 building height (BH) bands: 1111 King’s Road and east HONG KONG are subject to maximum BH of 135mPD; while Cityplaza in between 1111 King’s Road and east HONG KONG is subject to maximum BH of 45mPD.

1.1.2 In this planning application, to support office extension (phase II works) of 1111 King’s Road, extra GFA and BH is required for 1111 King’s Road. Therefore, two items that require planning permission from the Town Planning Board (the Board) are involved (see **Figure 1.2**):

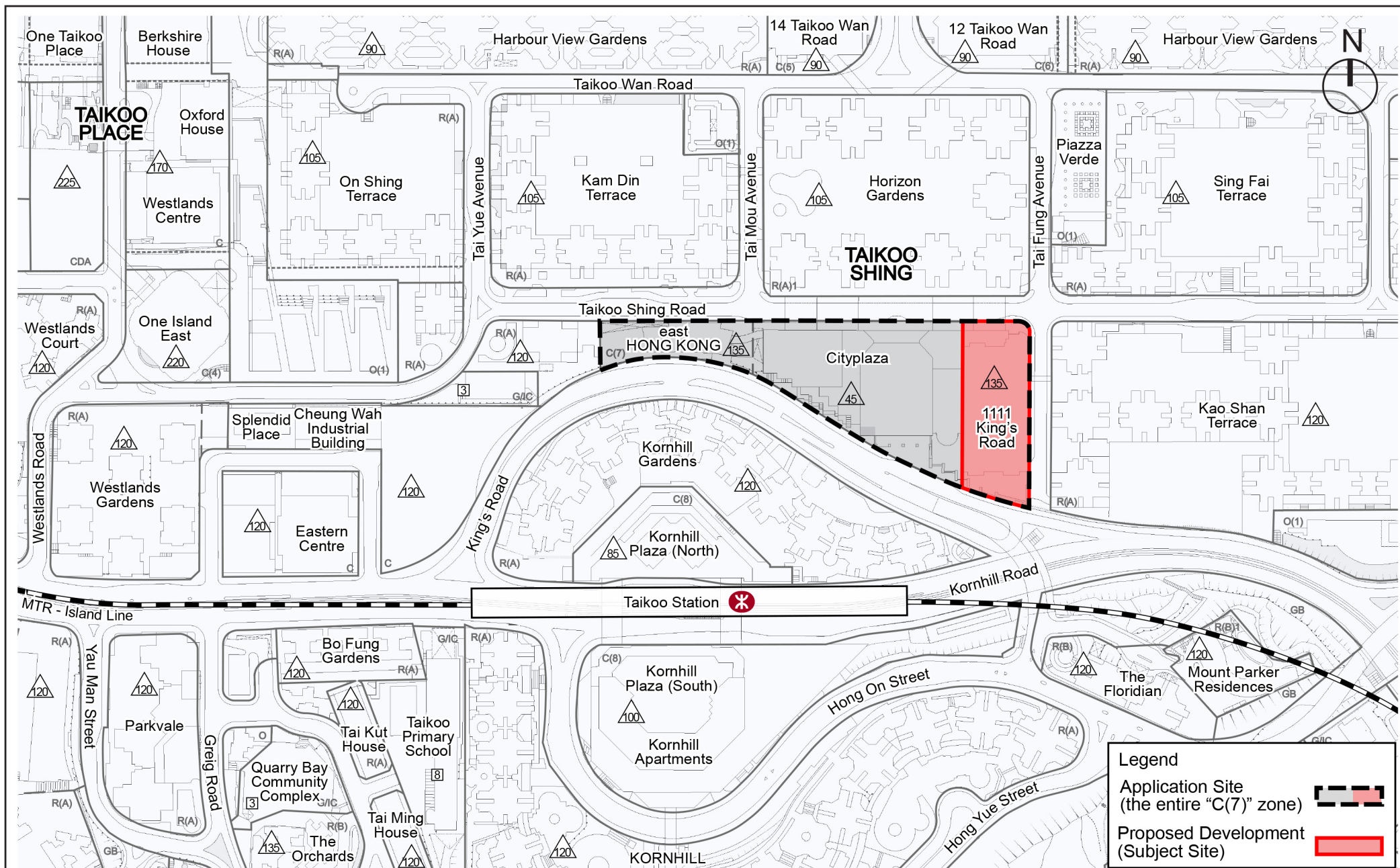
- Minor relaxation of the “C(7)” zone GFA restriction from 123,129m² to 148,629m² (+25,500m² / 20.7%)
- Minor relaxation of the BH restriction of 1111 King’s Road from 135mPD to 165mPD (+30m / 22.2%)

1.1.3 It should be noted that no changes to Cityplaza and east HONG KONG in the “C(7)” zone will be made. Existing uses in the “C(7)” zone, which are always permitted, include ‘Office’, ‘Hotel’, ‘Eating Place’, ‘Shop and Services’ and ‘Place of Entertainment’, etc. These always permitted uses are also covered by this planning application, **but the increase in GFA and BH is for office extension of 1111 King’s Road (Subject Site) only.**

1.1.4 In 2008, a set of General Building Plans (GBP) was approved by the Buildings Department (BD). The proposed BH of 1111 King’s Road was up to **189.95mPD** in that approved GBP, with total GFA of the “C(7)” zone reaching 164,042.113m².

1.2 Purpose of Submission

1.2.1 This planning application is submitted to seek permission from the Board for minor relaxation of GFA and BH restrictions for permitted office use and other permitted uses (hereafter referred to as the “Proposed Development”) in the “C(7)” Zone

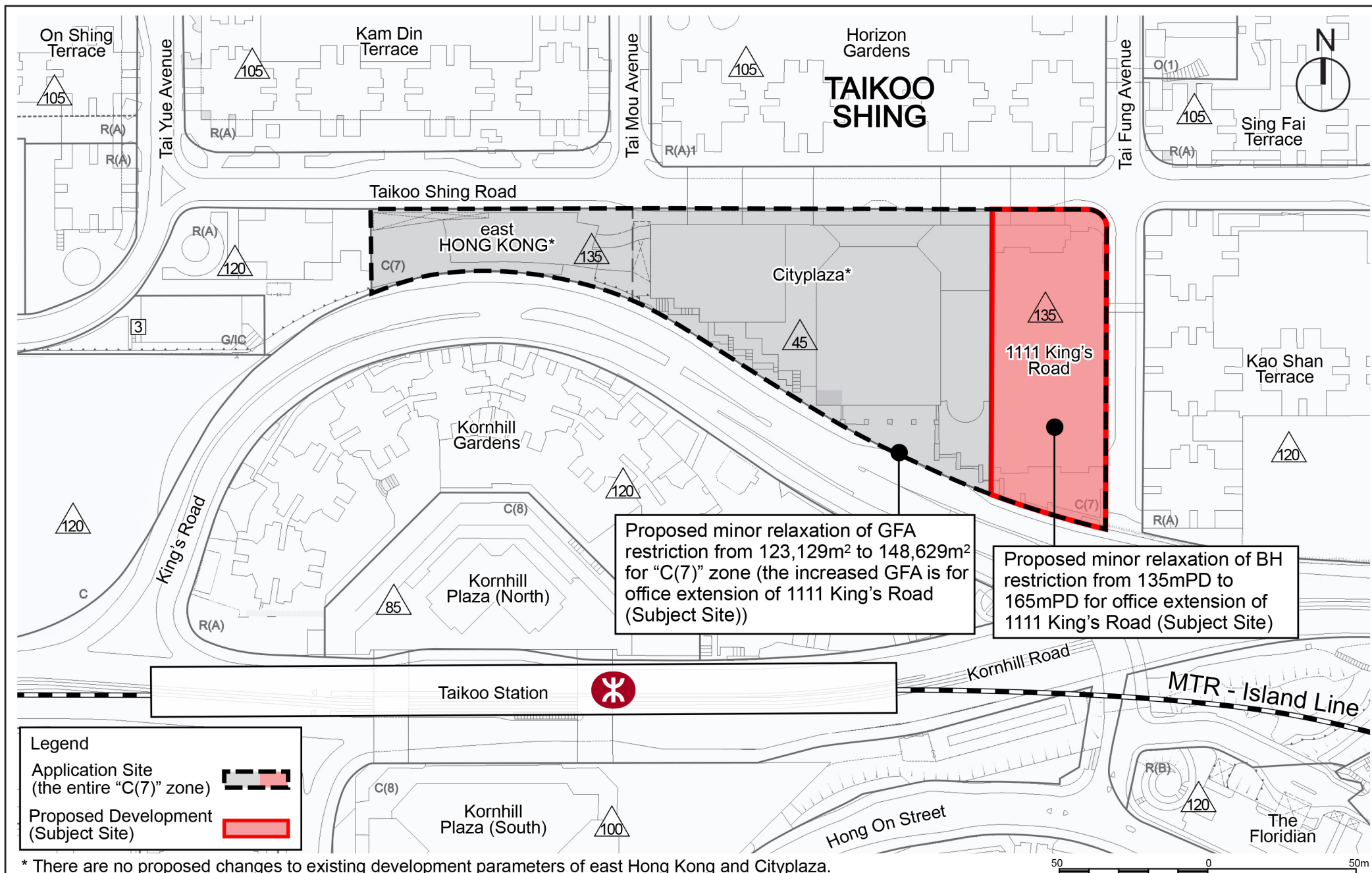


Legend

Application Site
(the entire "C(7)" zone) 

Proposed Development
(Subject Site) 

50 0 50m



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Increase in Gross Floor Area and Building Height for 1111 King's Road (Subject Site)

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Scale	N/A		Figure 1.2

bounded by King’s Road and Taikoo Shing Road on the Approved Quarry Bay OZP No. S/H21/28 (hereafter referred to as the “Application Site”) (**Figure 1.1** refers) under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

1.2.2 Planning approval on two items to support office extension of 1111 King’s Road are required (see **Figure 1.2**):

- Minor relaxation of the “C(7)” zone GFA restriction from 123,129m² to 148,629m² (+25,500m² / 20.7%)
- Minor relaxation of the BH restriction of 1111 King’s Road from 135mPD to 165mPD (+30m / 22.2%)

The proposed GFA and BH in this planning application are far below than that approved in 2008. The extent of relaxation is minor in nature.

1.2.3 It should be highlighted that although the Application Site will be the whole “C(7)” zone on the OZP covering 1111 King’s Road, Cityplaza and east HONG KONG, **the addition of GFA and BH is to 1111 King’s Road (the Subject Site for Proposed Development) only**. The existing development parameters of Cityplaza and east HONG KONG in “C(7)” zone will remain unchanged.

1.3 Report Structure

1.3.1 This Planning Statement includes the following sections:

- | | |
|------------|--|
| Section 2: | describes the Application Site particulars, including its surrounding context and planning background; |
| Section 3: | showcases the indicative development proposal with associated planning and design merits; |
| Section 4: | summarizes the key findings in the Visual Impact Assessment (VIA); |
| Section 5: | summarizes the key findings in the Traffic Impact Assessment (TIA); |
| Section 6: | summarizes the key findings in the Air Ventilation Assessment (AVA); |
| Section 7: | summarizes the key findings in the Sewerage Impact Assessment (SIA) and Water Supply Impact Assessment (WSIA); |
| Section 8: | presents the planning justifications for the Proposed Development; and |
| Section 9: | concludes the Planning Statement. |

1.3.2 Detailed technical assessments are attached in **Appendices A to F**.

- Appendix A : Landscape Proposal
- Appendix B: Visual Impact Assessment
- Appendix C: Traffic Impact Assessment
- Appendix D: Air Ventilation Assessment
- Appendix E: Sewerage Impact Assessment
- Appendix F: Water Supply Impact Assessment

2 SITE PARTICULARS

2.1 Site and Surrounding Context

2.1.1 The Application Site, covering an area of about 13,581m², comprises 1111 King’s Road (the Subject Site), part of Cityplaza and east HONG KONG (**Figure 2.1** refers). 1111 King’s Road, which is the subject matter of proposed increase in GFA and BH, is currently 106.35mPD tall (at main roof) (i.e. lower than the OZP BH restriction), made up of 28 storeys excluding 1 level of basement. The existing GFA of 1111 King’s Road alone is 78,068.629m²; while that of the entire “C(7)” zone is 123,129m², which tallies with the GFA restriction on OZP.

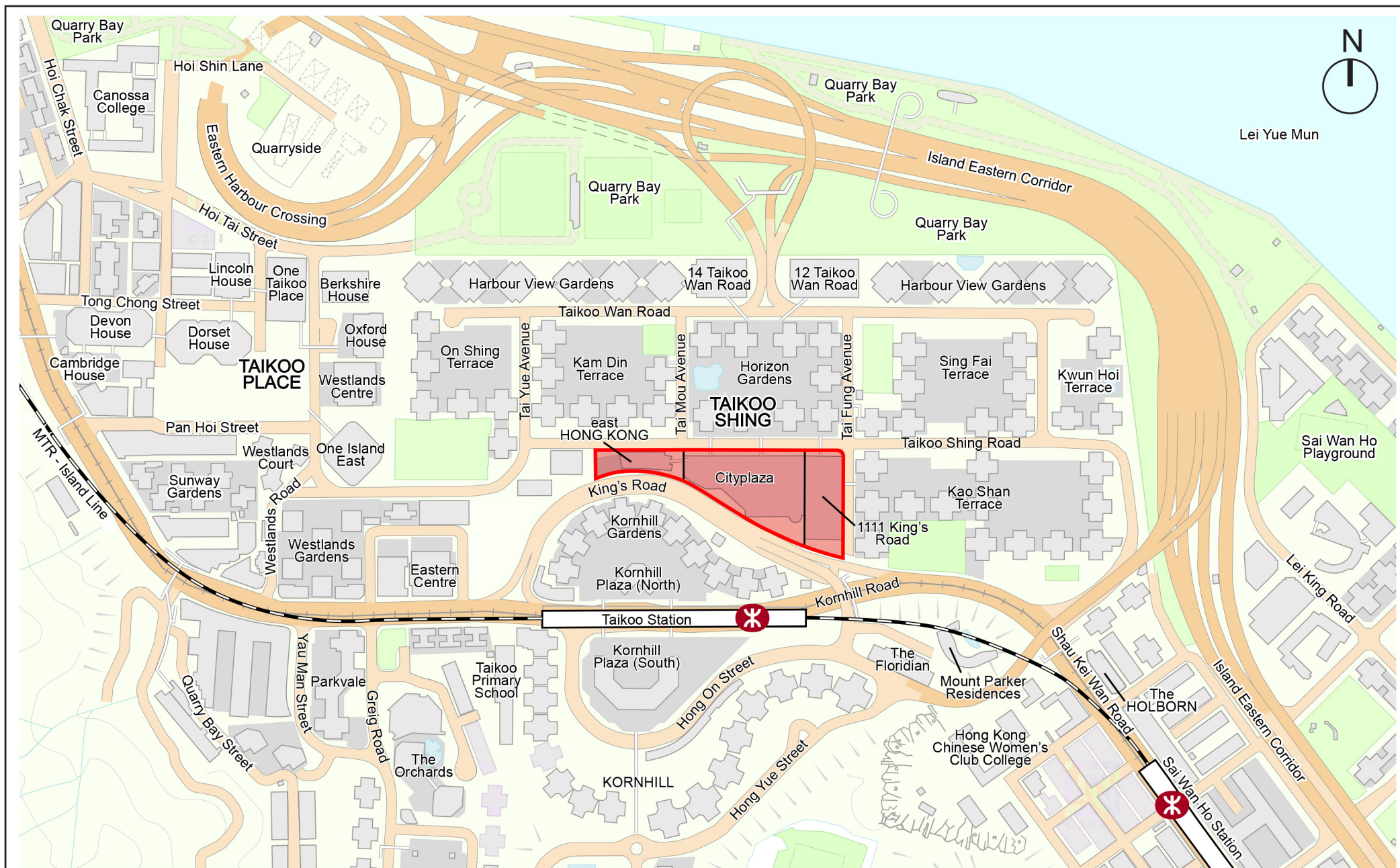
2.1.2 1111 King’s Road abuts King’s Road to its south and Taikoo Shing Road to its north. To its immediate east is Tai Fung Avenue; while to its immediate west is Cityplaza. 1111 King’s Road is well connected to other parts of Cityplaza, owned by Swire Properties, by an elevated walkway.

2.1.3 The Application Site is located in a high-density, developed urban context (**Figure 2.2** refers). It is at the heart of the comprehensive residential-cum-commercial development of Taikoo Shing. Existing office and residential clusters are found in the vicinity of the Application Site. The residential blocks of Taikoo Shing surround the Application Site. Kornhill Gardens, Kornhill Plaza and KORNHILL are to its south. To further west to the Application Site is Taikoo Place, a hub of Grade A office buildings. The majority of Cityplaza is to the immediate north of the Application Site. Office blocks 14 Taikoo Wan Road (formerly known as Cityplaza Three) and 12 Taikoo Wan Road (formerly known as Cityplaza Four) are to further north of the Application Site.

2.1.4 Therefore, the Application Site lies at the heart of a well-established commercial and residential centre.

2.2 Planning Context

2.2.1 The Application Site falls within the Approved Quarry Bay OZP No. S/H21/28. According to the Notes of the OZP, the Application Site is subject to a maximum non-domestic GFA of 123,129m², which reflects the as-built total GFA. According to the OZP, the Application Site is subject to 2 BH restrictions. 1111 King’s Road and east HONG KONG are subject to maximum BH of 135mPD; while Cityplaza in



Application Site (the entire "C(7)" zone)

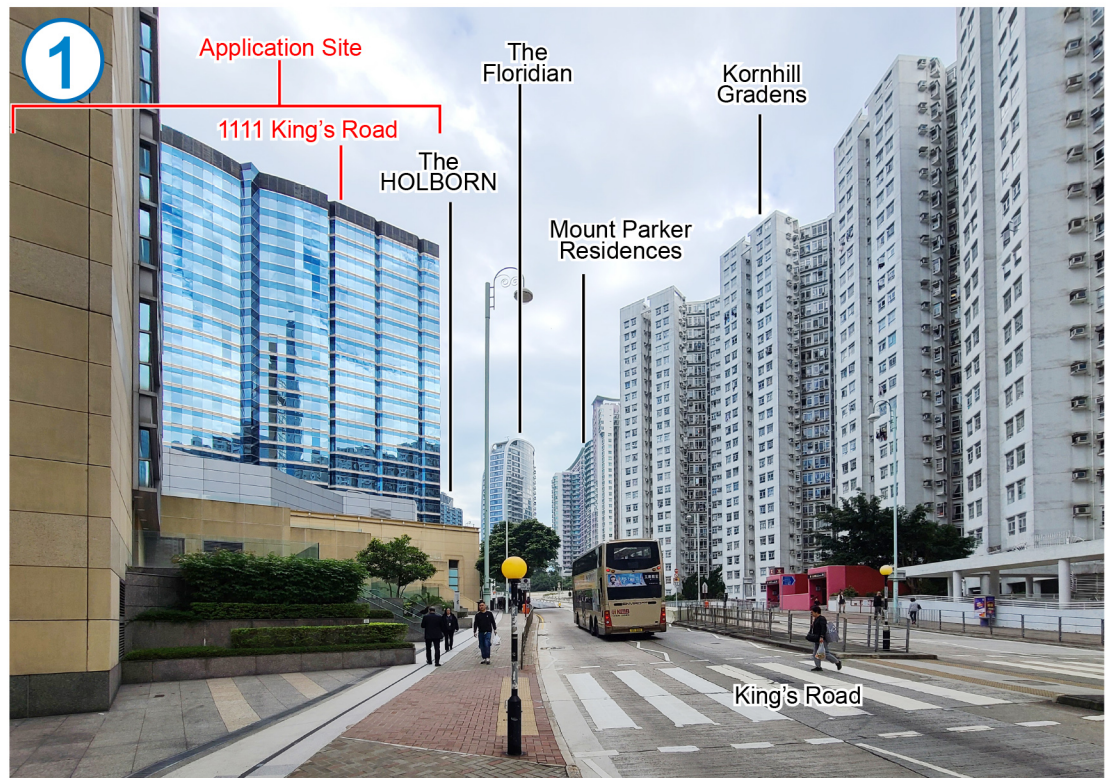
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Location Plan

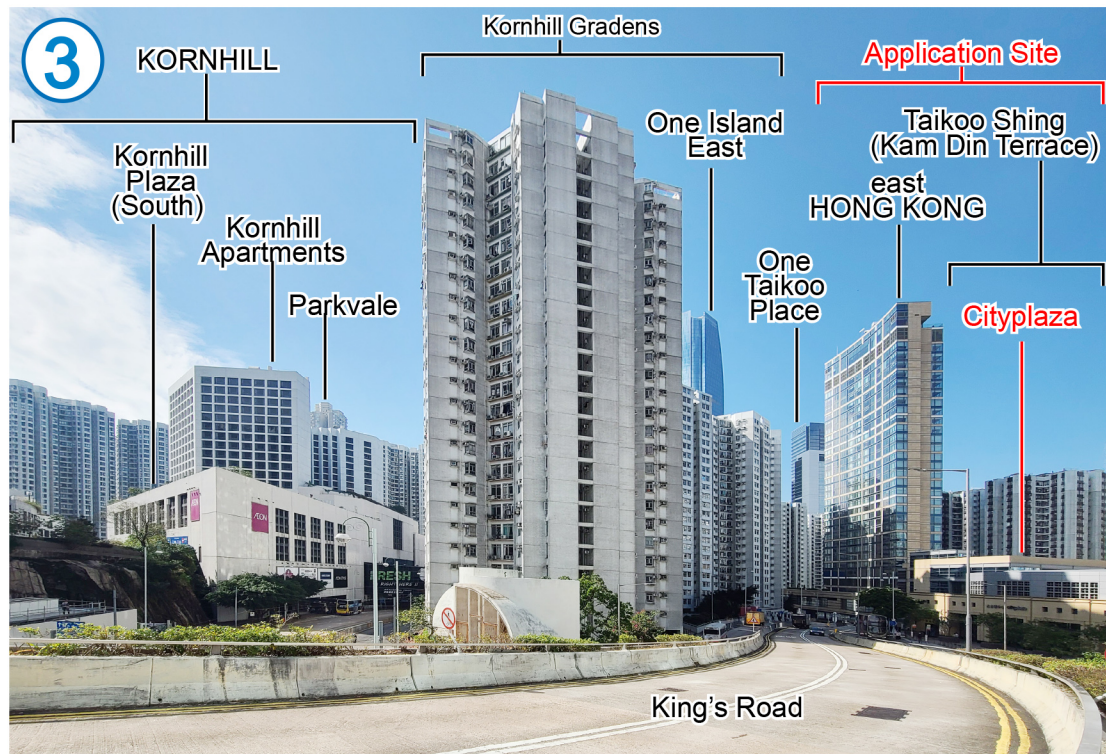
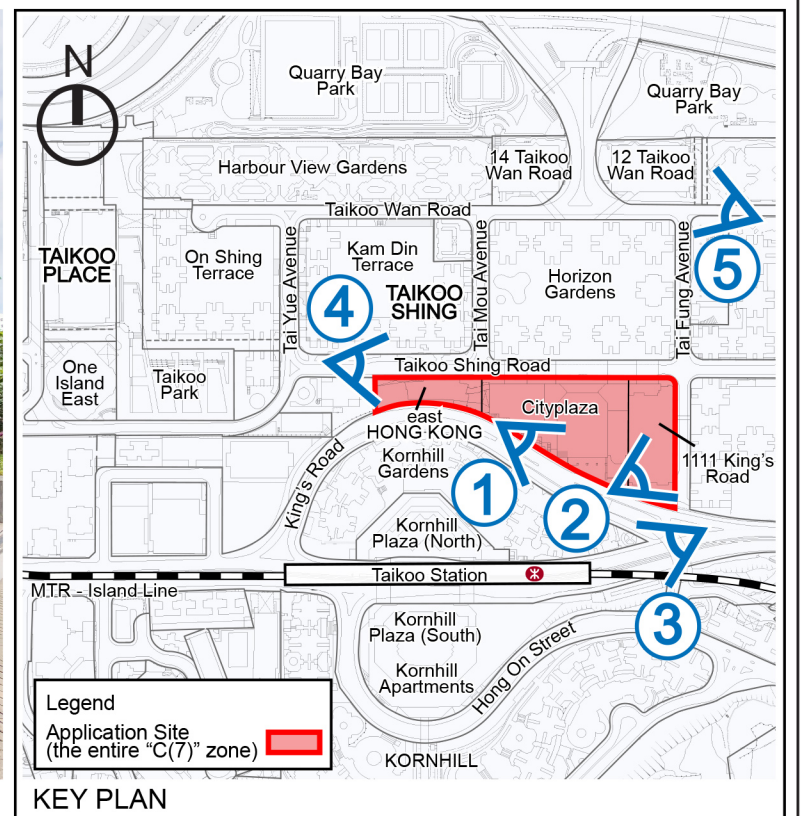
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Rev	0	Date	Jan 2026
Scale	N/A		Figure 2.1



