

**Section 3 : Parking Standards for Commercial Facilities**

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
1. Retail	<p>– Zone 1 areas:</p> <p>1 car space per 200 - 300m<sup>2</sup> GFA.</p> <p>– Zones 2 and 3 areas:</p> <p>For the first 2 000m<sup>2</sup> GFA:</p> <p>1 car space per 40-50m<sup>2</sup> GFA.</p> <p>Above 2 000m<sup>2</sup> GFA:</p> <p>1 car space per 150 - 200m<sup>2</sup> GFA.</p>	<p>– Generally nil provision is permitted for small road-side retail shops which are mainly serving local residents.</p> <p>– Retail is taken to include restaurants and allied services commonly found in shopping complexes, but not retail markets apart from those integrated in location and design with the centre.</p> <p>– For retail centres within public housing developments, the requirement should be related to the findings of the pertinent Housing Department retail viability study.</p>	<p>– 1 loading/ unloading bay for goods vehicles for every 800 to 1 200m<sup>2</sup>, or part thereof, GFA.</p>	<p>– Large comprehensive developments may be allowed to adopt the low side of the provision due to economy of scale.</p> <p>– Points of access should not interrupt the main shopping frontage.</p> <p>– The manoeuvring of goods vehicles should be within the curtilages of the site; generally no reversing movement into/ from a public road will be permitted.</p>

*(Refer to Statement of Intent and General Notes for Section 3 for further guidance)*

General Notes for Section 3:

1. Provision referring to gross floor area (GFA) includes part thereof the specified m<sup>2</sup> GFA.
2. Goods vehicle provision is divided into 65% LGV and 35% HGV but does not apply to Housing Authority development.

Table 11 Section 3 (cont'd)

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	Standards	Remarks	Standards	Remarks																
4. Hotels (a) Main Urban Areas & New Towns	<ul style="list-style-type: none"> <li>- 1 car space per 100 rooms.</li> <li>- In addition, for hotels with conference and banquet facilities: 0.5-1 car space per 200m<sup>2</sup> GFA of conference and banquet facilities.</li> </ul>	<ul style="list-style-type: none"> <li>- Car parking spaces are for the use of hotel limousines and the operational needs of staff.</li> </ul>	<ul style="list-style-type: none"> <li>- Loading/unloading bays for goods vehicles: 0.5-1 goods vehicle bay per 100 rooms.</li> <li>- Lay-by for taxi and private cars : <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Hotel Type</th> <th>Min. No.</th> </tr> </thead> <tbody> <tr> <td>≤299 rooms</td> <td>2</td> </tr> <tr> <td>300-599 rooms</td> <td>3</td> </tr> <tr> <td>≥600 rooms</td> <td>4</td> </tr> </tbody> </table> </li> <li>- Lay-by for single-deck tour buses: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>Hotel Type</th> <th>Min. No.</th> </tr> </thead> <tbody> <tr> <td>≤299 rooms</td> <td>1</td> </tr> <tr> <td>300-899 rooms</td> <td>2-3</td> </tr> <tr> <td>≥900 rooms</td> <td>3</td> </tr> </tbody> </table> </li> <li>- Additional provision for convention centres and banquet facilities to be determined by the Authority.</li> </ul>	Hotel Type	Min. No.	≤299 rooms	2	300-599 rooms	3	≥600 rooms	4	Hotel Type	Min. No.	≤299 rooms	1	300-899 rooms	2-3	≥900 rooms	3	<ul style="list-style-type: none"> <li>- Bays to be located close to the service entrance. Manoeuvring of goods vehicles should be within the curtilage of the site; generally no reversing movement into/from a public road will be permitted.</li> <li>- Layout should be such that vehicles ingress, pick-up/set down, egress with no reversing movement nor tailback into a public road. Adequate passenger waiting area to be provided adjacent to lay-by.</li> <li>- Lay-by should be such that bus ingress, egress with no tailback into a public road. Adequate passenger waiting area to be provided adjacent to lay-by.</li> </ul>
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*(Refer to Statement of Intent and General Notes for Section 3 for further guidance)*