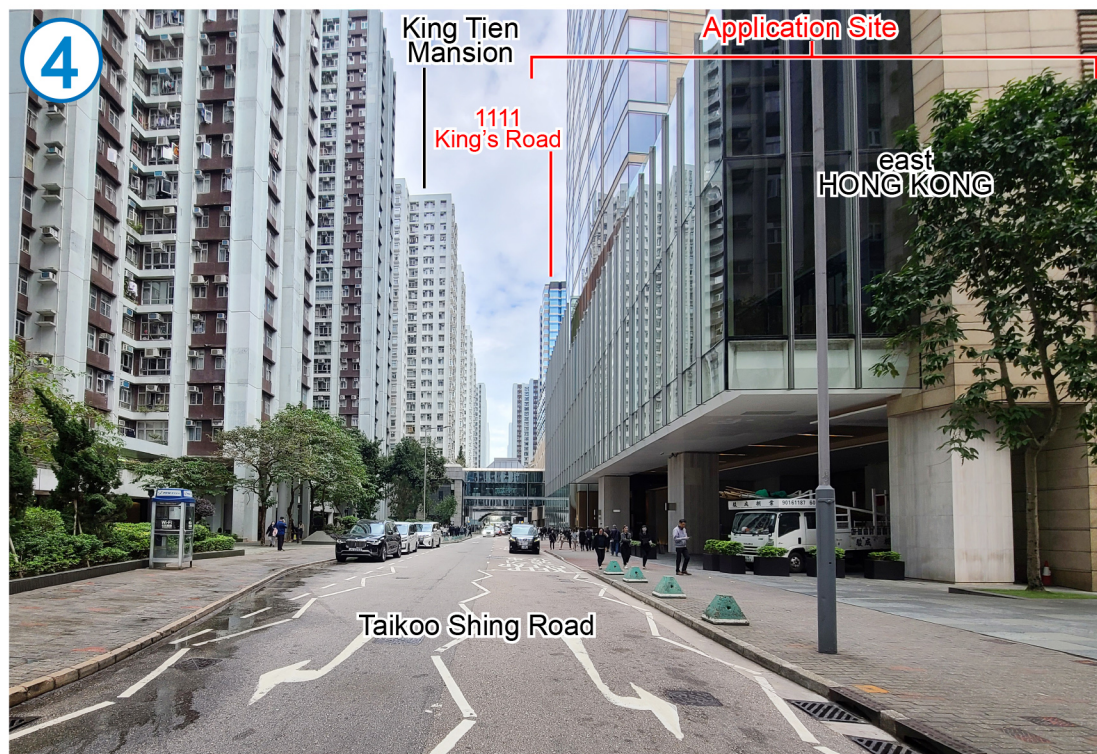
Application Site and the Surrounding Residential Developments viewed from King's Road



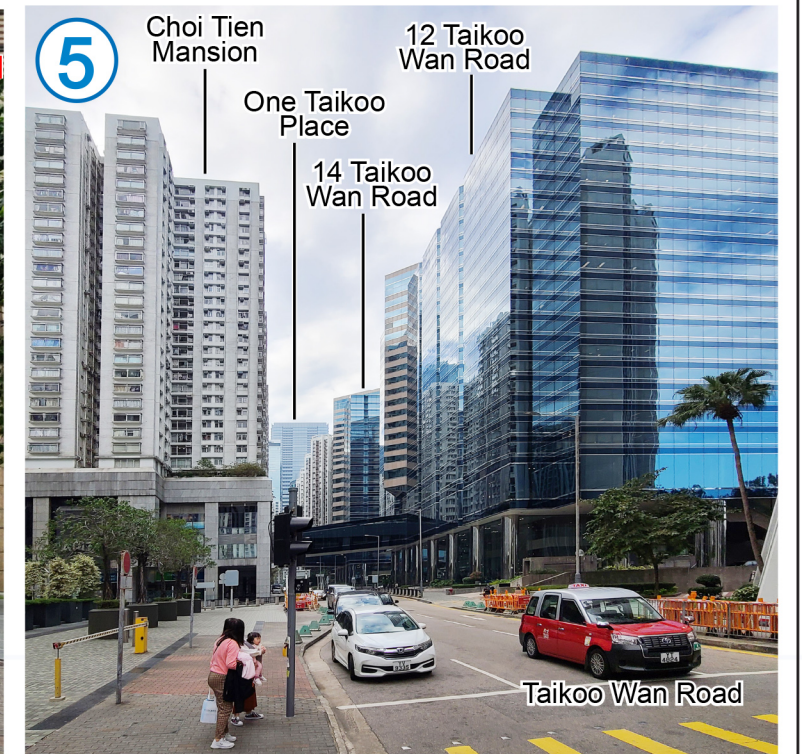
The Main Entrance of 1111 King's Road from King's Road



Application Site and Surrounding Developments viewed from King's Road



Application Site and Surrounding Developments viewed from Taikoo Shing Road



12 Taikoo Wan Road and 14 Taikoo Wan Road viewed from Taikoo Wan Road

the “C(7)” zone is subject to BH restriction of 45mPD.

2.2.2 As stipulated on the Notes of the OZP, based on individual merits of a development or redevelopment proposal, minor relaxation of GFA and BH restrictions may be considered by the Board on application under S16 of the Ordinance.

2.2.3 The “C” zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as regional or district commercial / shopping centres. The areas under this zoning are usually major employment nodes.

2.3 Development History

2.3.1 The Occupation Permit of 1111 King’s Road was issued in 1997, meaning the BH of 1111 King’s Road has remained at 106.35mPD since 1997. Yet, on 3.7.2008, a set of GBP for 1111 King’s Road with BH at 189.95mPD was approved by BD, while the approved total non-domestic GFA for “C(7)” zone is 164,042.113m².

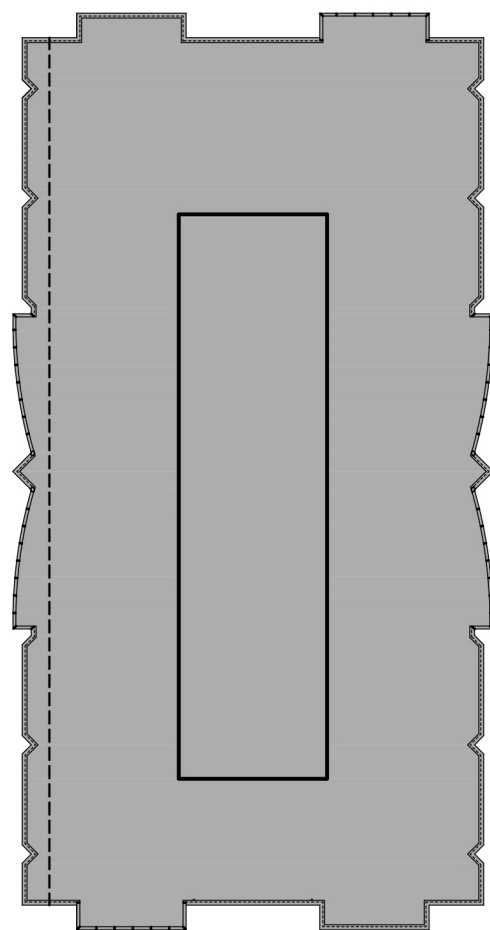
2.3.2 After approval of this set of GBP, the current BH and GFA restrictions for the “C(7)” zone were imposed on the OZP on 25.7.2008 and 9.10.2009 respectively. From 2008 to now, several GBP (amendment) submissions were made to BD. The latest GBP for 1111 King’s Road office extension was approved in May 2025, with BH at 189.95mPD and total GFA of “C(7)” zone reaching 163,530.242m². With a valid approved GBP under which 1111 King’s Road was approved with a BH and GFA exceeding the current restrictions for the “C(7)” zone, the Applicant should not be deprived of the development right to implement the proposed expansion of 1111 King’s Road. It was against this background that the Applicant submits this planning application.

3 INDICATIVE DEVELOPMENT PROPOSAL

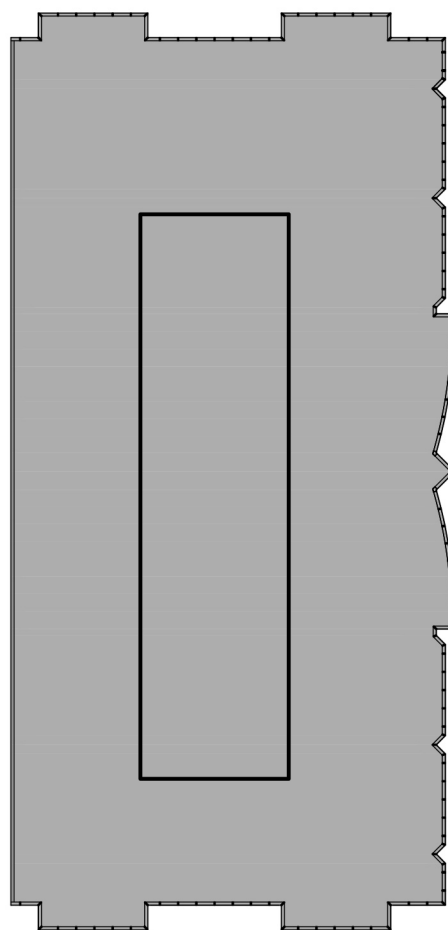
3.1 Proposed Extension of 1111 King’s Road

- 3.1.1 The Applicant proposes additional GFA and BH to 1111 King’s Road for its extension above the existing office building. Therefore, this planning application seeks minor relaxation of GFA restriction of the Application Site (the entire “C(7)” zone) from 123,129m² to 148,629m² (+25,500m² / 20.7%)¹, and minor relaxation of BH restriction of 1111 King’s Road, the Subject Site, from 135mPD to 165mPD (+30m / 22.2%).
- 3.1.2 The increase in GFA and BH will bring about 13 new storeys to the existing office building of 1111 King’s Road. Out of the 13 new storeys, 10 storeys will be for office use, 2 floors are for mechanical and electrical (M&E) facilities, and 1 floor will be designated as refuge floor-cum-sky garden. The typical office floor plan, M&E floor plans, refuge floor-cum-sky garden plan and section plan are presented in **Figures 3.1 to 3.3**. For easy reference, existing uses by floor are also indicated on **Figure 3.2**.
- 3.1.3 The proposed extension will be constructed on top of the existing office building, no changes to the existing 1111 King’s Road will be made. Cityplaza and east HONG KONG in the same “C(7)” zone will remain unchanged as well. **Table 3.1** below summarises the development parameters of the Proposed Development.

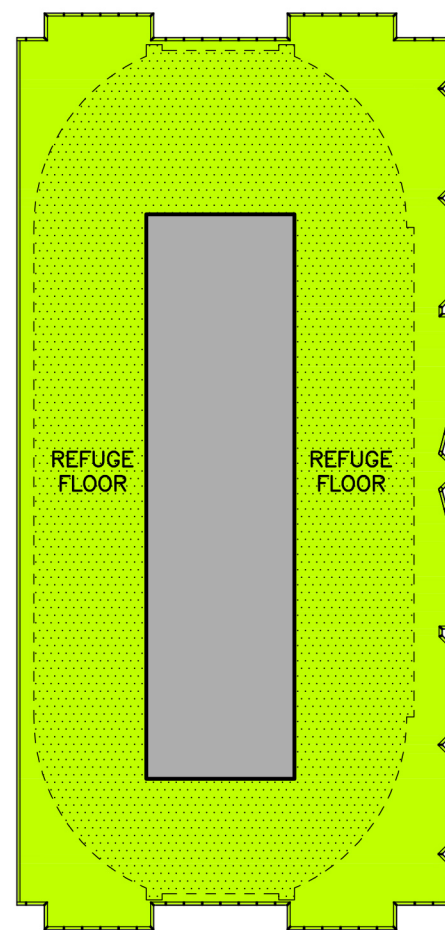
¹ The existing GFA of 1111 King’s Road is 78,068.629m², thus the increase in GFA at 1111 King’s Road alone is about 32.7%.



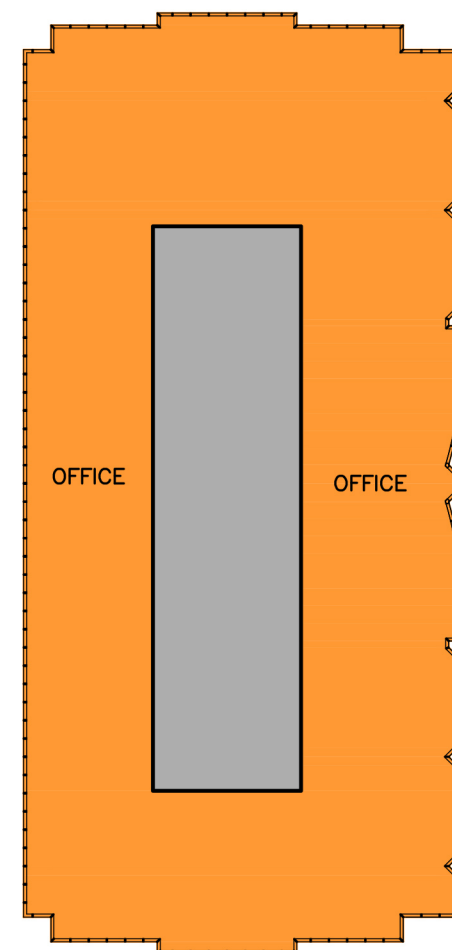
28TH FLOOR PLAN
(M/E FLOOR)
PREVIOUS ROOF PLAN (PHASE 1)



29TH FLOOR PLAN
(M/E FLOOR)
PREVIOUS UPPER ROOF PLAN (PHASE 1)



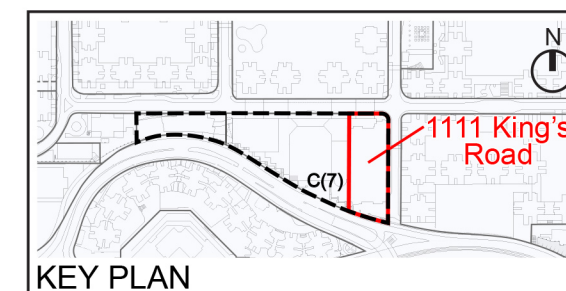
30TH FLOOR PLAN
(REFUGE FLOOR-CUM-SKY GARDEN)



31ST – 40TH FLOOR PLAN
(OFFICE)

LEGEND :-

- OFFICE
- E&M / BACK OF HOUSE AREA
- REFUGE FLOOR
- GREENERY AREA



Title

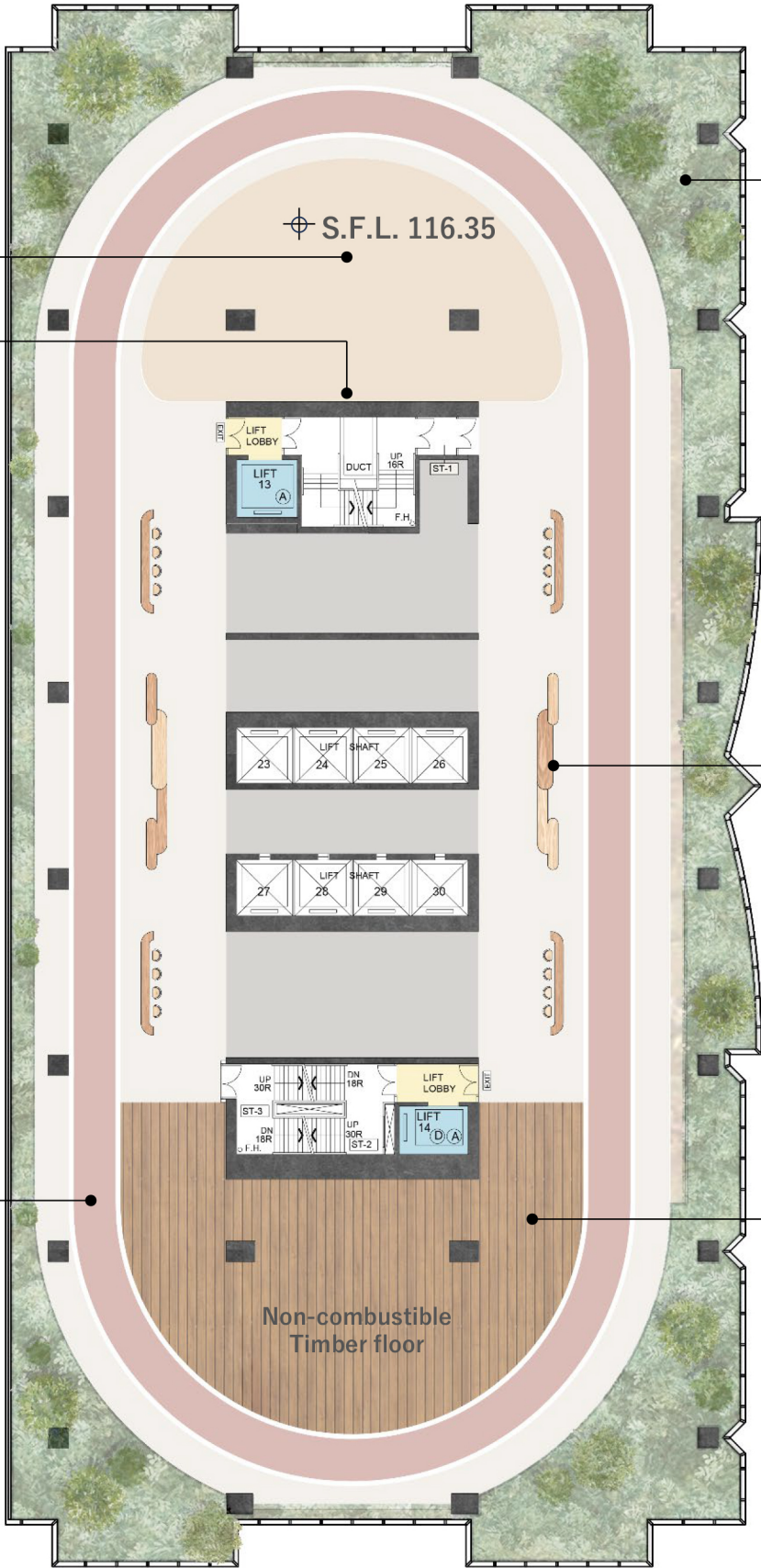
Indicative Floor Plans of 1111 King's Road Extension

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2026
Scale	Figure 3.1		

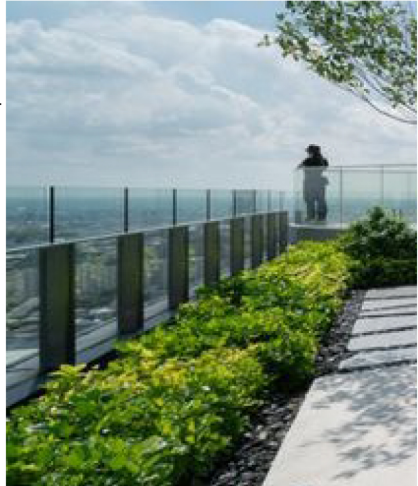
Fitness area with mirror (195 sqm)



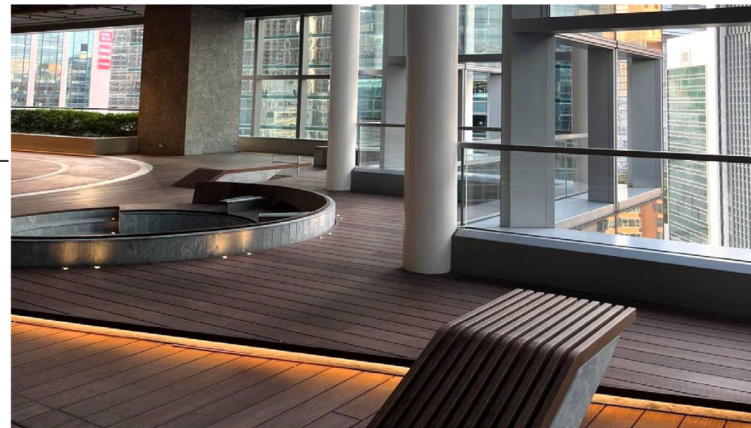
Jogging Lane (397 sqm/ 167m)



Sky Planters (547 sqm)



Sitting Area (48 sqm)



Yoga area with mirror (260 sqm)



- Fireman's Lift
- Lift Lobby



Title

30/F Refuge Floor-cum-Sky Garden Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jan 2026
Scale	Figure 3.3		

Table 3.1 Major Development Parameters of the Proposed Development

Application Site Area (about)	13,581m ²		
	OZP restriction	Proposed parameter	Difference
Application Site (“C(7)” zone)			
GFA (about)	123,129m ²	148,629m ²	+25,500m ² / 20.7% (for office extension of 1111 King’s Road, i.e. extension atop existing building)
1111 King’s Road (Subject Site)			
BH (at main roof)	135mPD	165mPD	+30m / 22.2% (number of storeys of 1111 King’s Road will increase from 28 to 41, excluding basement)

3.1.4 The existing 1111 King’s Road and the proposed new storeys will be central air-conditioned with proper fresh-air intake to ensure occupants will not be exposed to unacceptable environmental nuisances.

3.1.5 The Applicant strives to provide planning gains in this planning application to benefit the public and office users. Details are discussed in the following sections.

3.2 Provision of Sky Garden

3.2.1 30/F of 1111 King’s Road upon completion of the extension will be a refuge floor-cum-sky garden. **Figures 4.4** and **4.5** in the VIA (**Appendix B** refers) show the approximate location of the sky garden. With an area of about 2,143m², the sky garden will adopt a permeable design, it will not be enclosed by curtain wall or glass façade on 4 sides. It will bring visual interest to the existing façade of 1111 King’s Road and create a relaxing environment for all to enjoy. Users can enjoy a panoramic view towards Victoria Harbour and Kowloon at this sky garden.

3.2.2 While meeting relevant regulations and requirements on a refuge floor, this sky garden can provide a multi-activity area for public, not only office workers, to enjoy. The design of the sky garden is shown in **Figure 3.3**. Along the boundary of the sky garden will be planters and shrubs to soften the building edge and to create a pleasant environment for users. A loop of jogging lane is designed around the sky garden. Areas for aerobic exercises, yoga, etc. are reserved. These facilities

provided under a covered and weather-proof space with harbour view at the sky garden could serve the leisure and recreational needs of users, including Taikoo Shing residents whom do not have a clubhouse at their estate.

- 3.2.3 The proposed sky garden will be in nature different from other sky gardens in commercial buildings in Quarry Bay. The proposed sky garden on 30/F of 1111 King's Road will be permeable and provide active zones to create happenings that can attract visitors to stay. It will not be merely an observation deck with enclosed design, it will be a one-of-a-kind sky garden in Eastern District.
- 3.2.4 The sky garden will be under the Applicant's management and maintenance. It will be opened to public free of charge from 8 a.m. to 8 p.m. daily. A dedicated lift which provides the public with direct access to the sky garden will be reserved. Signage will be provided in office lobby to let the public know there is a space on 30/F for everyone to access and enjoy.
- 3.2.5 Regarding the control mechanism on the implementation of the proposed sky garden to the satisfaction of relevant departments, possible mechanism would include the imposition of a relevant approval condition requiring the submission and implementation of a landscape proposal for the sky garden to the satisfaction of Planning Department during the subsequent GBP stage. Under lands regime, having obtained the S16 approval, the Applicant will apply to the Lands Department for a modification of the relevant land document(s) to effect the office extension. If Lands Department deems fit, Lands Department may impose the sky garden requirement by incorporating the relevant conditions in the proposed modification requiring the Applicant to provide and maintain a sky garden at his own cost for the use by the public free of charge during the proposed opening hours.

3.3 Provision of Pick-up/Drop-off for Taxi/Private Car at King’s Road with Barrier-free Access to 1111 King’s Road and Cityplaza

3.3.1 The existing area outside the main entrance of 1111 King’s Road on 5/F facing King’s Road now mainly serves as a pedestrian circulation area and a bus waiting space for people waiting for buses along King’s Road. To make better use of this open area, the Applicant commits to provide a pick-up / drop-off area here (**Figure 3.4** refers). The proposed road works regarding the new pick-up / drop-off layby abutting King’s Road will be designed and implemented by the Applicants. After completion, it is proposed to be surrendered to Government for management and maintenance. This “Arrival Plaza” will accommodate 2 laybys for public use, so that people in need, such as disabled persons or the elderly, can enjoy a seamless and barrier-free access to the service lifts inside 1111 King’s Road, including Lift 14 shown on **Figure 3.4**.

3.3.2 Currently, layby for pick-up / drop-off is only available at Taikoo Shing Road. For visitors going to Cityplaza / 1111 King’s Road by private vehicle or taxi, Taikoo Shing Road is the only available point of access. This newly proposed pick-up / drop-off area provides an alternative access to the main entrance of 1111 King’s Road abutting King’s Road, which can only be reached by bus or MTR at the moment.

3.4 Enhancement Works on 5/F

3.4.1 To further release potentials of the area on 5/F outside the main entrance of 1111 King’s Road abutting King’s Road, the Applicant proposes to upgrade this area for enjoyment by everyone and provide a comfortable environment for people waiting for buses. The 5/F Landscape Plan at **Figure 3.4** summarises the enhancement works to be carried out on 5/F.

3.4.2 Part of the current office lobby area on 5/F will be renovated as a semi-outdoor / indoor area to provide relaxing space within an indoor environment but with sides opened-up facing King’s Road to achieve a more interactive space between outdoor / indoor atmosphere. Flexible seating is provided in this area, both along the outdoor-indoor boundary and the more indoor area, making this area a dining space for people to enjoy light meal and coffee. This area also provides comfort for people waiting for buses, because digital signage board showing bus arrival time will be installed here. People can sit in a semi-outdoor / indoor area to wait for



incoming bus instead of waiting outside, where there is currently nil provision of seating.



Indicative Rendering of the Semi-outdoor / indoor Area

- 3.4.3 Apart from the flexible seating, there will be some new kiosks in this semi-outdoor / indoor area. These kiosks can provide light refreshment or other retail services to office users and public to make this area, which currently only serves as office lobby and circulation area, more lively and functional. Overall, this area opened up for public usage will allow people to enjoy seamless connection of indoor, covered and outdoor spaces.
- 3.4.4 Outside the office building, there will be an outdoor kiosk providing food vending options, which is to the south of a “trellis with lounge”. People can enjoy food in relaxing and comfortable seating provided with trellis. The “lounge” will provide shade and shelter for people to rest. Cozy smaller tables are provided around the “trellis with lounge” to provide additional variety of gathering and resting space for public enjoyment. Apart from the trellis lounge, between the southern façade of 1111 King’s Road and the “Arrival Plaza”, tables and chairs with 4 parasols will be provided. It can provide shelter from sun and rain.
- 3.4.5 The existing landscaping on 5/F has been reviewed. Among the existing 8 numbers of *Hibiscus tiliaceus* in raised planters, 2 numbers will be retained and the remaining 6 numbers will be transplanted to newly designed planting areas (refer to the Landscape Proposal under **Appendix A** for tree treatment details). 8 new trees are proposed in total. Ornamental grass and sculpture are also proposed to

create sense of place.

- 3.4.6 All planters, including the *Hibiscus* and larger feature trees, will have flowering shrubs and groundcovers with varying leaf textures and foliage. Plants will cascade over the planter walls to create a beautiful setting for people to relax.
- 3.4.7 For more details of the enhancement works on 5/F, please refer to the Landscape Proposal under **Appendix A**.
- 3.4.8 Together with the sky garden on 30/F, the Proposed Development will have sufficient open space provision as per Hong Kong Planning Standards and Guidelines (HKPSG) (**Tables 3.2** and **3.3** refer).

Table 3.2 Required Provision of Local Open Space

	GFA	No. of workers (assuming 25m ² GFA per worker as per HKPSG)	Open space requirement (assuming 0.5m ² open space per worker as per HKPSG)
Existing 1111 King’s Road	About 78,069m ²	About 3,123	About 1,561.5m ²
Proposed Extension	About 25,500m ²	About 1,020	About 510m ²
			Total: about 2,071.5m ²

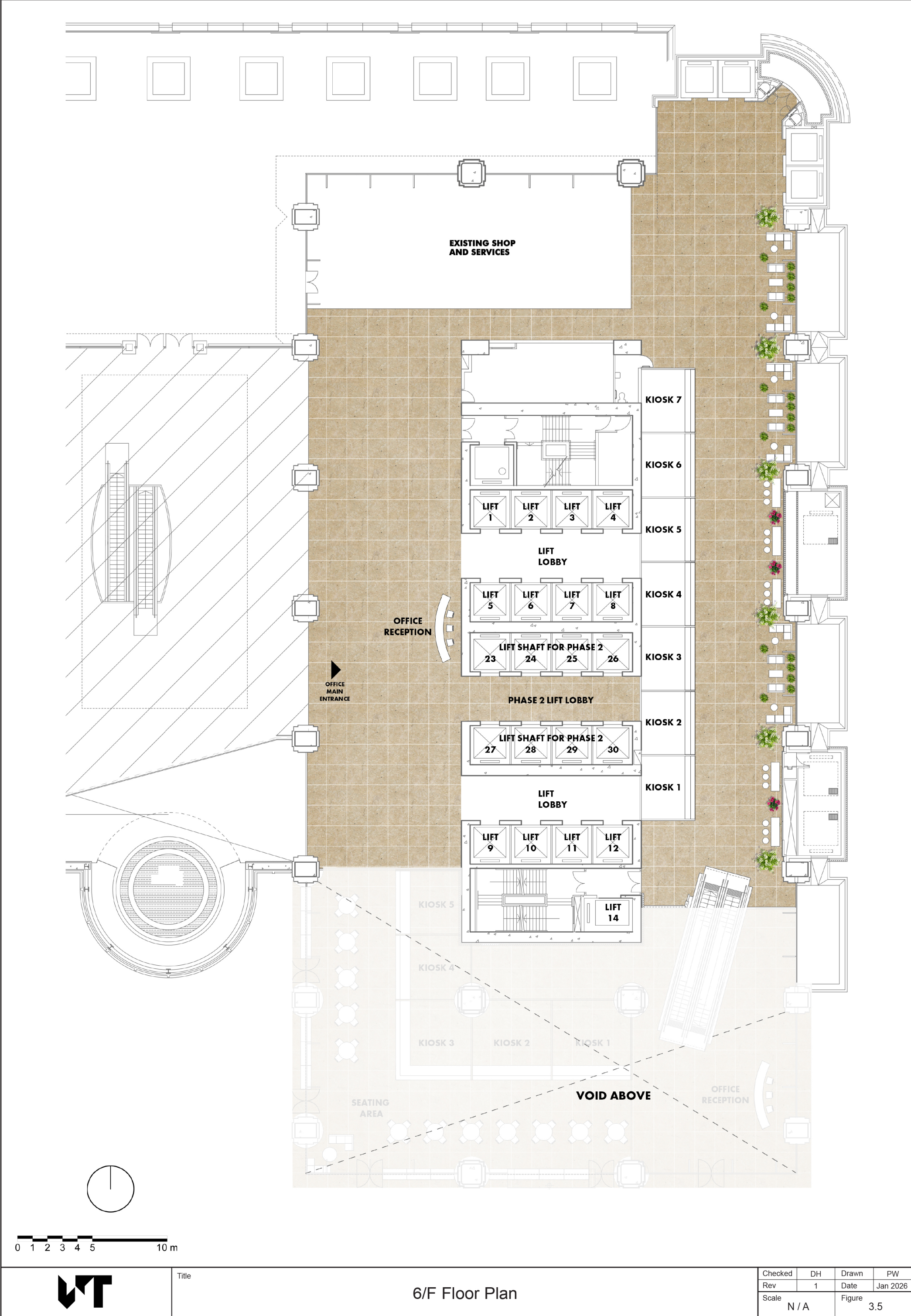
Table 3.3 Proposed Provision of Local Open Space

Location	Area of local open space
5/F	About 1,060m ²
30/F	About 2,143m ²
Total	About 3,203m²

- 3.4.9 These proposed local open space area at 5/F and 30/F are private open space (but accessible by the public), and the total area is about 3,203m², exceeding the 2,071.5m² requirement under HKPSG. Thus, the Proposed Development provides sufficient open space for all to enjoy. [note: It should be clarified that there is no open space requirement at the site at present. For the concerned area of about 1,060m² on 5/F as mentioned in Table 3.3, it is currently an existing outdoor area with some basic landscaping provided and is accessible by the public at present. The Applicant proposes to enhance the landscaping works there, and remains to keep it as accessible by the public.]

3.5 Improved Pedestrian Connectivity

- 3.5.1 The Applicant strives to enhance pedestrian connectivity between King’s Road on 5/F and Taikoo Shing Road on G/F, which are two major roads utilised by pedestrians. Currently, once pedestrians enter 1111 King’s Road from the main entrance on 5/F abutting King’s Road, they can use escalators / lifts to reach 6/F, where there are shuttle lifts down to Taikoo Shing Road on G/F. However, this route is not often utilised by pedestrians, because the existing route is zigzagged and gives people an ambience that it is for office use only, which may forbid people from using this route. Not using this route, to reach Taikoo Shing Road on G/F from King’s Road on 5/F, pedestrians need to utilise escalators or lifts that stop at any floor between G/F and 5/F, which is more time-consuming.
- 3.5.2 To further enhance connection between King’s Road and Taikoo Shing Road, the Applicant proposes to straighten the current route between the escalator on 6/F running from 5/F and the shuttle lifts on 6/F to Taikoo Shing Road. Currently there is a bank in-mid of the route, leading to its zigzag configuration. GFA distribution will be rearranged so that the space currently occupied by the bank will be freed up. Along the route from the escalator landing on 6/F and the shuttle lifts down to Taikoo Shing Road, 7 kiosks will be aligned in straight line to make sure there is a direct route between the escalator and shuttle lifts, and to make sure pedestrians can notice the shuttle lifts visually once they arrive at 6/F. Along this corridor, there will be tables, chairs and planters on the side opposite to the kiosks to create a more casual ambience (**Figure 3.5**). Other than the escalator, people can make use of Lift 14 to go to 6/F from 5/F, which is a barrier-free route. Also, clear signage will be provided to guide people to access the shuttle lifts. Enhanced connection between King’s Road and Taikoo Shing Road is illustrated in **Figure 3.6**. For comparison purpose, the existing pedestrian circulation route between the southern entrance lobby and the 6/F shuttle lift lobby to G/F is illustrated in **Figure 3.7** for reference.
- 3.5.3 The above design helps to create a less office-exclusive atmosphere, and thus welcomes public usage of this passageway that allows convenient, barrier-free connection between King’s Road on 5/F and Taikoo Shing Road on G/F. The straightened route also allows pedestrians’ direct sight of the shuttle lifts once they arrive at 6/F after taking the escalators / lift from 5/F. With the proposed enhancements, people can easily notice there is such route on 6/F, instead of using other more time-consuming routes. For those who are already utilising this route,



0 1 2 3 4 5 10 m



Title

6/F Floor Plan

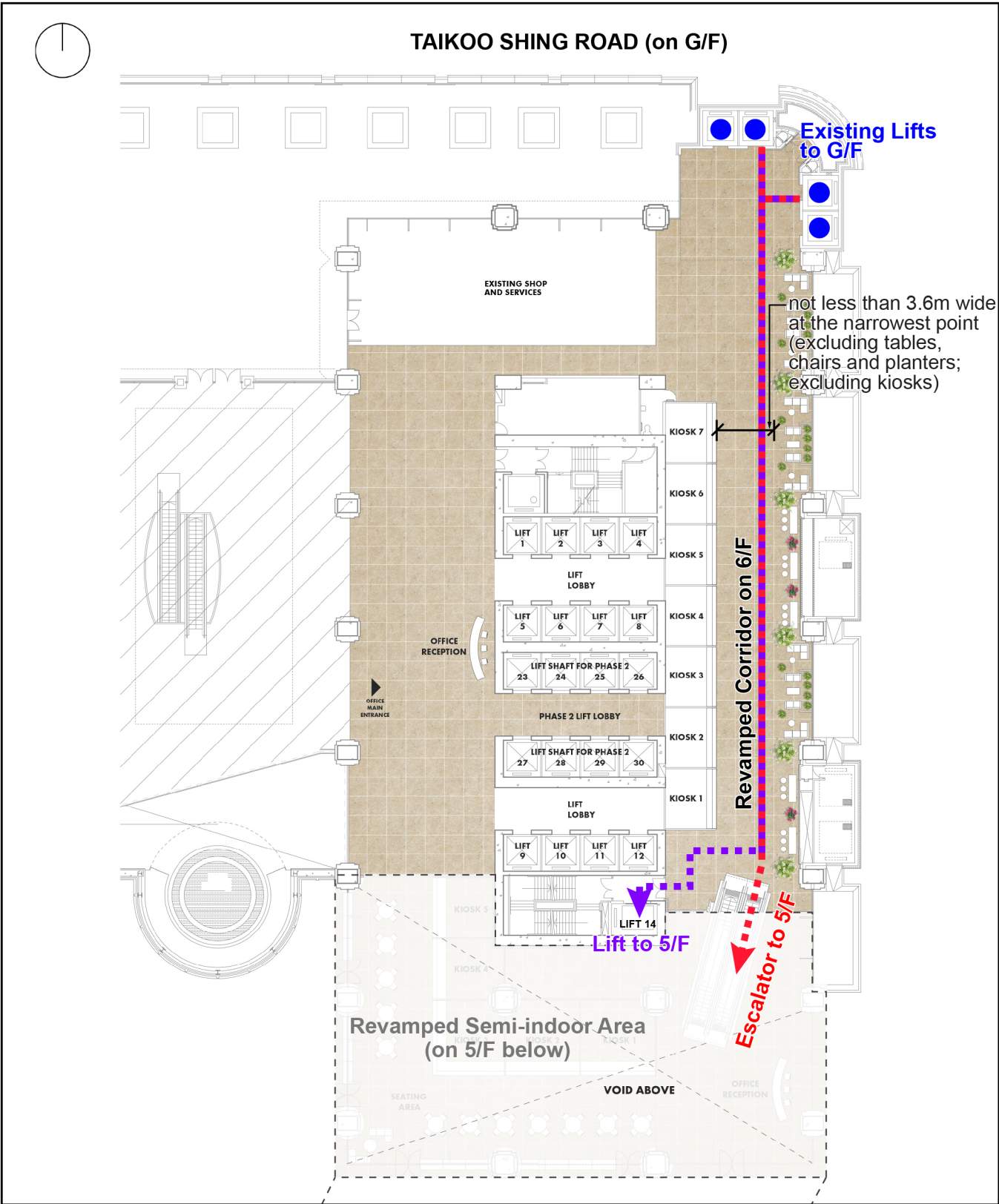
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Legend

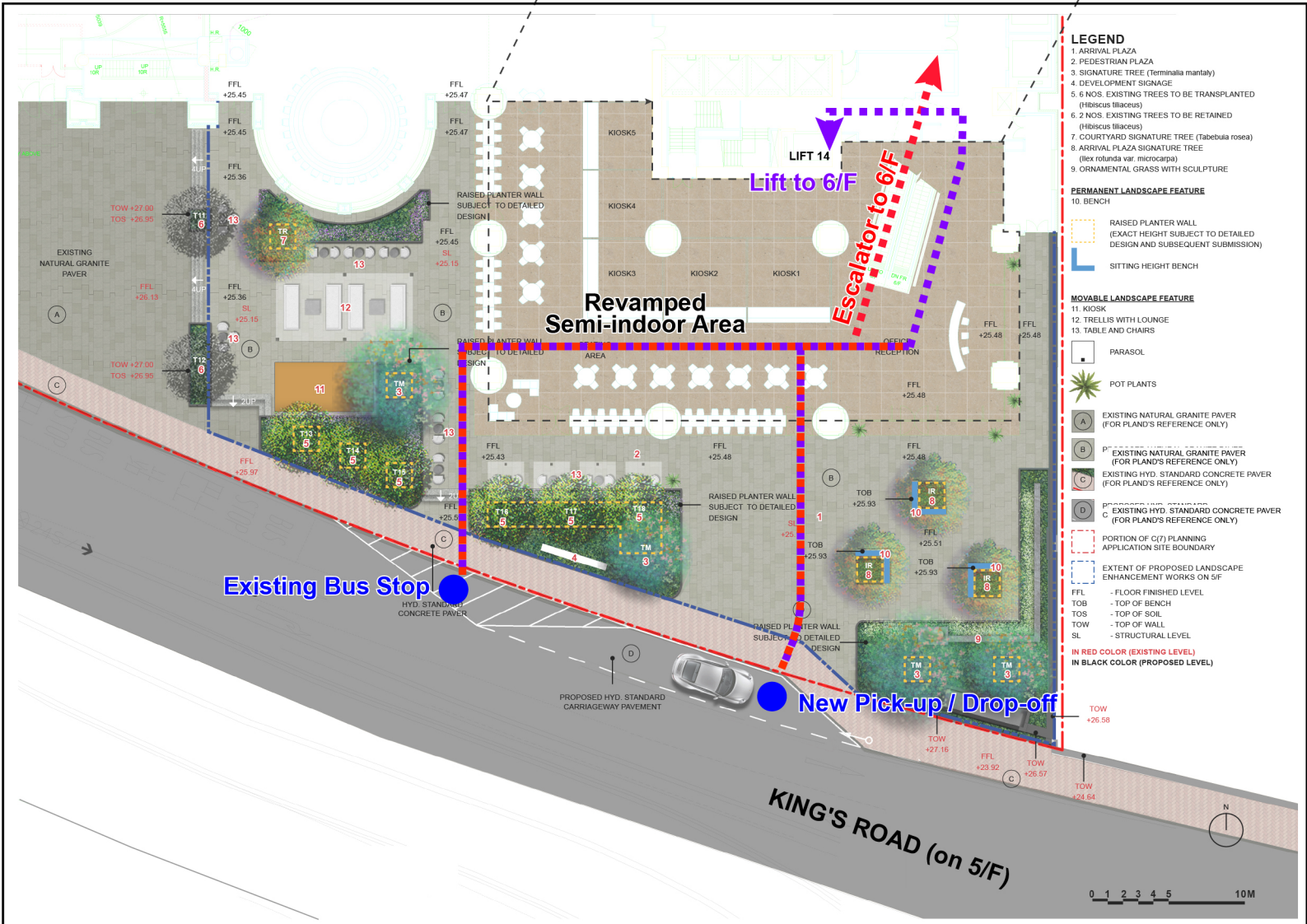
Barrier-free Access

Alternative Access

6/F Plan of 1111 King’s Road



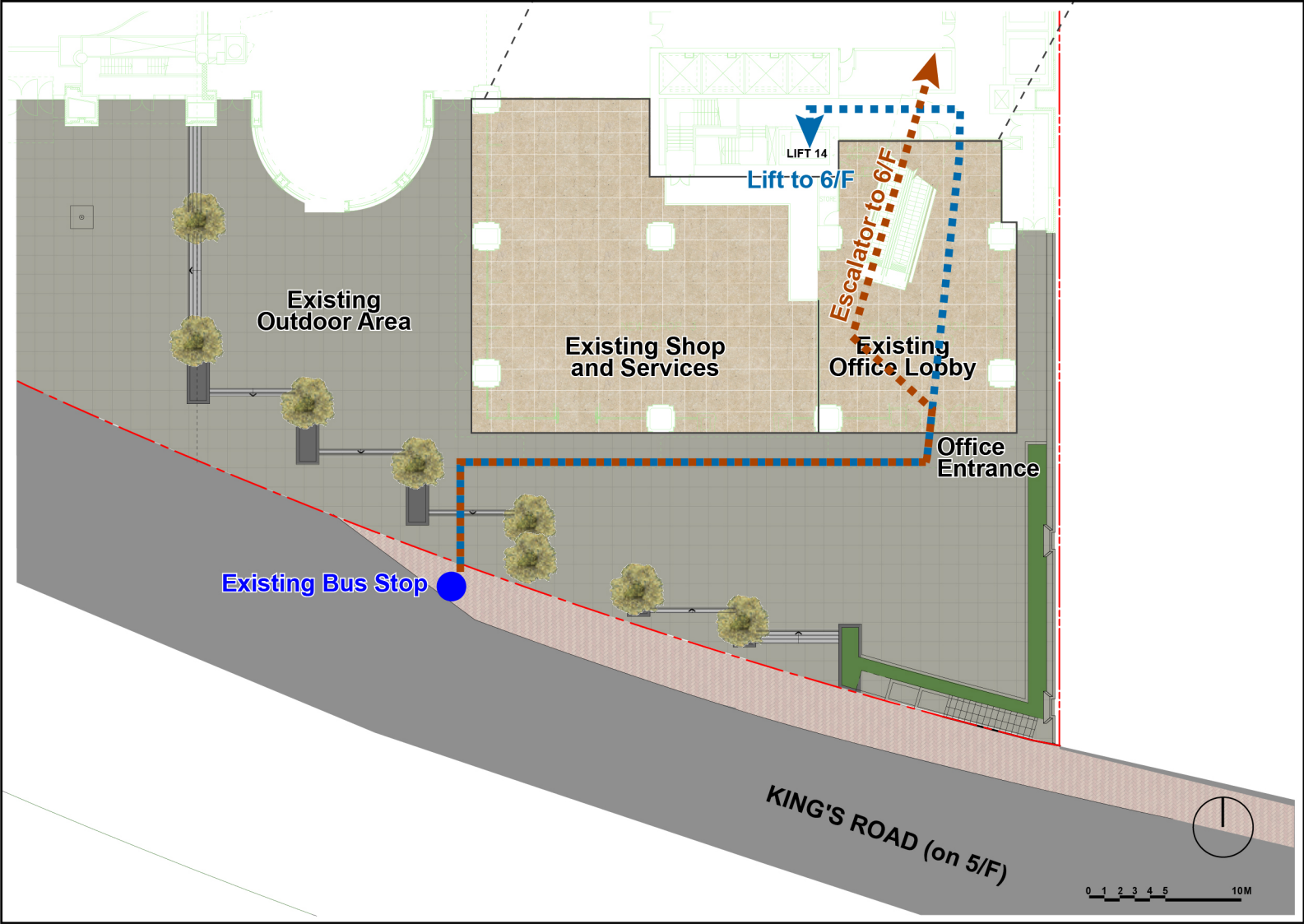
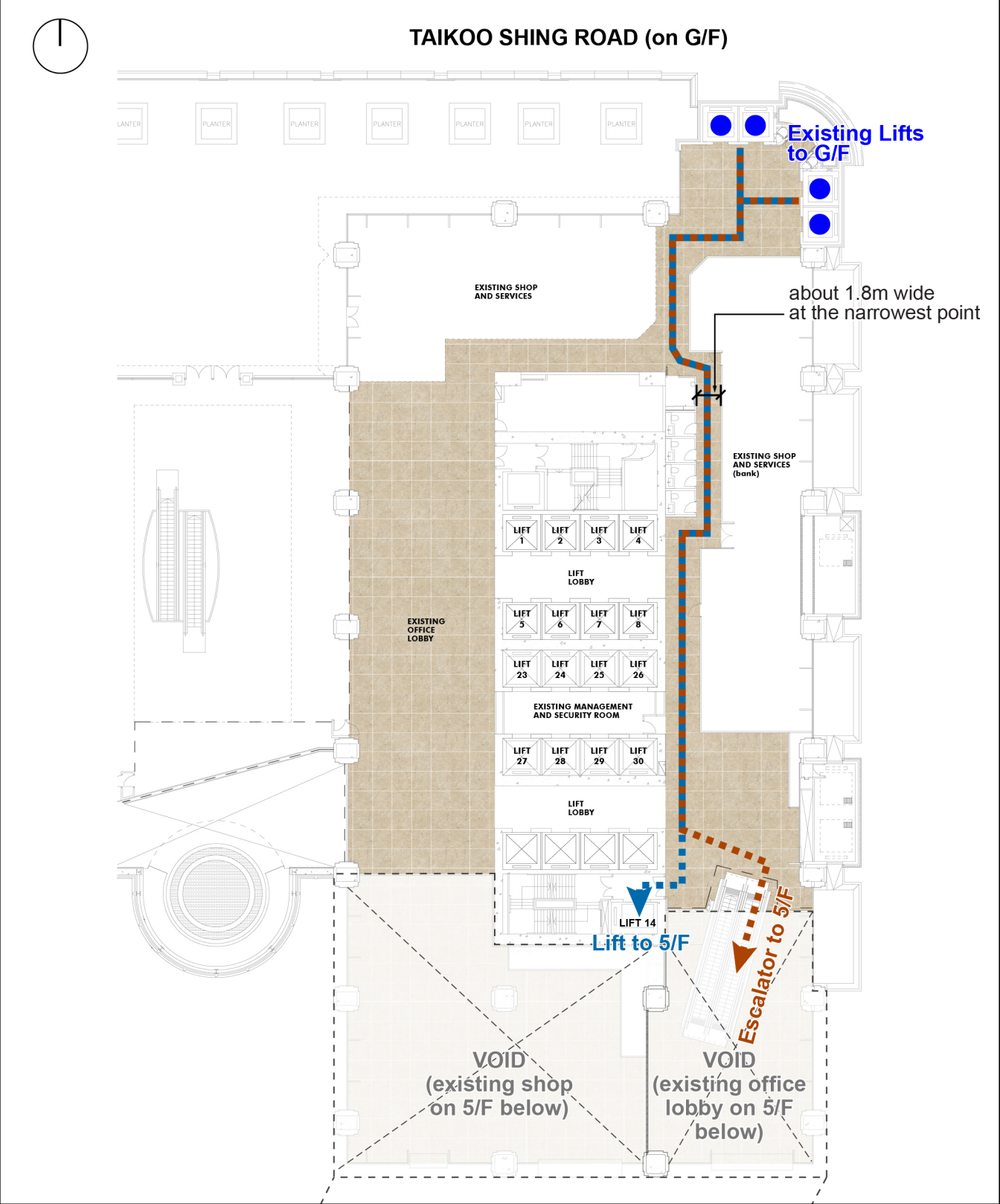
5/F Plan of 1111 King’s Road



Legend

Existing Pedestrian Access (via Lift) 

Existing Pedestrian Access (via Escalator) 



the enhancements will bring a more comfortable pedestrian experience.

3.5.4 Furthermore, the kiosks along this passageway can provide extra food and beverage or retail choices for the public and office users, making the office lobby more vibrant and functional.

3.5.5 This pedestrian route will be opened to public during operation hours of the mall in Cityplaza.

3.6 **Implementation Schedule**

3.6.1 The anticipated completion year of the Proposed Development is 2029.

4 VISUAL CONSIDERATIONS

- 4.1 A VIA has been conducted to assess potential visual impacts arising from the Proposed Development. Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41A) has been followed when preparing the VIA. Please refer to **Appendix B** for the full report.
- 4.2 5 viewing points (VPs) have been selected for the purpose of this VIA:
VP1: Sai Wan Ho Playground
VP2: Shau Kei Wan Service Reservoir Playground
VP3: Taikoo Park
VP4: Quarry Bay Park
VP5: Kai Tak Cruise Terminal
- 4.3 It should be highlighted that the existing BH of 1111 King's Road is 106.35mPD, which is lower than the BH restriction of 135mPD on the OZP. Only visual impacts arising from the BH increase on top of 135mPD will be assessed. With reference to the analysis in the VIA and as illustrated on the photomontages taken at selected VPs, the magnitude of visual change due to the Proposed Development would range from negligible to slight. Given the Application Site lies in a highly urbanised context with existing commercial and residential clusters, the increase in BH of 1111 King's Road will not be out of context; it can blend in well with the surrounding environment instead. Together with the low / medium sensitivity of public viewers, adverse visual impacts are not anticipated.
- 4.4 In conclusion, the Proposed Development is fully acceptable in visual terms.

5 TRAFFIC CONSIDERATIONS

- 5.1 A TIA has been prepared and enclosed under **Appendix C** to review the internal transport facilities (car parking and loading / unloading (L/UL) bays) provision and to assess the potential traffic impacts induced by the Proposed Development. As already mentioned in the TIA, the existing 1111 King's Road was commissioned in the 90s, as an initial phase. At the time during the planning and construction of this initial phase, the basement and foundation design have provided sufficient space and strengths to accommodate additional office floors above. As the existing office tower has already been designed to cater for additional office floors, car parking spaces, loading/unloading spaces and pick-up/drop-off layby were already in place to accommodate the demand for 1111 King's Road extension portion. In order to demonstrate the utilisation of the existing car park and loading area, recent utilisation records were reviewed to ensure sufficient car parking spaces and loading bays are available for the future increase in GFA after the office extension works.
- 5.2 The current number of car parking spaces provided in the basement of Cityplaza mainly to serve Cityplaza and 1111 King's Road is 845. Southern loading area located to the south of Taikoo Shing Road provides 11 heavy goods vehicle (HGV) and 9 light goods vehicle (LGV) L/UL bays.
- 5.3 A utilisation survey has been conducted to ascertain the current provision of car parking spaces and L/UL bays is sufficient for the Proposed Development. It was found that even during peak hour period, there are sufficient car parking spaces to meet the demand arising from the Proposed Development (minimum 85 car parking spaces as required under HKPSG). Furthermore, there are several existing public car parks in the vicinity of 1111 King's Road. Thus, the additional car parking demand due to the Proposed Development could easily be accommodated by the existing parking spaces available and no new private car parking spaces are proposed.
- 5.4 As for provision of L/UL bays, there is no observation of queue back from the basement or illegal on-street L/UL activities nearby. From the utilisation survey, the existing southern loading area is still under-utilised and has spare capacity to cater for the future demand from the Proposed Development. Nevertheless, the layout of loading area has been further reviewed to see if more L/UL bays can be provided, despite the loading area being constrained by basement extent, existing columns and M&E facilities. 9 additional L/UL bays are proposed by conversion of some

existing HGV bays to LGV / van bays and relocation of M&E rooms. Based on the proposed layout, 8 HGV, 10 LGV and 9 van L/UL bays could be provided in basement. On 5/F, the newly proposed pick-up / drop-off laybys can be share-used as 2 van L/UL bays as well. Therefore, basement and 5/F in total can provide 9 extra L/UL bays, meeting the requirement as per HKPSG.

5.5 To be in line with HKPSG requirement, for the Proposed Development, 13 motorcycle parking spaces are proposed in basement.

5.6 For purpose of traffic forecast, year 2032 was adopted as design year. Operation performance of 6 junctions were assessed:

J1: Taikoo Wan Road / Tai Mou Avenue

J2: Taikoo Shing Road / CityPlaza

J3: Taikoo Shing Road / Tai Fung Avenue

J4: King's Road / Taikoo Shing Road

J5: Taikoo Shing Road / Tai Yue Avenue

J6: Taikoo Shing Road / Westlands Road

5.7 Results show that all junctions will be operating within capacity for both reference scenario and design scenarios. Traffic impacts arising from the Proposed Development are anticipated to be minimal. Therefore, there will not be adverse traffic issues.

6 AIR VENTILATION CONSIDERATIONS

- 6.1 A qualitative AVA has been prepared to review the air ventilation impacts induced by the Proposed Development due to increase in BH. Please refer to **Appendix D** for details.
- 6.2 The prevailing annual winds in the study area are E, ESE and ENE; while the prevailing summer winds are SW, SSW, WSW, E and ESE. As the Application Site is already surrounded by high-rise developments (e.g. Kao Shan Terrace, Sing Fai Terrace, Nan Fung Sun Chuen, etc.), prevailing winds would flow along the existing road networks.
- 6.3 The Proposed Development is for extension of 1111 King's Road atop its existing building. The footprint of the newly proposed storeys are the same or slightly reduced compared with existing storeys. Therefore, it is anticipated that the wind flow along the existing road networks will not be significantly affected. The overall air ventilation performance of the Proposed Scheme (Proposed Development) will be comparable with that of the Baseline Scheme (existing development).
- 6.4 Therefore, the Proposed Development will be fully acceptable in air ventilation aspect.

7 SEWERAGE AND WATER SUPPLY CONSIDERATIONS

7.1 Sewerage Aspect

7.1.1 To assess the sewerage impact due to increase in sewage flow generation from the 13 additional new storeys, an SIA has been conducted and enclosed under **Appendix E**.

7.1.2 As a conservative approach, in the SIA report, it is assumed that all extra GFA is for office use. Based on detailed sewerage calculations, the increase in GFA would generate peak flow of 13 L/s. The sewage generated will be discharged to the existing public manhole FMH7036243 at Taikoo Shing Road. Upgrading works on the sewers (FMH7036243 to FMH7036248, FMH7036249 to FNH7036270 and FSH7001300 to FMH7036294) by the Applicants are required. After the proposed upgrading works, there would not be any adverse impact on the public sewerage system.

7.2 Water Supply Aspect

7.2.1 A WSIA has been conducted to assess the impacts of Proposed Development in terms of water demand and supply. Please refer to **Appendix F** for details.

7.2.2 The proposed increase in GFA for 1111 King's Road is 25,500m². Adopting a conservative approach, in the assessment it is assumed that all additional GFA is for office use.

7.2.3 Assessment results show that the additional freshwater demand and flushing water demand is 51m³/day and 17.85m³/day respectively. Given the increase in water demand is not significant, adverse impacts and upgrading works are not anticipated. There will not be insurmountable water supply issues.

8 PLANNING JUSTIFICATIONS

8.1 Relaxation of GFA and BH Restrictions is Minor in Nature

8.1.1 It is proposed to minor relax the GFA restriction of the Application Site from 123,129m² to 148,629m² and the BH restriction of 1111 King’s Road from 135mPD to 165mPD. The former is a 20.7% increase, while the latter is a 22.2% increase. This increase is considered minor in nature and will not bring out-of-context change to the existing built urban context.

8.1.2 In fact, the Applicant has previously obtained GBP approval for a higher GFA and BH for 1111 King’s Road extension before stipulation of relevant restrictions on OZP. The latest GBP for the office extension of 1111 King’s Road was approved in May 2025, with main roof at 189.95mPD and total non-domestic GFA of the “C(7)” zone being 163,530.242m². With a valid GBP approval for the above-mentioned BH and GFA, the Applicant should not be deprived of the development right to implement the proposed expansion of 1111 King’s Road. However, the Applicant has thoroughly reviewed the development context and the extant OZP restrictions. It is anticipated that with BH of up to 189.95mPD, the expanded 1111 King’s Road might bring adverse visual impacts and be incompatible with the surrounding context. Thus, the Applicant subsequently decided to voluntarily reduce the development bulk of 1111 King’s Road extension. Compared with the approved parameters on GBP, the currently proposed GFA and BH are much lower. Therefore, the extent of GFA and BH increase at 1111 King’s Road is considered minor and acceptable, and should be given favourable consideration by the Board.

8.2 In Line with Planning Intention

8.2.1 According to the Notes of the Approved Quarry Bay OZP No. S/H21/28, “C” zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as regional or district commercial / shopping centres. The areas under this zoning are usually major employment nodes.

8.2.2 The existing 1111 King’s Road is an office building with ‘Eating Place’ and ‘Shop and Services’. With proposed extension, there can be extra 10 storeys for office use. ‘Office’ use is a Column 1 use and is in line with the planning intention for “C” zone. The Proposed Development will reinforce Taikoo Shing as a district

commercial and shopping centre.

8.3 Compatible with Surrounding Context

8.3.1 The Application Site lies in a highly urbanised context. There are established commercial clusters surrounding the Application Site (**Figure 2.1** refers), such as Cityplaza, 14 Taikoo Wan Road and 12 Taikoo Wan Road to the north of the Application Site and Kornhill Plaza to the south of the Application Site. To further west, Taikoo Place forms another major commercial hub in Quarry Bay with a number of Grade A office buildings. Therefore, in terms of land use, the Proposed Development for office use is fully compatible with the surrounding environment.

8.3.2 In terms of building bulk, the proposed extension will blend in well with the existing buildings in Quarry Bay. BH of office buildings in Taikoo Place generally range from 150mPD to 170mPD:

- Oxford House: 170.34mPD
- Dorset House: 157.25mPD
- Cambridge House: 159mPD
- PCCW Tower: 168.05mPD

In particular, One Island East even reaches 301mPD. Therefore, the proposed BH of 1111 King’s Road at 165mPD is fully compatible with the existing context.

8.4 Reinforces Quarry Bay as a Secondary Commercial / Office Centre

8.4.1 According to the Explanatory Statement (ES) of the OZP, the developments of Taikoo Shing and Taikoo Place have marked the gradual transformation of the Quarry Bay area from an industrial / dockyard area into a major residential and commercial community. It is implied that, 1111 King’s Road, located in Taikoo Shing, is one of the major commercial icons in this area. Also, the ES states that Quarry Bay is a secondary commercial / office centre. Upon completion of the Proposed Development, there will be an addition of 25,500m² office floor space supply in Quarry Bay. This provision of quality office space will reinforce Quarry Bay’s positioning as a commercial / office hub, and is in line with the current planning for Quarry Bay.

8.4.2 Despite the economic downturn Hong Kong is experiencing, office occupancy rate at 1111 King’s Road and Island East (covering areas including North Point and

Quarry Bay) in general is satisfactory. Occupancy rate of 1111 King’s Road has increased from 79% in March 2023 to 87% in August 2024. Overall speaking, office occupancy rate of Island East is on high side compared with other commercial districts in Hong Kong. With reference to **Table 8.1** below, while almost all commercial districts show an increase in office vacancy rate, the increase in Island East is not as drastic as other districts. The office vacancy rate is still lower than Hong Kong’s average.

Table 8.1 Office Vacancy Rate by District (Hong Kong)

District	Q4 2022	Q1 2023	Q2 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024
Central	8.70%	9.60%	9.60%	9.60%	10.30%	11.5%	13.2%
Wanchai / Causeway Bay	10.10%	10.50%	10.00%	9.70%	10.60%	12.8%	11.3%
Island East	11.60%	12.20%	12.80%	13.10%	13.40%	12.7%	13.3%
Tsim Sha Tsui	8.80%	8.60%	8.20%	8.90%	9.50%	8.8%	9.4%
Mong Kok	9.60%	8.40%	8.40%	8.50%	4.30%	6.0%	7.4%
Kowloon East	21.60%	21.80%	22.20%	20.00%	21.50%	21.2%	21.1%
Kowloon West	8.90%	8.00%	7.90%	8.00%	33.50%	20.3%	19.6%
Island South	12.90%	19.00%	19.10%	25.20%	20.00%	26.4%	25.3%
Overall	12.90%	13.40%	13.50%	12.90%	14.70%	14.5%	14.8%

Source: Savills Research

8.4.3 It is anticipated that the demand for office supply in Island East is not likely to wane. Based on property market statistics from Rating and Valuation Department regarding Private Offices – Average Rents by Grade and District, there is approximately a 50% rental disparity in Grade A office market between Central and Island East. This significant rental difference has been advantageous for many corporations, allowing them to implement cost-saving measures by choosing more affordable business districts like Island East instead of Central. As an attractive location for cost-sensitive corporations, Island East offers a balance of competitive rental rates and accessibility. This trend highlights how businesses are strategically responding to high rental costs while maintaining a strong presence in viable commercial areas. Consequently, Island East, including Taikoo, is increasingly

recognized as a smart choice for companies looking to optimize their real estate expenditures without compromising on location. Stable office supply is therefore crucial to reinforce Quarry Bay as a secondary commercial hub.

- 8.4.4 Furthermore, planning for office supply should be based on a forward planning approach. Every development involves several procedures in its early stage, such as planning application, lease modification, premium assessment, etc. As development cycle is inherently long-term and market conditions can change significantly during this period, it is inappropriate to rely solely on short-term economic conditions to project future office demand. Therefore, current market downturn in Hong Kong does not imply declining office demand in future. Quarry Bay is deemed to be a competitive commercial hub amongst other commercial districts in Hong Kong, therefore, increasing office supply is appropriate and necessary.

8.5 Planning Gains are Proposed

- 8.5.1 The Applicant has strived to provide planning gains for the benefit of the public:

Provision of sky garden

- 8.5.2 A sky garden with an area of about 2,143m², which will also meet relevant regulations and requirements on refuge floor, is proposed on 30/F. The permeable sky garden will bring visual relief to the existing façade of 1111 King’s Road, as it will not be covered by curtain wall or glass façade on 4 sides; and planters will be provided along the edge of the sky garden. This sky garden will provide jogging lane and areas for active and passive activities like no other. These facilities provided under a covered space with harbour view could serve the leisure and recreational needs of users, including Taikoo Shing residents whom do not have a clubhouse at their estate. The sky garden, being a private open space but accessible by the public, will be under the Applicant’s management and maintenance. It will be opened to the public 8 a.m. to 8 p.m. daily for free. There will be a dedicated lift for direct access to the sky garden.

Provision of pick-up/drop-off for taxi/private car at King’s Road with barrier-free access to 1111 King’s Road and Cityplaza

- 8.5.3 A new pick-up / drop-off area (i.e. “Arrival Plaza”) (**Figure 3.4** refers) is proposed on 5/F abutting King’s Road. This serves as a new pick-up/drop off for taxi/private car at King’s Road with barrier-free access to 1111 King’s Road and Cityplaza.

Passengers with disabilities or the elderly can drop off right outside the office entrance on 5/F to take the service lifts inside easily. Currently, people can only make use of the entrance to Cityplaza (and to 1111 King's Road further) at Tai Koo Shing Road if they arrive by taxi/private car, where laybys are available. With the proposed new pick-up / drop-off area at King's Road, an alternative barrier-free access is made available.

Enhancement works outside 5/F abutting King's Road

- 8.5.4 A landscape plan (**Figure 3.4** refers) has been prepared for the existing area outside the office lobby of 1111 King's Road on 5/F abutting King's Road. As detailed in previous sections, multiple design features are introduced, such as placing food kiosks, provision of different types of tables and seatings with trellis / parasols, planting of new feature trees, installation of digital signboard to show bus arrival time, etc.
- 8.5.5 With these enhancement works in place, the proposed private open space on 5/F (but accessible by the public), with an area of about 1,060m², can be better utilised to provide more interesting experiences for the public and office users.

Improved pedestrian connectivity

- 8.5.6 A more direct route between King's Road on 5/F and Taikoo Shing Road on G/F is proposed, as detailed in section 3.5 (see also Figures 3.6 and 3.7). With implementation of the improvement works, pedestrians can enjoy a seamless connection between King's Road and Taikoo Shing Road with better pedestrian experiences. The access route will be straightened with provision of kiosks and tables. This area will not only serve as a route, but also a relaxing area for people to enjoy light meal. This route will be available for public usage during operation hours of Cityplaza.

8.6 No Technical Issues are Anticipated

- 8.6.1 To ascertain technical feasibility of the Proposed Development, the Applicant has conducted a VIA (**Appendix B** refers), TIA (**Appendix C** refers), AVA (**Appendix D** refers), SIA (**Appendix E** refers) and WSIA (**Appendix F** refers). No insurmountable issues have been identified.

9 CONCLUSION

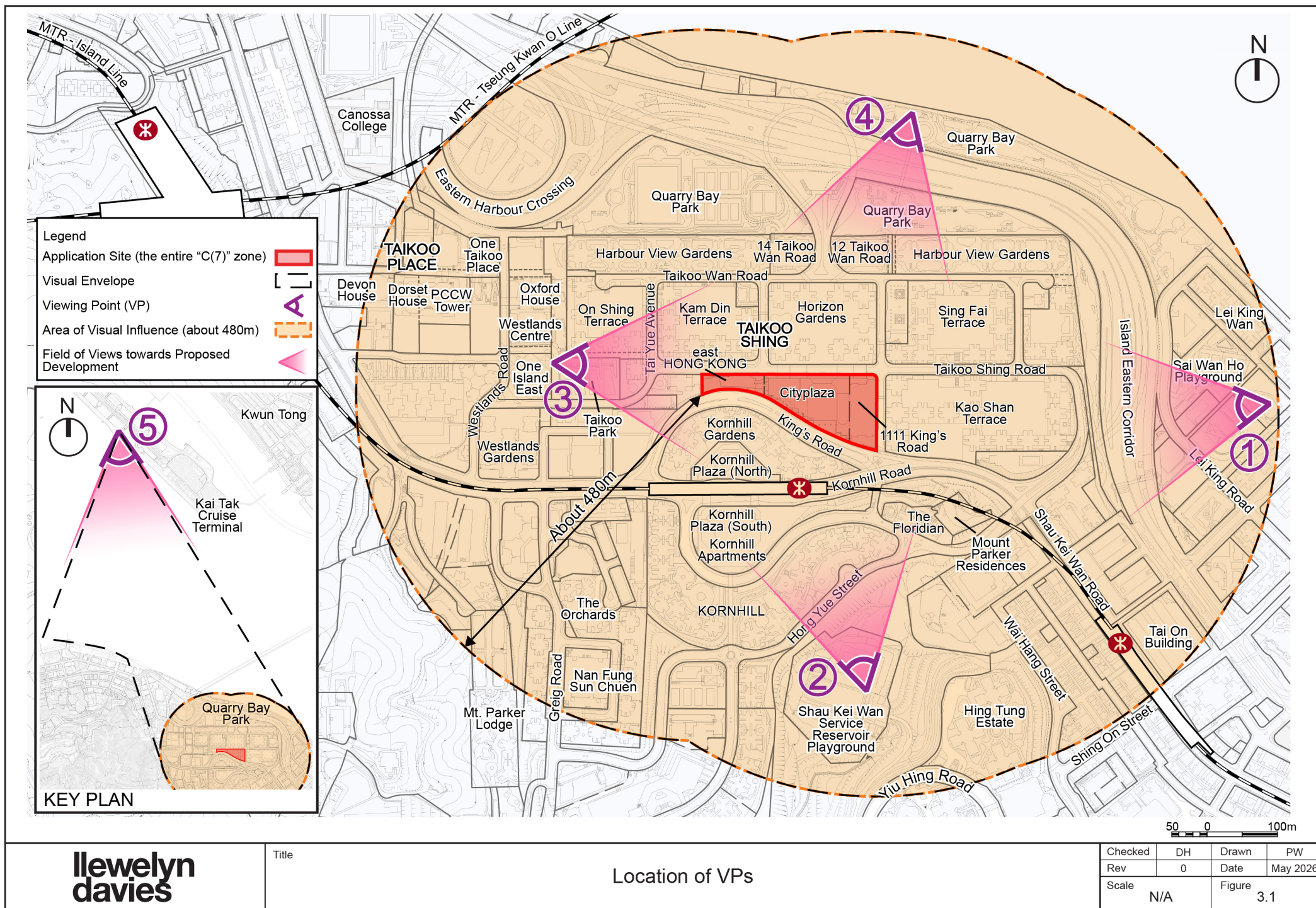
- 9.1 This planning application is submitted to seek permission from the Board for minor relaxation of GFA and BH restrictions for permitted office use and other permitted uses in the “C(7)” Zone bounded by King’s Road and Taikoo Shing Road on the Approved Quarry Bay OZP No. S/H21/28 under S16 of the Ordinance. It should be highlighted that although the Application Site is the whole “C(7)” zone, **the proposed increase in GFA and BH is for office extension of 1111 King’s Road (Subject Site)**. There are no changes to the development parameters of east HONG KONG and Cityplaza. Existing uses in the “C(7)” zone (such as ‘Hotel’, ‘Eating Place’, ‘Shop and Services’, ‘Place of Entertainment’, etc.), that are always permitted, are covered by the subject planning application as well.
- 9.2 According to the indicative development proposal, an extra GFA of 25,500m² and extra BH of 30m are proposed. Therefore, upon completion of the Proposed Development, GFA of the whole “C(7)” zone will be increased from 123,129m² to 148,629m² (+25,500m² / 20.7%); while the BH of 1111 King’s Road will be increased to 165mPD, which is a 30m / 22.2% increase compared to its current BH restriction of 135mPD. To provide planning and design gains for enjoyment by the public, the Applicant commits to create a sky garden on 30/F for the public to enjoy from 8 a.m. to 8 p.m. daily. The Applicant also proposes a pick-up / drop-off area on 5/F abutting King’s Road, and series of enhancement works in the current open area. Also, pedestrian connectivity between King’s Road on 5/F and Taikoo Shing Road on G/F will be greatly improved with provision of a more direct connection from King’s Road to the shuttle lifts on 6/F of 1111 King’s Road.
- 9.3 The Proposed Development is supported by the following justifications:
- Relaxation of GFA and BH restrictions is minor in nature;
 - The Proposed Development conforms to planning intention;
 - The Proposed Development is compatible with surrounding context;
 - The Proposed Development reinforces Quarry Bay as a secondary commercial / office centre;
 - Planning gains are proposed; and
 - There are no adverse technical impacts.
- 9.4 In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

Attachment 2

Replacement Pages of Visual Impact Assessment

3 Visual Conditions of Viewing Points

- 3.1 According to TPB PG-No. 41A, the assessment area (i.e. the visual envelope) of a VIA should cover area of visual influence (AVI) within which the Proposed Development is profoundly visible from public viewers. Having regard to the urban context with existing high-density and high-rise developments in the surrounding area, there is only limited view towards the Proposed Development. The visual envelope is, in effect, equivalent to the AVI for this case, except that the visual envelope also covers the view from the waterfront promenade at Kai Tak Development, from which the top floors of the Proposed Development will be visible from a remote distance (**Figure 3.1** refers).
- 3.2 When determining the AVI, the size of Proposed Development, visual context, popular public gathering spaces, distance of the development, its potential visibility from the selected public viewing points (VPs) and the actual site and surrounding topographical conditions by ground inspection have been taken into account. Having regard to the scale and height of the Proposed Development, the subject AVI extends to Sai Wan Ho to the east, Shau Kei Wan to the south, Taikoo Place to the west and Quarry Bay Park to the north (**Figure 3.1** refers).
- 3.3 According to TPB PG-No. 41A, for harbourfront development, the assessment area may have to be extended to the opposite side of the harbour and ridgelines in the visual backdrop of the development. Given the Application Site is located in the north shore of Hong Kong Island, the view from Waterfront Promenade at Kai Tak Development will be assessed as per Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11: Urban Design Guidelines. In gist, a total of 5 VPs are selected (**Figure 3.1** refers). The following sections will describe the existing visual conditions at these VPs.



Attachment 3

Revised Sewerage Impact Assessment

Prepared by

Ramboll Hong Kong Limited

**SECTION 16 PLANNING APPLICATION FOR PROPOSED
MINOR RELAXATION OF GROSS FLOOR AREA AND BUILDING
HEIGHT RESTRICTIONS FOR PERMITTED OFFICE USE AND
OTHER PERMITTED USES IN “COMMERCIAL (7)” ZONE
BOUNDED BY KING’S ROAD AND TAIKOO SHING ROAD,
QUARRY BAY**

SEWERAGE IMPACT ASSESSMENT

Date **May 2026**

Prepared by **Sally Chiu**
Assistant Environmental Consultant

Signed



Approved by

Tony Cheng
Senior Manager

Signed



Project Reference

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APPENDICES

Appendix 2.1	Detailed Sewerage Impact Assessment Calculations
Appendix 2.2	Sewerage Record Plans obtained from DSD

1. INTRODUCTION

1.1 Background and Objectives

- 1.1.1 The "Commercial (7)" ("C(7)") zone bounded by King's Road and Taikoo Shing Road on the Quarry Bay Outline Zoning Plan (OZP) consists of 1111 King's Road (formerly known as Cityplaza One), Cityplaza and east HONG KONG.
- 1.1.2 The "C(7)" zone is subject to a maximum non-domestic gross floor area (GFA) of 123,129m² and is subject to 2 building height (BH) bands: 1111 King's Road and east HONG KONG are subject to maximum BH of 135mPD; while Cityplaza in between 1111 King's Road and east HONG KONG is subject to maximum BH of 45mPD.
- 1.1.3 In this planning application, to support office extension of 1111 King's Road, extra GFA and BH is required for 1111 King's Road. Therefore, two items that require planning permission from the Town Planning Board (the Board) are involved:
- Minor relaxation of the GFA restriction of "C(7)" zone from 123,129m² to 148,629m² (+25,500m² / 20.7%)
 - Minor relaxation of the BH restriction of 1111 King's Road from 135mPD to 165mPD (+30m / 22.2%)
- 1.1.4 The increase in GFA and BH will be absorbed by 1111 King's Road only, other buildings in the "C(7)" zone will not be affected.
- 1.1.5 The location of "C(7)" Zone and 1111 King's Road extension is shown in **Figure 1.1**.
- 1.1.6 Ramboll Hong Kong Limited is commissioned by the project proponent to carry out sewerage impact assessment for the additional sewage generated from the development arising from the proposed minor relaxation of GFA and BH restrictions.

1.2 Proposed Development

- 1.2.1 The Applicant proposes additional GFA and BH to 1111 King's Road for its extension above the existing office building. The proposed extension will be constructed on top of the existing office building, no changes to the existing 1111 King's Road will be made.
- 1.2.2 The existing GFA of 1111 King's Road is about 78,069m². This planning application applies for an increase in office GFA, bringing 13 new storeys to the existing office building of 1111 King's Road, involving 25,500m² increase in GFA for office use. Out of the 13 new storeys, 10 storeys will be for office use, 2 floors are for mechanical and electrical (M&E) facilities, and 1 floor will be designated as refuge floor-cum-sky garden. **Figure 1.2** shows the indicative floor plan of 1111 King's Road extension and section plan.
- 1.2.3 The tentative completion of Proposed Development is in Year 2029.

Figure 1.1 **Location of “C(7)” Zone and 1111 King’s Road Extension**

Figure 1.2 **Indicative Floor Plan of 1111 King’s Road Extension and Section Plan**

2. SEWERAGE IMPACT ASSESSMENT

2.1 Scope of Work

- 2.1.1 The aim of this SIA is to assess if existing sewerage network is sufficient to cope with the additional sewage flow from the Proposed Development and propose corresponding mitigation measures if necessary.

2.2 Assessment Criteria and Methodology

- 2.2.1 The Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department has been used to determine the worker density for various economic activities and planned usage types.
- 2.2.2 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1 (GESF) has been referred to for the purposes of estimating the quantity of the sewage generated from the Proposed Development. Sewage flow parameters and global peaking factors in this document have been adopted for this SIA.
- 2.2.3 According to the GESF, the overall unit flow is composed of flows due to employees and the associated activities. The following unit flow factors of commercial activities have been adopted in the SIA calculation in accordance with Tables T-1, T-2 and T-3 of the GESF:
- J6 – Finance, Insurance, Real Estate & Business Services: 0 m³/day
- 2.2.4 The catchment inflow, P_{CIF} of 1.25 (Shau Kei Wan), is adopted in catchment calculations.

2.3 Existing Sewerage System

- 2.3.1 According to the Geoinfo Map, the sewers discharged from Proposed Development will be conveyed to the existing public manhole FMH7036243.

2.4 Wastewater Generated by the Existing and Proposed Development

- 2.4.1 The increase in GFA covers the use of office use, M&E facilities and refuge floor-cum-sky garden. As a conservative assessment, it is assumed all additional area is for office use.
- 2.4.2 Detailed calculations of sewage generation from the Existing and Proposed Development are given in **Table 2-1** below and **Appendix 2.1**.

Table 2-1 Estimated Peak Flow from the Proposed Development**Calculation for Sewage Generation Rate of the Proposed Development at the Subject Site****1. Office**

Assumed Area	=	25500	m ²
Assumed floor area per employee	=	18.2	m ² per employee -- (refer to Table 8 of CIFSUS – Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1403	employees
Design flow for commercial employees	=	0.08	m ³ /employee/day – (refer to Table T-3 of GESF – J6 Finance, Insurance, Real Estate & Business Services)
Sewerage generation rate	=	112.2	m ³ /day

Total Flow from the Proposed Development

Flow rate	=	112.2	m ³ /day
Flow rate with P _{CIF}	=	140.3	m ³ /day (refer to Table T-4 of GESF – Shau Kei Wan - 1.25) people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Contributing population	=	520	(refer to Table T-5 of GESF for a population between 5,000 – 10,000 incl. stormwater allowance)
Peaking factor	=	8	
Peak flow	=	13.0	litre/sec

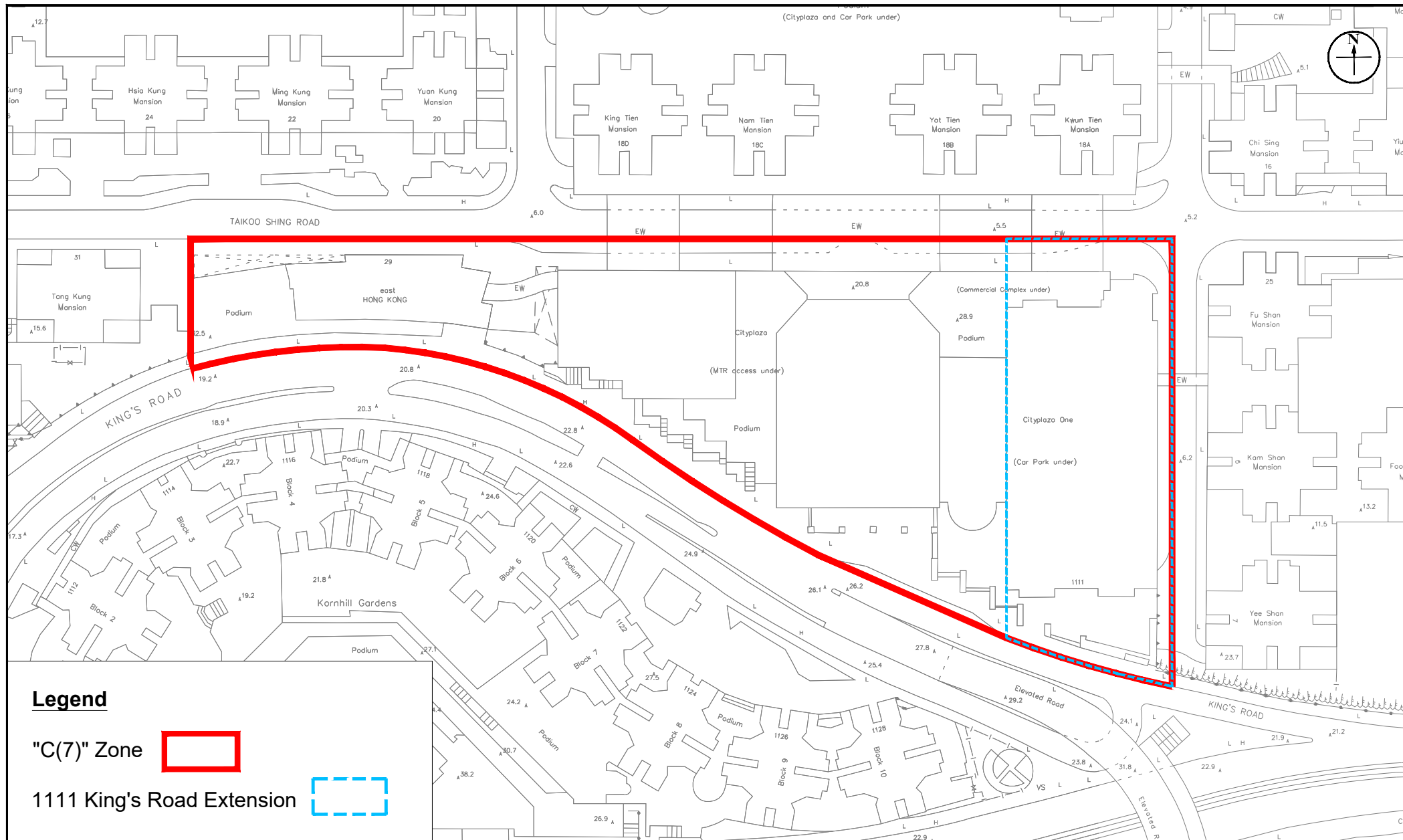
2.5 Assessment of Sewerage Impact

- 2.5.1 Sewage generated from the Proposed Development will be discharged to the existing public manhole FMH7036243 at Taikoo Shing Road as shown in **Figure 2.1**. The sewerage record plans obtained from Drainage Services Department (DSD) are attached in **Appendix 2.2**. Catchment in the vicinity of the Subject Site is shown in **Figure 2.2**.
- 2.5.2 Detailed calculation of sewage generation, peak flow estimation and the capacity of the public sewers can be referred to **Appendix 2.1**. Based on the assessment results, sewers (FMH7036243 to FMH7036248, FMH7036249 to FNH7036270 and FSH7001300 to FMH7036294) would not have sufficient capacity for the future public sewers to cater for the sewage generated from the Proposed Development as well as the surrounding existing buildings.
- 2.5.3 Upgrading works on the sewers (FMH7036243 to FMH7036248, FMH7036249 to FNH7036270 and FSH7001300 to FMH7036294) by the project proponent are required. About 383m of sewers required upgrading works. The details of the proposed upgrading sewers can be referred to **Table 13 of Appendix 2.1** and **Figure 2.3**.
- 2.5.4 The sewerage generated from the Proposed Development would be conveyed to the nearby Tai Koo Shing Pumping Station (TKSPS) with its design capacity of 22,464m³ (i.e. 260 L/s). It will occupy 5% of the TKSPS which is deemed insignificant. Therefore, it can be deduced that the capacity of the TKSPS and the pipes connected to TKSPS are enough for the sewage generated from the Proposed Development. The contributions of sewage generated from the Subject Site on TKSPS can be referred to Table 13 of **Appendix 2.1**.
- 2.5.5 After the proposed upgrading pipe works, there would not have any adverse impact on the public sewerage system.

3. CONCLUSION

- 3.1.1 The potential sewerage impact arising from the Proposed Development has been quantitatively assessed by comparing the estimated sewage flow from the existing development and Proposed Development.
- 3.1.2 Based on the calculations as shown in **Appendix 2.1**, the increase in GFA for the Proposed Development would generate the peak flow of 13 L/s. Upgrading works on the sewers (FMH7036243 to FMH7036248, FMH7036249 to FNH7036270 and FSH7001300 to FMH7036294) are required. About 383m of sewers required upgrading works.
- 3.1.3 The capacity of existing sewers and Tai Koo Shing Pumping Station are sufficient to cater for the sewage generated from the Proposed Development.
- 3.1.4 After the proposed upgrading pipe works, there would not have any adverse impact on the public sewerage system

Figure



Legend

"C(7)" Zone



1111 King's Road Extension



Figure: 1.1

Title: Location of "C(7)" Zone and 1111 King's Road Extension

Project: Section 16 Planning Application for Proposed Minor Relaxation of Gross Floor Area and Building Height Restrictions for Permitted Office Use and Other Permitted Uses in "Commercial (7)" Zone Bounded by King's Road and Taikoo Shing Road, Quarry Bay

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Checked by: TC

Rev.: 1.1

Date: Dec 2025

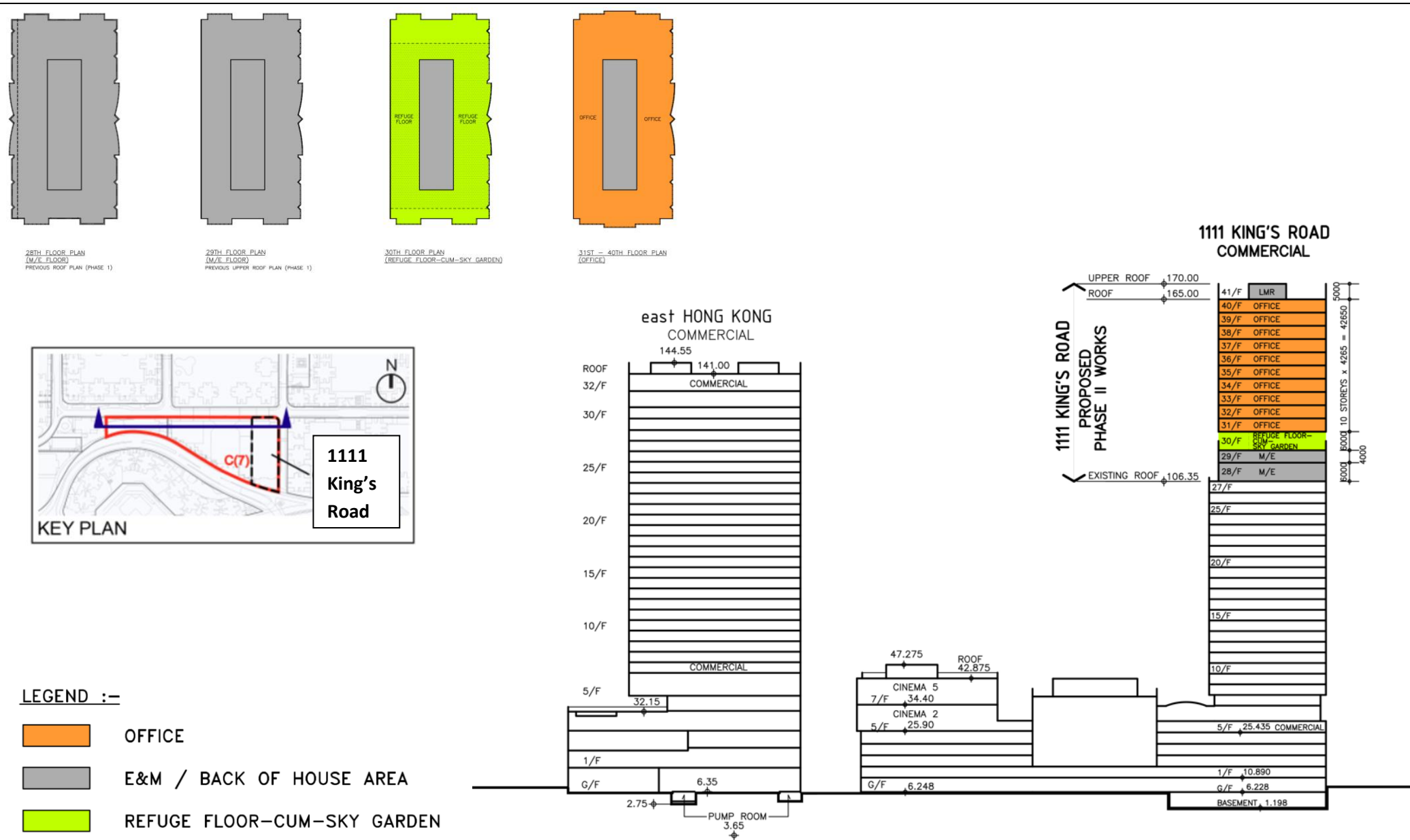


Figure: 1.2

Title: Indicative Floor Plan of 1111 King's Road Extension and Section Plan

Project: Section 16 Planning Application for Proposed Minor Relaxation of Gross Floor Area and Building Height Restrictions for Permitted Office Use and Other Permitted Uses in "Commercial (7)" Zone bounded by King's Road and Taikoo Shing Road, Quarry Bay

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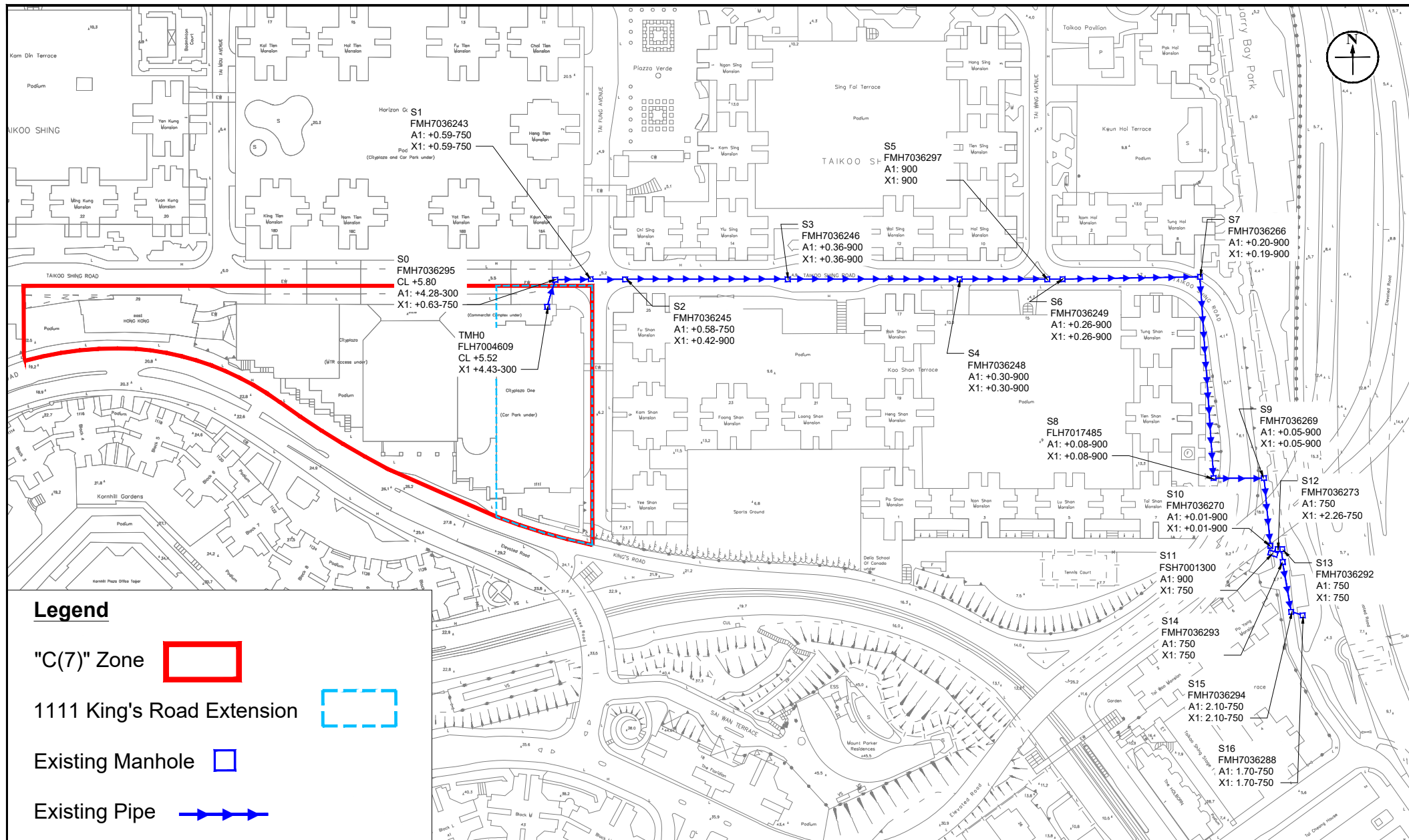


Figure: 2.1

Title: Existing Sewerage System in the Vicinity of the Subject Site

Project: Section 16 Planning Application for Proposed Minor Relaxation of Gross Floor Area and Building Height Restrictions for Permitted Office Use and Other Permitted Uses in "Commercial (7)" Zone Bounded by King's Road and Taikoo Shing Road, Quarry Bay

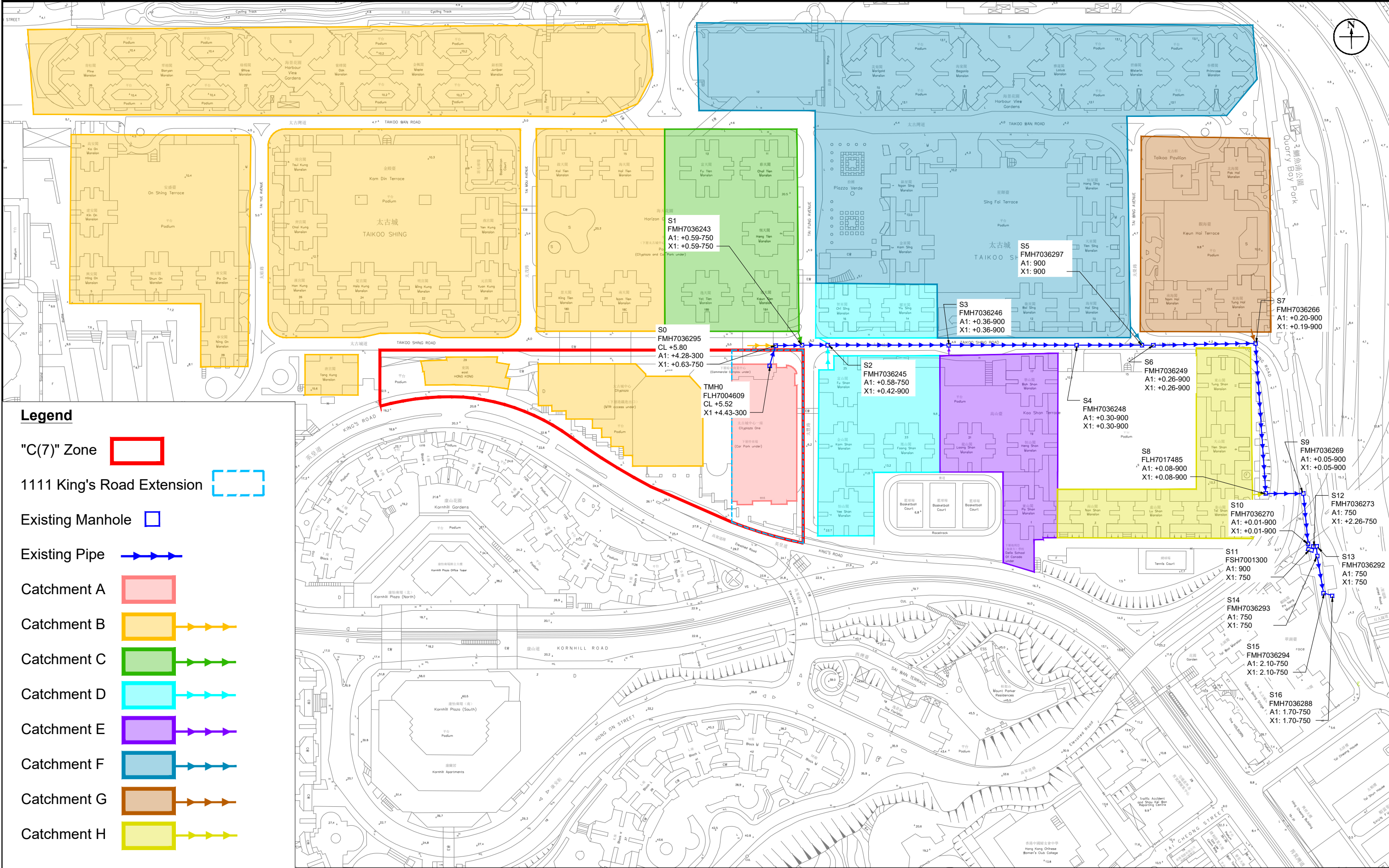
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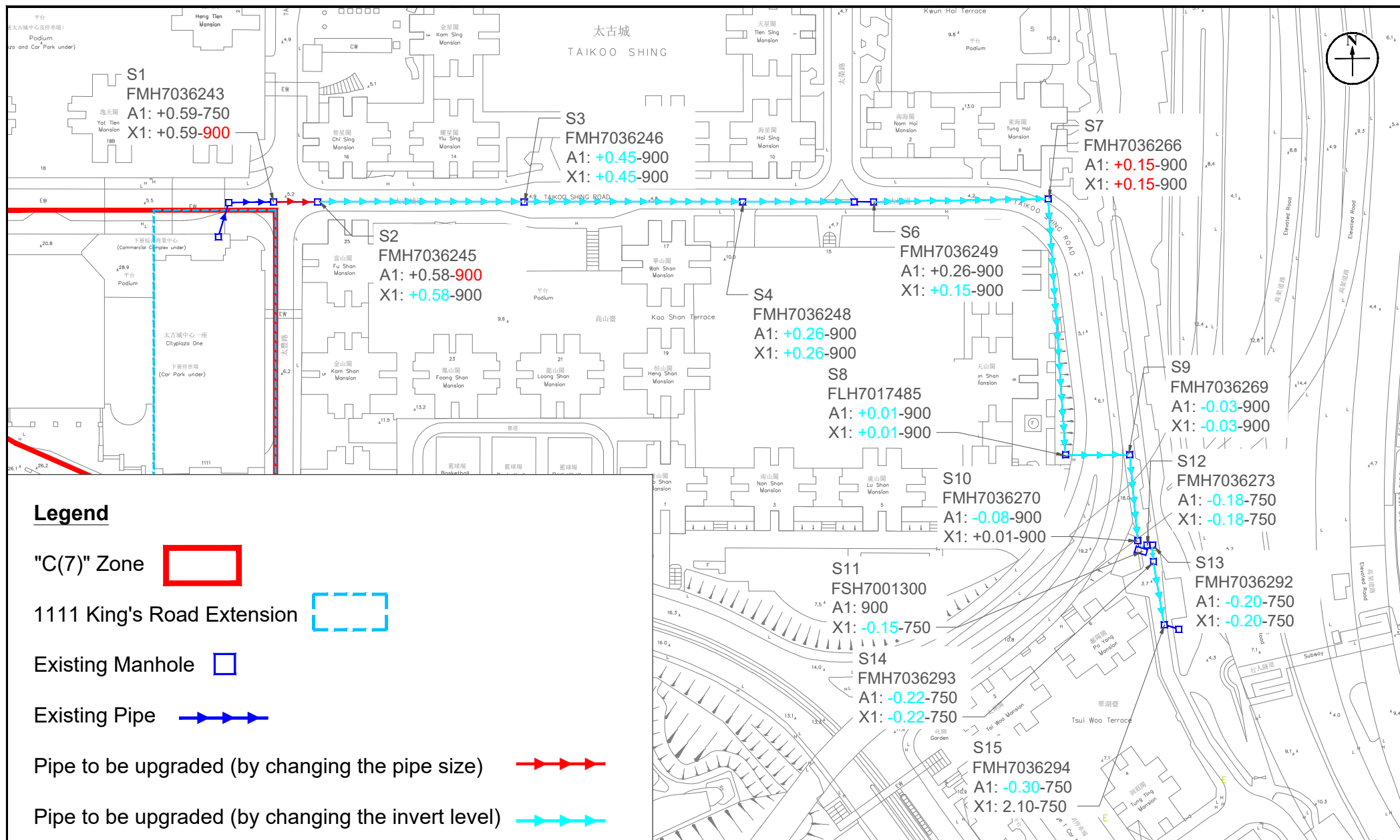


Figure: 2.3

Title: Proposed Upgrading Sewerage System

Project: Section 16 Planning Application for Proposed Minor Relaxation of Gross Floor Area and Building Height Restrictions for Permitted Office Use and Other Permitted Uses in "Commercial (7)" Zone Bounded by King's Road and Taikoo Shing Road, Quarry Bay

RAMBOLL

Drawn by: SC

Checked by: TC

Rev.: 1.0

Date: Mar 2026

Appendix 2.1 Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Future Development (Proposed Additional Office at 1111 King's Road)

1. Office			
Assumed area	=	25500	m ²
Assumed floor area per employee	=	18.2	m ² per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate & Business Services)
Total number of employees	=	1403	employees
Design flow for commercial employees	=	0.08	m ³ /employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate & Business Services)
Sewage generation rate	=	112.2	m ³ /day
Total Flow from the Future Development			
Flow rate	=	112.2	m ³ /day
Flow rate with P _{CIF}	=	140.3	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	520	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	8	(refer to Table T-5 of GESF for a population <1,000 incl. stormwater allowance)
Peak flow	=	<u>13.0</u>	litre/sec

Table 2 Calculation for Sewage Generation Rate of Catchment A

1. 1111 King's Road			
Assumed area	=	78069	m ²
Assumed floor area per employee	=	18.2	m ² per employee -- (refer to Table 8 of CIFSUS - Financial, Insurance, Real Estate and Business Services)
Total number of employees	=	4294.0	employees
Design flow for commercial employees	=	0.08	m ³ /employee/day -- (refer to Table T-2 of GESF - J6 Finance, Insurance, Real Estate and Business Services)
Sewage generation rate		343.5	m ³ /day
Total Flow from the Future Development and Catchment A			
Flow rate	=	455.8	m ³ /day
Flow rate with P _{CIF}	=	569.7	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	2110	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	6	(refer to Table T-5 of GESF for a population between 1,000 - 5,000 incl. stormwater allowance)
Peak flow	=	<u>39.6</u>	litre/sec

Table 3 Calculation for Sewage Generation Rate of Catchment B

1a. On Shing Terrace

Number of units	=	1357	units (from Centaline: https://hk.centanet.com/estate/en/Taikoo-Shing/2-OVDUURFSJJ)
Number of residents	=	3800	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	1026.0	m ³ /day

1b. Restaurants

Assumed area	=	2201	m ²
Assumed floor area per employee	=	19.6	m ² per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	112	employees
Design flow for commercial employees	=	1.58	m ³ /employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	177.4	m ³ /day

2. Kam Din Terrace

Number of units	=	1663	units (from centaline: https://hk.centanet.com/estate/en/Taikoo-Shing-Kam-Din-Terrace/2-OVDUURFSSJ)
Number of residents	=	4656	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	1257.1	m ³ /day

3a. East Hong Kong

Assumed area	=	20070.4	m ² (measured in Geoinfo Map 784 m2 x 32 storeys x 80%)
Assumed floor area per employee	=	31.3	m ² per employee -- (refer to Table 8 of CIFSUS - Hotels and Boarding Houses)
Total number of employees	=	642	employees
Design flow for commercial employees	=	1.58	m ³ /employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	1014.8	m ³ /day

3b. East Hong Kong (Outdoor Swimming Pool)

Assumed area	=	300	m ² (Assumed 100m x 3m)
Assumed depth of water	=	1.5	m
Volume of water	=	450.0	m ³
Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
Surface loading rate of filter	=	50.0	m ³ /m ² /hr
Filter areas required	=	1.5	m ²
Backwashing flow rate	=	30.0	m ³ /m ² /hr
Design flow for backwashing	=	45.0	m ³ /hr
Backwash duration	=	3.0	min/day
Backwash generation rate	=	2.25	m ³ /day
Backwash generation rate	=	12.5	litre/sec

4a. City Plaza (Retail)

Assumed Area	=	21241	m ² (Assume 85% of GFA is Retail)
Assumed floor area per employee	=	29.4	m ² per employee -- (refer to Table 8 of CIFSUS - All Economic Activities (All Types))
Total number of employees	=	722.0	employees
Design flow for commercial employees	=	0.28	m ³ /employee/day -- (refer to Table T-2 of GESF)
Sewage generation rate	=	202.2	m ³ /day

4b. City Plaza (F&B)

Assumed Floor Area	=	3748	m ² (Assume 15% of GFA is F&B)
Assumed floor area per employee	=	19.6	m ² per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	191	employees
Design flow for commercial employees	=	1.58	m ³ /employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	302.1	m ³ /day

5a. Harbour View Gardens (West)

Number of units	=	1328	units (from Centaline: https://hk.centanet.com/estate/en/Taikoo-Shing/2-OVDUURFSUJ)
Number of residents	=	3718	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	1003.9	m ³ /day

5b. Swimming Pool in Harbour View Gardens

Assumed area	=	248.7	m ²
Assumed depth of water	=	1.5	m
Volume of water	=	373.0	m ³
Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
Surface loading rate of filter	=	50.0	m ³ /m ² /hr
Filter areas required	=	1.2	m ²
Backwashing flow rate	=	30.0	m ³ /m ² /hr
Design flow for backwashing	=	37.3	m ³ /hr
Backwash duration	=	3.0	min/day
Backwash generation rate	=	1.86	m ³ /day
Backwash generation rate	=	10.4	litre/sec

6. 14 Tai Koo Wan Road

Assumed Area	=	32962	m ²
Assumed floor area per employee	=	29.4	m ² per employee -- (refer to Table 8 of CIFSUS - All Economic Activities (All Types))
Total number of employees	=	1121	employees
Design flow for commercial employees	=	0.08	m ³ /employee/day -- (refer to Table T-2 of GESF)
Sewage generation rate	=	89.7	m ³ /day

7a. Horizon Gardens (Kai Tien Mansion, Hoi Tien Mansion, King Tien Mansion, Nam Tien Mansion)

Number of units	=	768	units
Number of residents	=	2150	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	580.5	m ³ /day

7b. Swimming Pool in Horizon Gardens

Assumed area	=	490.0	m ²
Assumed depth of water	=	1.5	m
Volume of water	=	735.0	m ³
Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
Surface loading rate of filter	=	50.0	m ³ /m ² /hr
Filter areas required	=	2.5	m ²
Backwashing flow rate	=	30.0	m ³ /m ² /hr
Design flow for backwashing	=	73.5	m ³ /hr
Backwash duration	=	3.0	min/day
Backwash generation rate	=	3.68	m ³ /day
Backwash generation rate	=	20.4	litre/sec

**8a. Half of City Plaza (Under Horizon Gardens)
(Retail)**

Assumed Area	=	21619	m ² (Assume 80% of GFA is retail)
Assumed floor area per employee	=	29.4	m ² per employee -- (refer to Table 8 of CIFSUS - All Economic Activities (All Types))
Total number of employees	=	735	employees
Design flow for commercial employees	=	0.28	m ³ /employee/day -- (refer to Table T-2 of GESF)
Sewage generation rate	=	205.8	m ³ /day

**8b. Half of City Plaza (Under Horizon Gardens)
(F&B)**

Assumed Floor Area	=	5405	m ² (Assume 20% of GFA is F&B)
Assumed floor area per employee	=	19.6	m ² per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	276	employees
Design flow for commercial employees	=	1.58	m ³ /employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	435.5	m ³ /day

Total Flow from the Catchment B

Flow rate	=	6294.8	m ³ /day
Flow rate with P _{CIF}	=	7868.5	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	29143	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	4	(refer to Table T-5 of GESF for a population between 1,000 - 5,000 incl. stormwater allowance)
Peak flow	=	364.3	litre/sec

Total Flow from the Future Development and Catchment A and B to Manhole FMH7036295

Flow rate	=	6750.6	m ³ /day
Flow rate with P _{CIF}	=	8438.2	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	31253	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	4	(refer to Table T-5 of GESF for a population between 10,000 - 50,000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	390.7	litre/sec
Peak flow (with swimming pool)	=	433.9	litre/sec

Table 4 Calculation for Sewage Generation Rate of Catchment C

1a. Horizons Garden (Fu Tien Mansion, Choi Tien Mansion, Heng Tien Mansion, Yat Tien Mansion, Kwun Tien Mansion)

Number of units	=	960	units
Number of residents	=	2688	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	725.8	m ³ /day

2a. Half of City Plaza (Under Horizon Gardens)

Assumed Area	=	21919	m ² (Assume 80% of GFA is retail)
Assumed floor area per employee	=	29.4	m ² per employee -- (refer to Table 8 of CIFSUS - All Economic Activities (All Types))
Total number of employees	=	745	employees
Design flow for commercial employees	=	0.28	m ³ /employee/day -- (refer to Table T-2 of GESF)
Sewage generation rate	=	208.7	m ³ /day

2b. Half of City Plaza (Under Horizon Gardens) (F&B)

Assumed Floor Area	=	5480	m ² (Assume 20% of GFA is F&B)
Assumed floor area per employee	=	19.6	m ² per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	279	employees
Design flow for commercial employees	=	1.58	m ³ /employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	441.6	m ³ /day

Total Flow from the Catchment C

Flow rate	=	1376.0	m ³ /day
Flow rate with P _{CIF}	=	1720.0	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	6370	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	5	(refer to Table T-5 of GESF for a population between 1,000 - 5,000 incl. stormwater allowance)
Peak flow	=	99.5	litre/sec

Total Flow from the Future Development and Catchment A, B and C to FMH7036243

Flow rate	=	8126.5	m ³ /day
Flow rate with P _{CIF}	=	10158.2	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	37623	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	4	(refer to Table T-5 of GESF for a population between 10,000 - 50,000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	470.3	litre/sec
Peak flow (with swimming pool)	=	<u>513.6</u>	litre/sec

Table 5 Calculation for Sewage Generation Rate of Catchment D

1. Fu Shan Mansion			
Number of units	=	216	units
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
2. Kam Shan Mansion			
Number of units	=	216	units
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
3. Yee Shan Mansion			
Number of units	=	216	units
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
4. Foong Shan Mansion			
Number of units	=	216	units
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
5. Chi Sing Mansion			
Number of units	=	208	units
Number of residents	=	582	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	157.1	m ³ /day
6. Yiu Sing Mansion			
Number of units	=	208	units
Number of residents	=	582	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	157.1	m ³ /day
7. Restaurants			
Assumed area	=	661	m ²
Assumed floor area per employee	=	19.6	m ² per employee -- (refer to Table 8 of CIFSUS - Restaurant)
Total number of employees	=	34	employees
Design flow for commercial employees	=	1.58	m ³ /employee/day -- (refer to Table T-2 of GESF - J10 Restaurant & Hotels)
Sewage generation rate	=	53.3	m ³ /day
Total Flow from the Catchment D			
Flow rate	=	1020.9	m ³ /day
Flow rate with P _{CIF}	=	1276.2	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	4727	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	6	(refer to Table T-5 of GESF for a population between 1,000 - 5,000 incl. stormwater allowance)
Peak flow	=	88.6	litre/sec
Total Flow from the Future Development and Catchment A, B, C and D to FMH7036245			
Flow rate	=	9147.5	m ³ /day
Flow rate with P _{CIF}	=	11434.4	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	42349	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	4	(refer to Table T-5 of GESF for a population between 10,000 - 50,000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	529.4	litre/sec
Peak flow (with swimming pool)	=	<u>572.6</u>	litre/sec

Table 6 Calculation for Sewage Generation Rate of Catchment E

1. Po Shan Mansion			
Number of units	=	216	units
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
2. Heng Shan Mansion			
Number of units	=	216	units
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
3. Wah Shan Mansion			
Number of units	=	216	units
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
4. Loong Shan Mansion			
Number of units	=	216	units
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
5. Delia School of Canada			
Total number of teachers & staff	=	160	people (information from https://en.wikipedia.org/wiki/DSC_International_School,_Hong_Kong)
Design flow for teachers & staff	=	0.28	m ³ /person/day (refer to Table T-2 of GESF , Community, Social & Personal Services)
Total number of students	=	1300	people (information from https://en.wikipedia.org/wiki/DSC_International_School,_Hong_Kong)
Design flow for students	=	0.04	m ³ /person/day (refer to Table T-2 of GESF, School Student)
Sewage Generation rate	=	96.8	m ³ /day
Total Flow from the Catchment E			
Flow rate	=	750.2	m ³ /day
Flow rate with P _{ClF}	=	937.8	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	3473	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{ClF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	6	(refer to Table T-5 of GESF for a population between 1,000 - 5,000 incl. stormwater allowance)
Peak flow	=	65.1	litre/sec
Total Flow from the Future Development and Catchment A, B, C, D and E to FMH7036246			
Flow rate	=	9897.7	m ³ /day
Flow rate with P _{ClF}	=	12372.1	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	45823	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{ClF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	4	(refer to Table T-5 of GESF for a population between 10,000 - 50,000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	572.8	litre/sec
Peak flow (with swimming pool)	=	616.1	litre/sec

Table 7 Calculation for Sewage Generation Rate of Catchment F

1. 12 Tai Koo Wan Road		
Assumed Area	=	41512.8
Assumed floor area per employee	=	18.2
Total number of employees	=	2283.0
Design flow for commercial employees	=	0.08
Sewage generation rate	=	182.6
2a. Harbour View Gardens (East)		
Number of units	=	1071
Number of residents	=	2999
Design flow	=	0.27
Sewage generation rate	=	809.7
2b. Swimming Pool in Harbour View Gardens		
Assumed area	=	280.0
Assumed depth of water	=	1.5
Volume of water	=	420.0
Turnover Rate	=	6.0
Surface loading rate of filter	=	50.0
Filter areas required	=	1.4
Backwashing flow rate	=	30.0
Design flow for backwashing	=	42.0
Backwash duration	=	3.0
Backwash generation rate	=	2.10
Backwash generation rate	=	11.7
3. Nqan Sing Mansion		
Number of units	=	208
Number of residents	=	582
Design flow	=	0.27
Sewage generation rate	=	157.1
4. Kam Sing Mansion		
Number of units	=	208
Number of residents	=	582
Design flow	=	0.27
Sewage generation rate	=	157.1
5. Wai Sing Mansion		
Number of units	=	208
Number of residents	=	582
Design flow	=	0.27
Sewage generation rate	=	157.1
5. Hoi Sing Mansion		
Number of units	=	208
Number of residents	=	582
Design flow	=	0.27
Sewage generation rate	=	157.1
6. Tien Sing Mansion		
Number of units	=	208
Number of residents	=	582
Design flow	=	0.27
Sewage generation rate	=	157.1
7. Hang Sing Mansion		
Number of units	=	208
Number of residents	=	582
Design flow	=	0.27
Sewage generation rate	=	157.1
8. Restaurants		
Assumed area	=	662
Assumed floor area per employee	=	19.6
Total number of employees	=	34
Design flow for commercial employees	=	1.58
Sewage generation rate	=	53.3
Total Flow from the Catchment F		
Flow rate	=	1988.6
Flow rate with P _{CIF}	=	2485.7
Contributing population	=	9206
Peaking factor	=	5
Peak flow	=	143.8
Total Flow from the Future Development and Catchment A, B, C, D, E and F to FMH7036297		
Flow rate	=	11886.2
Flow rate with P _{CIF}	=	14857.8
Contributing population	=	55029
Peaking factor	=	4
Peak flow (without swimming pool)	=	688.1
Peak flow (with swimming pool)	=	743.1

Table 8 Calculation for Sewage Generation Rate of Catchment G

1. Pak Hoi Mansion			
Number of units	=	216	units (from https://zh.wikipedia.org/zh-hk/%E5%A4%AA%E5%8F%A4%E5%9F%8E)
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /dav
2. Nam Hoi Mansion			
Number of units	=	216	units (from https://zh.wikipedia.org/zh-hk/%E5%A4%AA%E5%8F%A4%E5%9F%8E)
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
3. Tung Hoi Mansion			
Number of units	=	216	units (from https://zh.wikipedia.org/zh-hk/%E5%A4%AA%E5%8F%A4%E5%9F%8E)
Number of residents	=	605	residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27	m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4	m ³ /day
4. Swimming Pool in Kwun Hoi Terrace			
Assumed area	=	200.0	m ²
Assumed depth of water	=	1.5	m
Volume of water	=	300.0	m ³
Turnover Rate	=	6.0	hr (CAP132, Section 42 Swimming Pools Regulation (open air pool))
Surface loading rate of filter	=	50.0	m ³ /m ² /hr
Filter areas required	=	1.0	m ²
Backwashing flow rate	=	30.0	m ³ /m ² /hr
Design flow for backwashing	=	30.0	m ³ /hr
Backwash duration	=	3.0	min/day
Backwash generation rate	=	1.50	m ³ /dav
Backwash generation rate	=	8.3	litre/sec
5. Saint Anna Anglo Chinese Kindergarten			
Total number of teachers & staff	=	16	people (information from https://kap2024.azurewebsites.net/edb/schoolinfo.php?lanq=en&schid=5939&district=hkeast&category=&voucher=&schoolno=&schoolname=%E8%B1%96%E5%AE%89%E5%A8%9C%E4%B8%AD%E8%BB%B1%E6%96%87%E5%B9%BC%E7%A8%9A%E5%9C%92&othe)
Design flow for teachers & staff	=	0.28	m ³ /person/day (refer to Table T-2 of GESF , Community, Social & Personal Services)
Total number of students	=	173	people (information from https://kap2024.azurewebsites.net/edb/schoolinfo.php?lanq=en&schid=5939&district=hkeast&category=&voucher=&schoolno=&schoolname=%E8%B1%96%E5%AE%89%E5%A8%9C%E4%B8%AD%E8%BB%B1%E6%96%87%E5%B9%BC%E7%A8%9A%E5%9C%92&othe)
Design flow for students	=	0.04	m ³ /person/day (refer to Table T-2 of GESF, School Student)
Sewage Generation rate	=	11.4	m ³ /dav
Total Flow from the Catchment G			
Flow rate	=	501.5	m ³ /dav
Flow rate with P _{CHF}	=	626.8	m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	2322	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CHF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	6	(refer to Table T-5 of GESF for a population between 1,000 - 5,000 incl. stormwater allowance)
Peak flow	=	43.5	litre/sec
Total Flow from the Future Development and Catchment A, B, C, D, E, F and G to FMH7036266			
Flow rate	=	12387.7	m ³ /dav
Flow rate with P _{CHF}	=	15484.6	m ³ /dav (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	57350	people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CHF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	4	(refer to Table T-5 of GESF for a population between 10,000 - 50,000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	712.7	litre/sec
Peak flow (with swimming pool)	=	776.0	litre/sec

Table 9 Calculation for Sewage Generation Rate of Catchment H

1. Nan Shan Mansion		
Number of units	=	216 units (from https://zh.wikipedia.org/zh-hk/%E5%A4%AA%E5%8F%A4%E5%9F%8E)
Number of residents	=	605 residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27 m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4 m ³ /day
2. Lu Shan Mansion		
Number of units	=	216 units (from https://zh.wikipedia.org/zh-hk/%E5%A4%AA%E5%8F%A4%E5%9F%8E)
Number of residents	=	605 residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27 m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4 m ³ /day
3. Tai Shan Mansion		
Number of units	=	216 units (from https://zh.wikipedia.org/zh-hk/%E5%A4%AA%E5%8F%A4%E5%9F%8E)
Number of residents	=	605 residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27 m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4 m ³ /day
4. Tien Shan Mansion		
Number of units	=	216 units (from https://zh.wikipedia.org/zh-hk/%E5%A4%AA%E5%8F%A4%E5%9F%8E)
Number of residents	=	605 residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27 m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4 m ³ /day
5. Tung Shan Mansion		
Number of units	=	216 units (from https://zh.wikipedia.org/zh-hk/%E5%A4%AA%E5%8F%A4%E5%9F%8E)
Number of residents	=	605 residents (refer to Census and Statistics Department 2021 data - average household size of 2.8 in Eastern)
Design flow	=	0.27 m ³ /day (Private R2 in Table T-1 of GESF)
Sewage generation rate	=	163.4 m ³ /day
Total Flow from the Catchment H		
Flow rate	=	816.8 m ³ /day
Flow rate with P _{CIF}	=	1020.9 m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	3781 people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	6 (refer to Table T-5 of GESF for a population between 1,000 - 5,000 incl. stormwater allowance)
Peak flow	=	70.9 litre/sec
Total Flow from the Future Development and Catchment A, B, C, D, E, F, G and H to FMH7036270		
Flow rate	=	13204.4 m ³ /day
Flow rate with P _{CIF}	=	16505.5 m ³ /day (refer to Table T-4 of GESF - Shau Kei Wan - 1.25)
Contributing population	=	61132 people (refer to Section 12 of GESF -- Contributing population is the Flow rate with P _{CIF} ÷ 0.27, while 0.27 is the average unit flow factor of all typical residents plus employees)
Peaking factor	=	4 (refer to Table T-5 of GESF for a population between <50,000 incl. stormwater allowance)
Peak flow (without swimming pool)	=	752.5 litre/sec
Peak flow (with swimming pool)	=	815.8 litre/sec

Table 10 Hydraulic Capacity of Existing Sewers

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Invert Level 1 (mPD)	Invert Level 2 (mPD)	g (m/s ²)	k _s (m)	s	v (m ² /s)	V (m/s)	Area (m ²)	Q (m ³ /s)	Estimated Capacity (L/s)	Remark
TMH0 - S0	FLH7004609	FMH7036295	300	10.3	4.43	4.28	9.81	0.0003	0.0146	0.000001	2.07	0.071	0.1	146.1	
S0 - S1	FMH7036295	FMH7036243	750	13.4	0.63	0.59	9.81	0.0030	0.0030	0.000001	1.24	0.442	0.5	548.2	
S1 - S2	FMH7036243	FMH7036245	750	14.3	0.59	0.58	9.81	0.0060	0.0007	0.000001	0.54	0.442	0.2	238.1	
S2 - S3	FMH7036245	FMH7036246	900	70.3	0.42	0.36	9.81	0.0060	0.0009	0.000001	0.67	0.636	0.4	427.9	
S3 - S4	FMH7036246	FMH7036248	900	74.3	0.36	0.30	9.81	0.0060	0.0008	0.000001	0.65	0.636	0.4	416.2	
S4 - S5	FMH7036248	FMH7036297	900	37.6	0.3	N/A	9.81	0.0030	0.0067	0.000001	2.09	0.636	1.3	1327.7	(5) (6)
S5 - S6	FMH7036297	FMH7036249	900	5.9	N/A	0.26	9.81	0.0030	0.0067	0.000001	2.09	0.636	1.3	1327.7	(5) (6)
S6 - S7	FMH7036249	FMH7036266	900	59.3	0.26	0.2	9.81	0.0060	0.0010	0.000001	0.73	0.636	0.5	466.0	
S7 - S8	FMH7036266	FLH7017485	900	87.5	0.19	0.08	9.81	0.0060	0.0013	0.000001	0.82	0.636	0.5	519.5	
S8 - S9	FLH7017485	FMH7036269	900	21.3	0.08	0.05	9.81	0.0060	0.0014	0.000001	0.86	0.636	0.6	550.2	
S9 - S10	FMH7036269	FMH7036270	900	27.6	0.05	0.01	9.81	0.0060	0.0014	0.000001	0.88	0.636	0.6	557.7	
S10 - S11	FMH7036270	FSH7001300	900	2.4	0.01	N/A	9.81	0.0030	0.0067	0.000001	2.09	0.636	1.3	1327.7	(5) (6)
S11 - S12	FSH7001300	FMH7036273	750	1.7	N/A	N/A	9.81	0.0030	0.0067	0.000001	1.86	0.442	0.8	819.7	(5) (6)
S12 - S13	FMH7036273	FMH7036292	750	0.9	2.26	N/A	9.81	0.0030	0.0067	0.000001	1.86	0.442	0.8	819.7	(5) (6)
S13 - S14	FMH7036292	FMH7036293	750	5.0	N/A	N/A	9.81	0.0030	0.0067	0.000001	1.86	0.442	0.8	819.7	(5) (6)
S14 - S15	FMH7036293	FMH7036294	750	21.1	N/A	2.1	9.81	0.0030	0.0067	0.000001	1.86	0.442	0.8	819.7	(5) (6)
S15 - S16	FMH7036294	FMH7036288	750	4.7	2.1	1.7	9.81	0.0030	0.0843	0.000001	6.60	0.442	2.9	2917.5	

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The values of k_s = 6.0mm and 3.0mm is used for the calculation of slimed concrete sewer, poor condition @mean velocity = approximately 0.75m/s and 1.2m/s (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used:
$$V = -\sqrt{(8gDs)} \log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

(5) N/A = No information is provided in the geoinfo map and sewerage plan provided by DSD.

(6) As there are no invert level information for FMH7036297, FSH7001300, FMH7036273, FMH7036292 and FMH7036293, the slopes of the segments are assumed to be in 1/150.

Table 11 Contributions of Sewage generated from the subject site and Catchments

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Included Catchment	Estimated Flow from the Proposed Development only (L/s)	Contributed by the Proposed Development only (%)	Estimated Flow from the Proposed Development and Catchments (L/s)	Contributed by the Proposed Development and Catchments (%)	Status	Remark
TMH0 - S0	FLH7004609	FMH7036295	300	10.3	0.0146	146.1	Proposed Development + Catchment A	13.0	8.9	39.6	27.1	OK	
S0 - S1	FMH7036295	FMH7036243	750	13.4	0.0030	548.2	Proposed Development + Catchment A+B	13.0	2.4	433.9	79.2	OK	
S1 - S2	FMH7036243	FMH7036245	750	14.3	0.0007	238.1	Proposed Development + Catchment A+B+C	13.0	5.5	513.6	215.7	Spill	
S2 - S3	FMH7036245	FMH7036246	900	70.3	0.0009	427.9	Proposed Development + Catchment A+B+C+D	13.0	3.0	572.6	133.8	Spill	
S3 - S4	FMH7036246	FMH7036248	900	74.3	0.0008	416.2	Proposed Development + Catchment A+B+C+D+E	13.0	3.1	616.1	148.0	Spill	
S4 - S5	FMH7036248	FMH7036297	900	37.6	0.0067	1327.7	Proposed Development + Catchment A+B+C+D+E	13.0	1.0	616.1	46.4	OK	
S5 - S6	FMH7036297	FMH7036249	900	5.9	0.0067	1327.7	Proposed Development + Catchment A+B+C+D+E+F	13.0	1.0	743.1	56.0	OK	
S6 - S7	FMH7036249	FMH7036266	900	59.3	0.0010	466.0	Proposed Development + Catchment A+B+C+D+E+F	13.0	2.8	743.1	159.5	Spill	
S7 - S8	FMH7036266	FLH7017485	900	87.5	0.0013	519.5	Proposed Development + Catchment A+B+C+D+E+F+G	13.0	2.5	776.0	149.4	Spill	
S8 - S9	FLH7017485	FMH7036269	900	21.3	0.0014	550.2	Proposed Development + Catchment A+B+C+D+E+F+G+H	13.0	2.4	815.8	148.3	Spill	
S9 - S10	FMH7036269	FMH7036270	900	27.6	0.0014	557.7	Proposed Development + Catchment A+B+C+D+E+F+G+H	13.0	2.3	815.8	146.3	Spill	
S10 - S11	FMH7036270	FSH7001300	900	2.4	0.0067	1327.7	Proposed Development + Catchment A+B+C+D+E+F+G+H	13.0	1.0	815.8	61.4	OK	
S11 - S12	FSH7001300	FMH7036273	750	1.7	0.0067	819.7	Proposed Development + Catchment A+B+C+D+E+F+G+H	13.0	1.6	815.8	99.5	Spill	
S12 - S13	FMH7036273	FMH7036292	750	0.9	0.0067	819.7	Proposed Development + Catchment A+B+C+D+E+F+G+H	13.0	1.6	815.8	99.5	Spill	
S13 - S14	FMH7036292	FMH7036293	750	5.0	0.0067	819.7	Proposed Development + Catchment A+B+C+D+E+F+G+H	13.0	1.6	815.8	99.5	Spill	
S14 - S15	FMH7036293	FMH7036294	750	21.1	0.0067	819.7	Proposed Development + Catchment A+B+C+D+E+F+G+H	13.0	1.6	815.8	99.5	Spill	
S15 - S16	FMH7036294	FMH7036288	750	4.7	0.0843	2917.5	Proposed Development + Catchment A+B+C+D+E+F+G+H	13.0	0.4	815.8	28.0	OK	

Table 12 Hydraulic Capacity of Proposed Upgrading Sewer

Segment	Manhole Reference	Manhole Reference	Pipe Dia. (mm)	Pipe Length (m)	Invert Level 1 (mPD)	Invert Level 2 (mPD)	g (m/s ²)	k _s (m)	s	v (m ² /s)	V (m/s)	Area (m ²)	Q (m ³ /s)	Estimated Capacity (L/s)	Estimated Flow from the Proposed Development and Catchments (L/s)	Contributed by the Proposed Development and Catchments (%)	Status
S1 - S2	FMH7036243	FMH7036245	900	14.3	0.59	0.58	9.81	0.0003	0.0007	0.000001	0.87	0.636	0.6	556.5	514	92.3	OK
S2 - S3	FMH7036245	FMH7036246	900	70.3	0.58	0.45	9.81	0.0003	0.0019	0.000001	1.44	0.636	0.9	914.5	573	62.6	OK
S3 - S4	FMH7036246	FMH7036248	900	74.3	0.45	0.26	9.81	0.0003	0.0026	0.000001	1.69	0.636	1.1	1078.0	616	57.1	OK
S6 - S7	FMH7036249	FMH7036266	900	59.3	0.26	0.15	9.81	0.0003	0.0019	0.000001	1.44	0.636	0.9	915.9	743	81.1	OK
S7 - S8	FMH7036266	FLH7017485	900	87.5	0.15	0.01	9.81	0.0003	0.0016	0.000001	1.34	0.636	0.8	849.6	776	91.3	OK
S8 - S9	FLH7017485	FMH7036269	900	21.3	0.01	-0.03	9.81	0.0003	0.0019	0.000001	1.45	0.636	0.9	922.2	816	88.5	OK
S9 - S10	FMH7036269	FMH7036270	900	27.6	-0.03	-0.08	9.81	0.0003	0.0018	0.000001	1.42	0.636	0.9	904.8	816	90.2	OK
S11 - S12	FSH7001300	FMH7036273	750	1.7	-0.15	-0.18	10.81	0.0003	0.0176	0.000001	4.22	0.442	1.9	1863.0	816	43.8	OK
S12 - S13	FMH7036273	FMH7036292	750	0.9	-0.18	-0.20	11.81	0.0003	0.0211	0.000001	4.82	0.442	2.1	2131.1	816	38.3	OK
S13 - S14	FMH7036292	FMH7036293	750	5.0	-0.20	-0.22	12.81	0.0003	0.0040	0.000001	2.17	0.442	1.0	960.8	816	84.9	OK
S14 - S15	FMH7036293	FMH7036294	750	21.1	-0.22	-0.30	13.81	0.0003	0.0038	0.000001	2.20	0.442	1.0	970.4	816	84.1	OK

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) The values of k_s = 1.5mm and 0.3mm is used for the calculation of slimed uPVC sewer, poor condition @mean velocity = approximately 0.75m/s and 1.2m/s (based on Table 5: Recommended Roughness Values in Sewerage Manual)

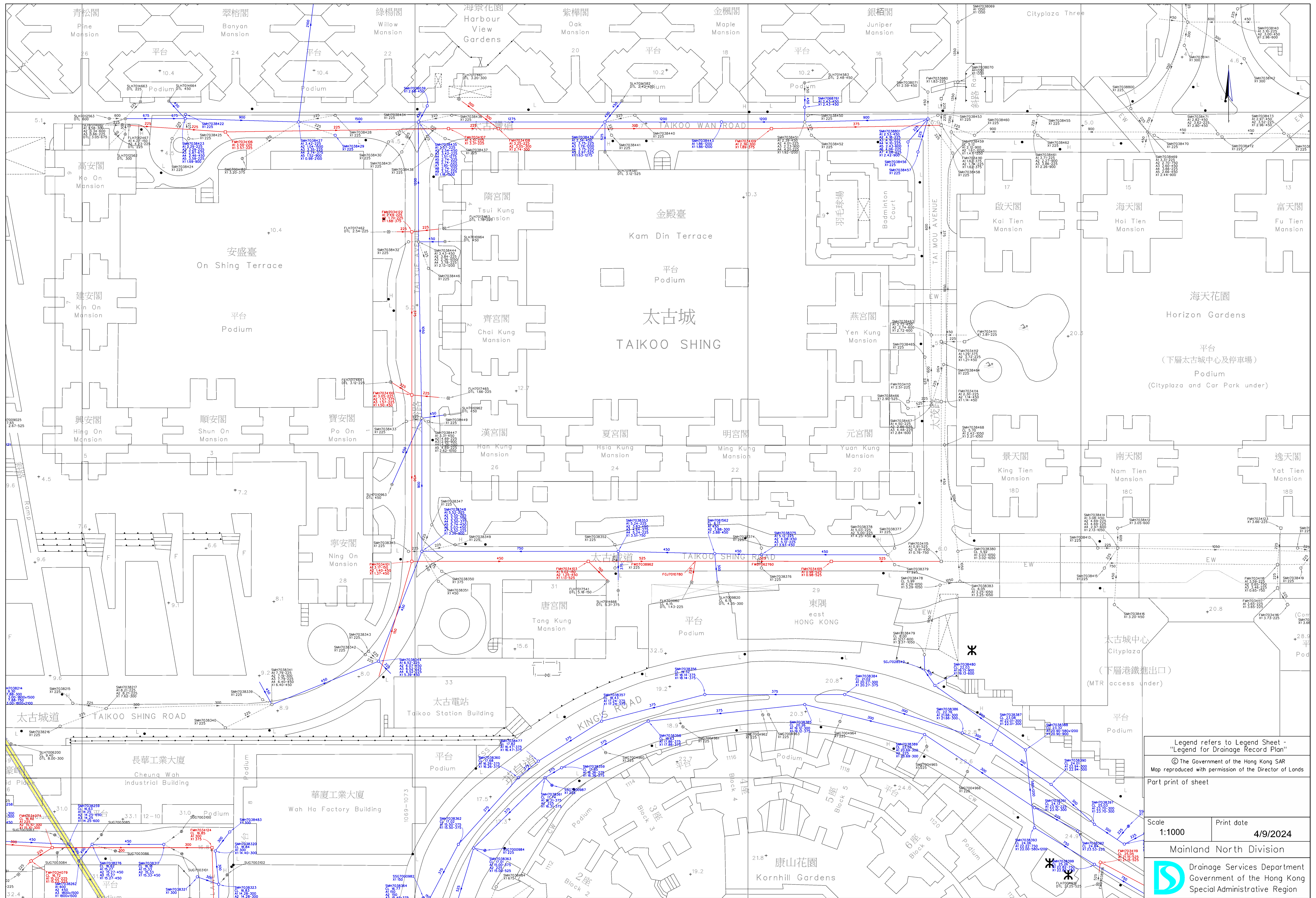
(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used: $V = \sqrt{(8gDs)} \log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$

Table 13 Contributions of Sewage generated from the Subject Site on Tai Koo Shing Pumping Station (TKSPS)

Design Capacity of Tai Koo Shing Pumping Station (m3/day)	Design Capacity of Tai Koo Shing Pumping Station (L/s)	Estimated Flow from the Proposed Development (L/s)	Contributed by the Proposed Development (%)
22464	260	13.0	5%

Appendix 2.2 Sewerage Record Plans obtained from DSD

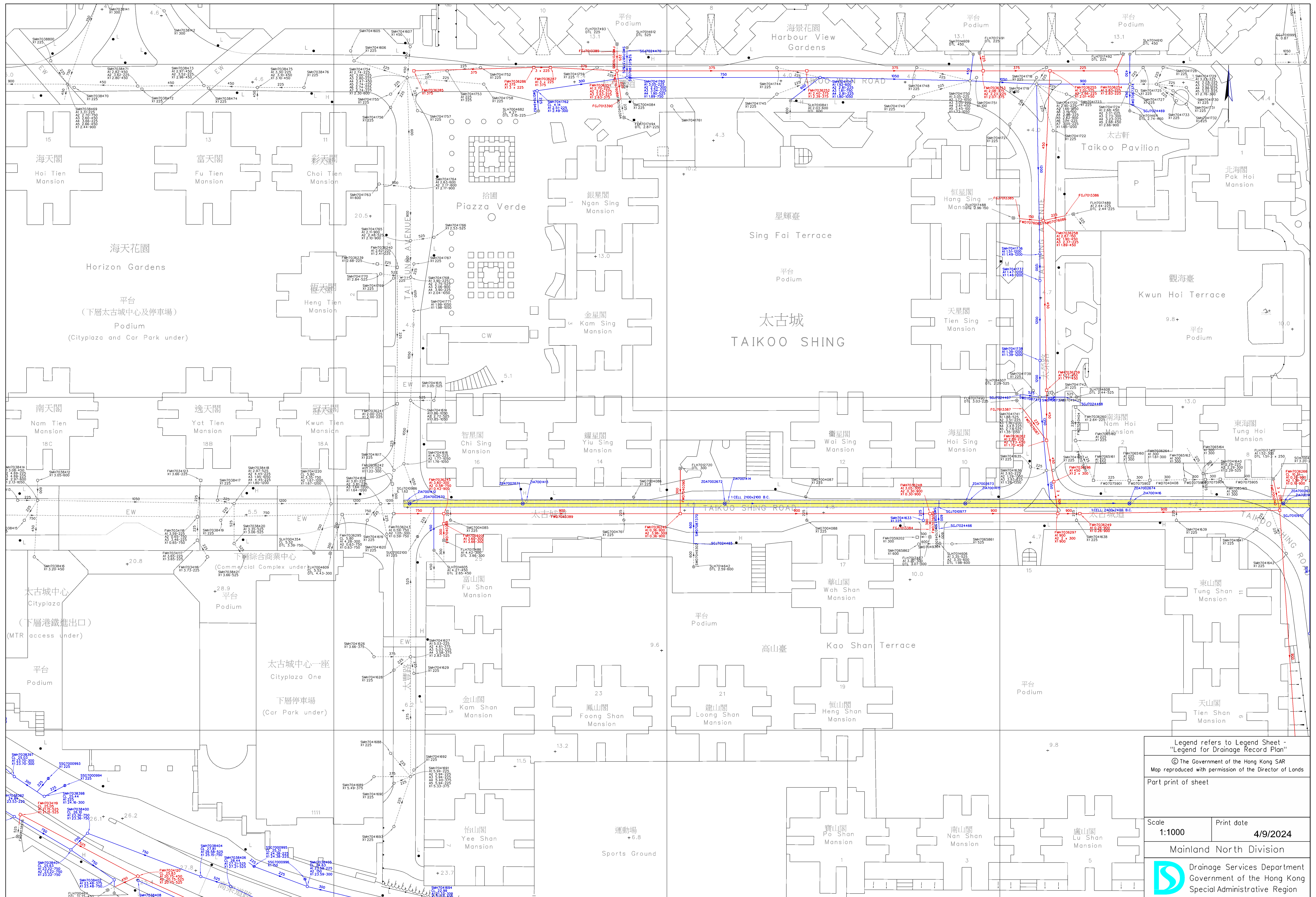


Legend refers to Legend Sheet -
"Legend for Drainage Record Plan"

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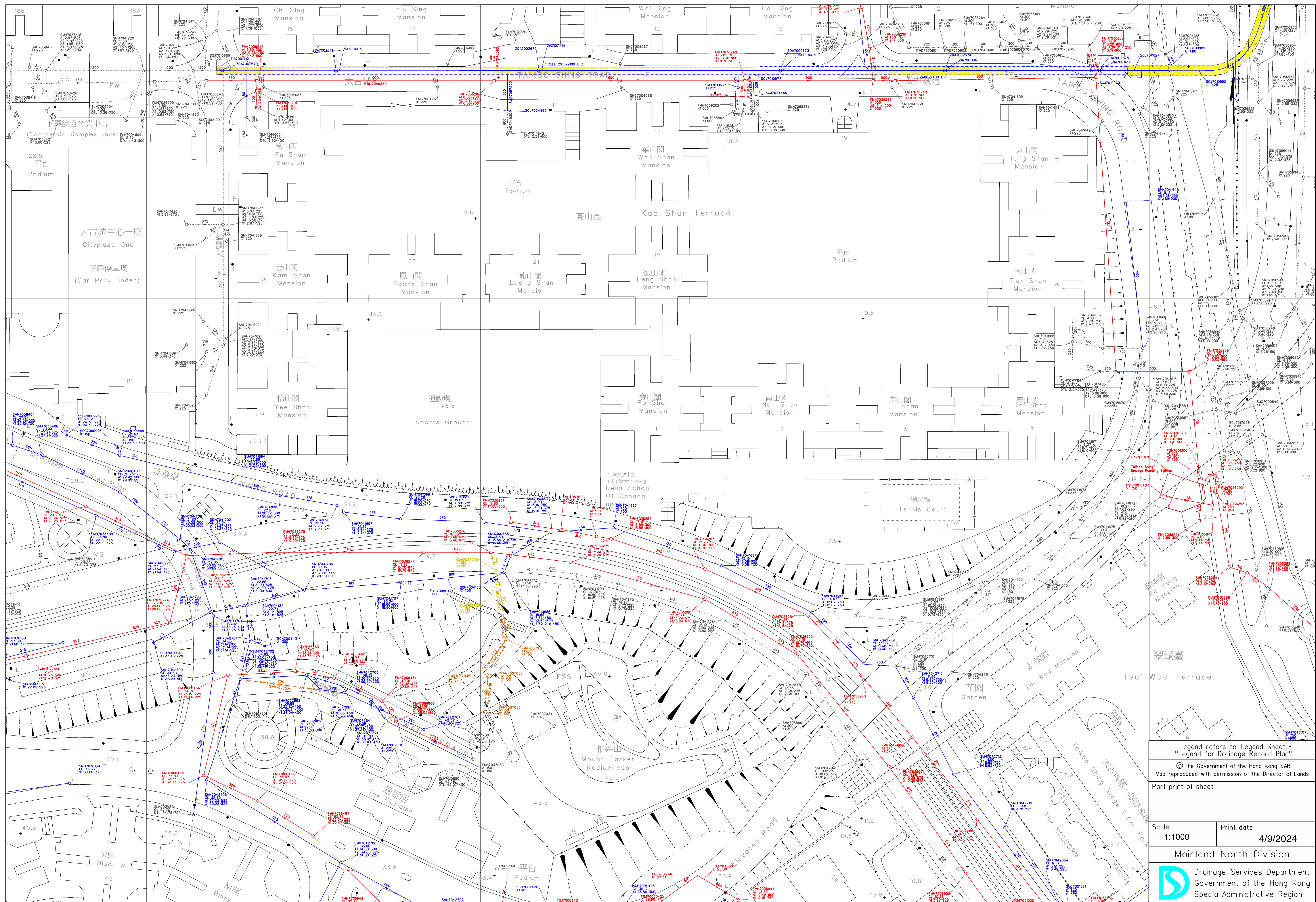
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Mainland North Division

 Drainage Services Department
Government of the Hong Kong
Special Administrative Region

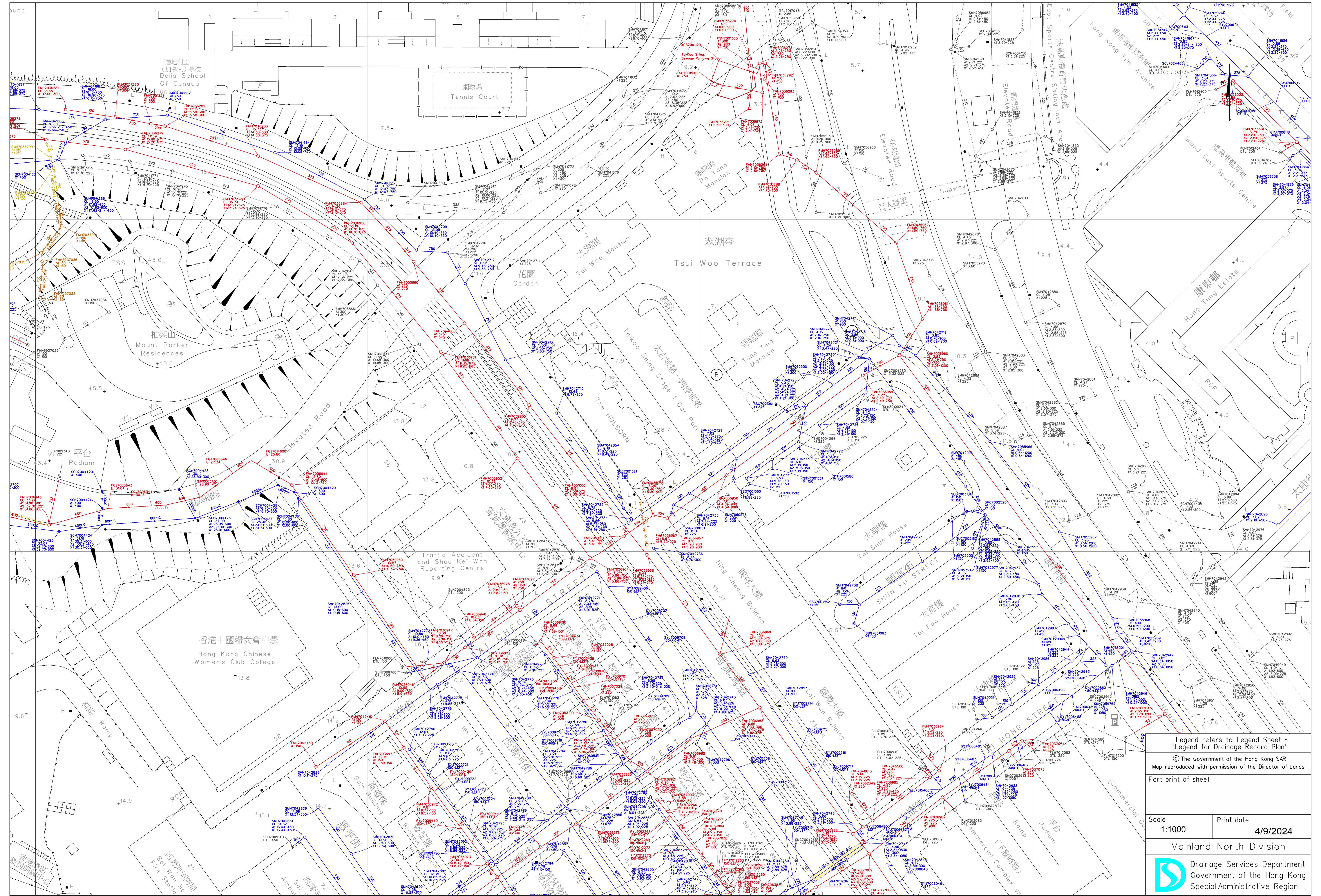


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Responses to Departmental Comments

RtoC Table (Departmental Comments)

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	Departmental Comments	Responses to Comments
1.	Comments from District Engineer/North Point, Urban Regional, Highways Department	
1.1	It is understood that the applicants are responsible for the design and implementation of the proposed pick up/drop off layby abutting King's Road (which is outside the application site) and would handover to TD and HyD for taking up the management and maintenance responsibility.	Noted.
1.2	We have no comment from highways maintenance point of view for the new pick up/drop off layby, subject to the following conditions: a) As a portion of the existing footpath will be converted to carriageway, the existing utilities within that footpath must be diverted or lowered to maintain the minimum cover of 900mm. The applicants shall be responsible for all coordination with the utility companies for any diversion works, ensuring that minimum cover is provided for utilities under the proposed layby (carriageway). b) The road profile of the new layby shall be carefully designed, and additional gullies shall be provided at suitable locations to prevent water ponding. c) The proposed layby should be constructed in accordance with current highway standards. The roadworks design, including road alignments, road drainage, paving pattern, and traffic aids, should be submitted to this Regional Office and the Transport Department for comment. d) The applicants shall apply for an Excavation Permit from this Regional Office for any excavation works on public pavement.	Noted.
1.3	We reserve our rights to provide comments upon receiving further submission from the applicants.	Noted.

	Departmental Comments	Responses to Comments
2.	Comments from the Hong Kong District Planning Office, Planning Department	
2.1	Item No. 7.6 of the R-to-C - The applicants should consider to update Figure 3.2 of the Planning Statement (PS) by indicating the existing uses by floor.	Figure 3.2 has been updated. Please refer to the revised Planning Statement (see Attachment 1).
2.2	Item No. 7.7 of the R-to-C and 5/F Land Ownership Plan - The proposed enhancement works area outside the 5/F southern entrance lobby as shown on the 5/F Landscape Plan are commonly owned by the applicants and other owners and it is noted that the applicants have obtained “no objection” from the other owners for implementation. Please supplement with relevant no objection letter or written agreement or any other proof to demonstrate that the Applicant is authorized to implement the proposed enhancement works in the common area. In addition, please also clarify the M&M responsibilities of (i) the enhancement works outside the 5/F southern entrance lobby; and (ii) the improved pedestrian connectivity between King’s Road and Taikoo Shing Road by providing a more direct internal route linking the escalator/service lift at the southern entrance lobby to the 6/F shuttle lift to G/F.	The Applicant would like to point out that the GFA Deed, which relates to legal agreements of GFA of different portions within the subject site as documented under the land records, has already assured the Applicant’s right to implement the Proposed Development (including the concerned proposed enhancement works). More specifically:- • Clause 5.2(a) – the GFA Deed expressly recognises the right of the Site V-A1 Office Owner (i.e. the Applicant) to apply for the proposed office extension works. [note: Site V-A1 refers to the area now occupied by 1111 King’s Road and a portion of Cityplaza] • Clause 5.4(b) – the Site V-C Owner and the other owners of Site V-A1 (i.e. the other owners) are required to assist the Site V-A1 Office Owner (i.e. the Applicant) in order to permit the proposed office extension works to be built. [note: Site V-C refers to the area now occupied by East Hotel] Hence, upon obtaining all requisite approvals from Town Planning Board and other relevant departments, the Applicant is contractually entitled to implement the Proposed Development, including the carrying out of the concerned proposed enhancement works which was submitted as part of the proposal under this planning application. In addition, we would like to highlight that lease modification and amendments to the Master Development Plans are required to implement the Proposed Development. All relevant legal documents,

	Departmental Comments	Responses to Comments
		including those duly executed by all owners, will need to be submitted to the Lands Department for processing at a later stage.
2.3	Table 3.3 and para. 3.4.9 of the PS - Please clarify whether the proposed private open space at 5/F (accessible by the public) with an area of about 1,060m ² is an existing open space and provide the area of existing open space within the Development Site or Site V-A1.	Please be clarified that there is no open space requirement at the Development Site or Site V-A1. Hence, there is no such calculation of “existing open space”. For the concerned area of about 1,060m² on 5/F, it is currently an existing outdoor area with some basic landscaping provided and is accessible by the public. The Applicant proposes to enhance the landscaping works there, and remains to keep it as accessible by the public.
2.4	Figure 3.6 of the PS - The applicants are advised to provide a plan showing the current internal layout of 5/F and 6/F and illustrating the existing pedestrian circulation route between the southern entrance lobby and the 6/F shuttle lift lobby to G/F for better understanding of the proposed improvement of the pedestrian connectivity.	A new Figure 3.7 has been prepared. Please refer to the revised Planning Statement (see Attachment 1).
2.5	Paragraph 3.3 (Page 9) & Paragraph 8.5.3 (Page 22) of the PS - the subtitle emphasizing the “Provision of barrier-free access to office lobby...” as planning gain is a bit misleading. Barrier-free access from the public footpaths at both King’s Road (southern entrance at 5/F) and Taikoo Shing Road (northern entrance at G/F) of 1111 King’s Road are available. Instead, the applicants may consider to revise the subtitle to, “Provision of pick-up/drop-off for taxi/private car at King’s Road with barrier-free access to 1111 King’s Road and Cityplaza”. You may wish to revise other relevant write up in the PS.	Relevant paragraphs regarding the provision of the pick-up/drop-off for taxi/private car at King’s Road with barrier-free access have been updated. Please refer to the revised Planning Statement (see Attachment 1). Opportunity has also been taken to extract relevant paragraphs from the TIA report to elaborate Paragraph 5.1 of the PS on the traffic considerations. Please refer to the revised Planning Statement (see Attachment 1). Please note that there is no change to the submitted TIA report.

	Departmental Comments	Responses to Comments
2.6	Para. 1.1.4 and para. 2.3.1 of the PS – please cross-check whether the proposed building height under the 2008 Approved GBP should be 189.95mPD or 190.45mPD.	Typo rectified. The proposed building height under the 2008 Approved GBP should be 189.95mPD. Please refer to the revised Planning Statement (see Attachment 1).
3.	Comments from Urban Design Section, Planning Department	
3.1	Item No. 6.1 of the R-to-C - Visual envelope in the VIA is still missing.	Having regard to the urban context with existing high-density and high-rise developments in the surrounding area, there is only limited view towards the Proposed Development from the identified vantage points. The visual envelope is, in effect, equivalent to the area of visual influence for this case, except that the visual envelope also covers the view from the waterfront promenade at Kai Tak Development, from which the top floors of the Proposed Development will be visible from a remote distance. Figure 3.1 and relevant paragraph of the VIA has been updated (see Attachment 2).

4.	Comments from Director of Environmental Protection	
4.1	Section 2.1.1 - It shall be read as: “The aim of this SIA is to show assess if existing the sewerage network is sufficient to cope with the additional sewage flow from the Proposed Development and propose corresponding mitigation measures if necessary.”	Section 2.1.1 has been updated accordingly (see Attachment 3).
4.2	Section 2.2.3 - According to GESF, the total unit flow generated from an employee in a particular trade is the sum of the unit flow factor of employee and the unit flow factor of commercial activities of a particular, suggest to amend as below for better clarification: “The following unit flow factors of commercial activities have been adopted in the...”	Section 2.2.3 has been updated accordingly (see Attachment 3).
4.3	Table 3 in Appendix 2.1 - Please advise if podium under east Hong Kong has been accounted for in this hydraulic calculation.	The no. of storeys of East Hong Kong has been updated to include the podium under East Hong Kong (see Attachment 3).
4.4	Tables 3 and 4 in Appendix 2.1 - Conforming to Table T-2 of GESF, UFF of J4 – Wholesale & Retail is 0.28m3/day instead of 0.08m3/day, please revise.	Appendix 2.1 has been updated accordingly (see Attachment 3).
4.5	Tables 3, 4, 6, 8 and 9 in Appendix 2.1 - Please revise the P _{cif} to 1.25 at SKW PTW conforming to Section 2.2.4.	Appendix 2.1 has been updated accordingly (see Attachment 3).
4.6	Tables 7 and 9 in Appendix 2.1 - Please review the discharge point of catchment.	The discharge points of Catchment F and H have been updated to FMH7036297 and FMH7036270 respectively (see Attachment 3).
4.7	Table 10 - Upstream Manhole reference for S15 – S16 should be FMH7036294 instead of FMH7036292.	Table 10 has been updated accordingly (see Attachment 3).
4.8	Tables 10 and 12 in Appendix 2.1 - Please check the material of sewers and hence the roughness for assessing sewer capacity.	The material has been updated to “Concrete” and hence roughness of sewers has been updated (see Attachment 3).

5.	Comments from Transport Department	
5.1	As a gentle reminder, the provision of the 2m-wide footpath within the Application Site for 24-hour public use should be suitably reflected in the subsequent lease modification.	Noted.
5.2	Regarding applicant’s response on Item No. 2.7 of the R-to-C (<i>submitted under the previous Further Information (1)</i>) about the proposed road works outside the application, please be clarified that the road works, i.e. converting the existing public footpath into carriageway and a public lay-by with suitable road markings, should be within existing public roads and involve no surrender of land. As the portion is within public road, TD would continue to perform traffic management of the proposed lay-by. Please also confirm with HyD if they will assume the maintenance responsibility of the newly constructed carriageway and public lay-by.	Noted. Please also be confirmed that PlanD has included HyD in the circulation list of this planning application, and the Applicants were given to understand that HyD has replied PlanD “no objection / no comment”.

Responses to Public Comments

RtoC Table (Public Comments)

	Public Comments	Responses to Public Comments
1.	Concerns on obstruction of daylight	The Applicant will ensure that the Proposed Development will fully comply with the design requirements under the Building (Planning) Regulations and relevant codes which properly govern the design and layout of the Proposed Development, including building separation, site coverage, etc. From statutory perspective, the Proposed Development would have no effect to the daylight concern of the surrounding buildings since each individual development should already fulfil the prescribed needs of natural daylight within their own site. In particular, when the Proposed Development is in general separated with the adjoining residential blocks by street which enables these neighbouring buildings face directly into an unobstructed space as defined under code to meet an effective lighting and ventilation requirement. In addition, the Applicant has already proposed a smaller footprint for the extension portion, as compared to the footprint of the existing office building. Even as compared with the nearby office building (i.e. One Island East), the Proposed Development is of much smaller scale. Hence, any non-compliant obstruction of daylight due to the Proposed Development is not anticipated, especially the surrounding area is already in an urban context with existing high-density and high-rise developments. Besides, the Applicant has submitted a Visual Impact Assessment and Air Ventilation Assessment to support the Proposed Development. The Urban Design Section of Planning Departments has no adverse comments from urban design perspective.
2.	Concerns on construction traffic impact	It is anticipated that the construction traffic will be less than the trip generation of the proposed development and would not be critical to the surrounding road network. Temporary traffic arrangement will be formulated during construction stage when necessary and will be submitted to relevant government departments for approval to minimise the disturbance to the public.
3.	Concerns on absence of pedestrian flow assessment	The Applicant would like to highlight that the proposed development have direct connection to the MTR Station via the shopping mall and in close proximity to the bus stop and minibus. The majority of pedestrian is expected to travel through the shopping mall and the adjacent footpath with ample width. Hence, it is expected that the pedestrian flows induced by the proposed development is insignificant to the current capacity of pedestrian walkway.

	Public Comments	Responses to Public Comments
4.	Concerns on the Applicants’ right to carry out any alteration works at common area	The Applicant would like to point out that the GFA Deed, which relates to legal agreements of GFA of different portions within the subject site as documented under the land records, has already assured the Applicant’s right to implement the Proposed Development (including the concerned proposed enhancement works at the common area). More specifically:- • Clause 5.2(a) – the GFA Deed expressly recognises the right of the Site V-A1 Office Owner (i.e. the Applicant) to apply for the proposed office extension works. [note: Site V-A1 refers to the area now occupied by 1111 King’s Road and a portion of Cityplaza] • Clause 5.4(b) – the Site V-C Owner and the other owners of Site V-A1 (i.e. the other owners) are required to assist the Site V-A1 Office Owner (i.e. the Applicant) in order to permit the proposed office extension works to be built. [note: Site V-C refers to the area now occupied by East Hotel] Hence, upon obtaining all requisite approvals from Town Planning Board and other relevant departments, the Applicant is contractually entitled to implement the Proposed Development, including the carrying out of the concerned proposed enhancement works which was submitted as part of the proposal under this planning application. In addition, we would like to highlight that lease modification and amendments to the Master Development Plans are required to implement the Proposed Development. All relevant legal documents, including those duly executed by all owners, will need to be submitted to the Lands Department for processing at a later stage.
5.	Concerns on absence of quantitative air ventilation assessment and micro-climate assessment	The Application Site does not fall within an area with any major breezeways identified. It was observed that the prevailing winds would flow along the existing road networks. The Proposed Development is to increase the building height of an existing office tower, with the footprint of the extension portion being slightly smaller than the existing footprint. Adverse air ventilation impact is not anticipated. Hence, quantitative air ventilation assessment is not required. At the subsequent detailed design stage, when preparing the General Building Plan submission, the Applicants will take into consideration various design factors such as sustainable building design guidelines, BEAM Plus requirements, etc. to ensure building sustainability performance, under which micro-climate would be one of the evaluation under

	Public Comments	Responses to Public Comments
		the site aspects category.
6.	Concerns on ground settlement due to the proposed construction works	In 2008, a set of General Building Plans (GBP) has already been approved by the Buildings Department, for a proposed development at the site with building height up to 189.95mPD. When preparing the GBP, structural loading and other relevant technical considerations including foundation and ground settlement issues have already been reviewed and taken into consideration. Under the current planning application, the building height of the proposed development has been reduced to 165mPD. It is anticipated that there would not be any ground settlement issue due to the proposed construction works of the proposed development.
7.	Concerns on insufficient foundation loading for the proposed development, and any adverse impact to the MTR tunnel	In 2008, a set of General Building Plans (GBP) has already been approved by the Buildings Department, for a proposed development at the site with building height up to 189.95mPD. When preparing the GBP, structural loading and other relevant technical considerations including foundation loading have already been reviewed and taken into consideration. Under the current planning application, the building height of the proposed development has been reduced to 165mPD. It is anticipated that there would not be any foundation loading problem due to the proposed development. In fact, when constructing the existing office tower, sufficient foundation loading has already been reserved for the extension portion on top, and the extension portion is only proposed on top of an existing building without enlarging the tower footprint. As for the MTR tunnel, please be clarified that the alignment of the MTR tunnel does not run underneath the proposed development. Instead, the MTR tunnel runs along King’s Road to the south of Kornhill Gardens and Kornhill Plaza, which are further away from the proposed development. Nonetheless, the Applicants will observe the requirements for any interface, if any, with the railway protection boundary during construction stage, and will keep close liaison with MTRC where necessary.
8.	Concerns on adverse traffic impact during the sewage upgrading works	When carrying out the sewage upgrading works, the Applicants will keep close liaison with relevant government departments to observe relevant requirements and apply for relevant permits for the works. The Applicants will also prepare and carry out temporary traffic management measures for approval by Transport Department.

	Public Comments	Responses to Public Comments
9.	Concerns on traffic survey (conducted in 2004/05) not being up-to-date	Please be informed that the Applicants have duly carried out a number of traffic surveys at different dates and times. The latest traffic survey adopted was carried out in 2025; not 2004 and 2005 as quoted in the public comments.
10.	Concerns on the existing shops on 5/F (a hotpot shop) and 6/F (a bank) not being legitimate	Please be reiterated that the Application Site falls within an area zoned “Commercial (7)” on the statutory Outline Zoning Plan (OZP). Commercial uses including ‘Shop and Services’, which includes restaurants and banks, are always permitted under the OZP. The existing shops on 5/F and 6/F were implemented through the submission and approval of building plans for Alteration & Addition (A&A) works for the concerned premises. The relevant building plans for A&A works were approved in May and September 2022.