**Previous Application for Guesthouse Development within “C(1)” Zone in Kwun Tong Business Area**

Application No.	Address	Date of Meeting	Decision
A/K14/593 <sup>PL</sup>	4/F and 5/F, 90 Hung To Road, Kwun Tong	5.6.2009 (s.16)	<b>Rejected</b> for the following reasons: (a) the proposed hotel development was not in line with the planning intention of the “C(1)” zone; (b) the layout of the proposed hotel was not satisfactory; and (c) approval of the application might set an undesirable precedent
		25.9.2009 (s.17)	Approved with condition(s)

**Similar Applications for Hotel Developments within “C” Zone in Kowloon Bay Business Area**

Application No.	Address	Date of Meeting	Decision
A/K13/162 <sup>L</sup>	Junction of Wang Tai Road, Wang Yuen Street and Wang Mau Street (New Kowloon Inland Lot 6268)	21.2.2003	Approved with condition(s)
A/K13/178 <sup>L</sup>		28.5.2004	Approved with condition(s)
A/K13/203 <sup>L</sup>	Junction of Kai Cheung Road and Wang Kwong Road (New Kowloon Inland Lot 6314)	23.9.2005	Approved with condition(s)

- O Application for office-cum-hotel development  
P Application for partial conversion of existing building  
W Application for wholesale conversion of industrial / I-O building  
C Permitted development already completed  
L Planning permission already lapsed  
V Valid as permitted development is commenced (building plan approved)

**Similar Applications for Hotel Developments within “OU(B)” Zone in Kwun Tong Business Area**

<b>Application No.</b>	<b>Address</b>	<b>Date of Meeting</b>	<b>Decision</b>
A/K14/407 <sup>C</sup>	38 Chong Yip Street	21.2.2003	Approved with condition(s)
A/K14/408 <sup>OL</sup>	102 How Ming Street	17.1.2003	Approved with condition(s)
A/K14/435 <sup>OL</sup>		14.5.2004	Approved with condition(s)
A/K14/410 <sup>L</sup>	392 Kwun Tong Road	7.3.2003	Approved with condition(s)
A/K14/414 <sup>OL</sup>	223-231 Wai Yip Street and 39 King Yip Street	30.5.2003	Approved with condition(s)
A/K14/451 <sup>OL</sup>		14.10.2004	Approved with condition(s)
A/K14/415 <sup>L</sup>	20-24 Hung To Road	30.5.2003	Approved with condition(s)
A/K14/456 <sup>L</sup>		10.11.2004	Approved with condition(s)
A/K14/416 <sup>L</sup>	4 Lai Yip Street and 114 Wai Yip Street	30.5.2003	Approved with condition(s)
A/K14/418 <sup>L</sup>	165-167 Wai Yip Street and 66 How Ming Street	27.6.2003	Approved with condition(s)
A/K14/429 <sup>L</sup>		21.11.2003	Approved with condition(s)
A/K14/446 <sup>C</sup>		16.7.2004	Approved with condition(s)
A/K14/426 <sup>L</sup>	78 Hung To Road	24.10.2003	Approved with condition(s)
A/K14/427 <sup>L</sup>	52 Hung To Road	24.10.2003	Approved with condition(s)
A/K14/433		19.12.2003	<b>Rejected</b> for the following reasons: (a) the proposed development was not acceptable from ridgeline preservation point of view; (b) the approval of the proposed development would set an undesirable precedent to similar high-rise developments falling within the view fan of Quarry Bay Park; and (c) there was insufficient information in the submission to demonstrate that the proposed development would not generate adverse impact on local road network.
A/K14/443 <sup>O</sup>	180 Wai Yip Street	25.6.2004	<b>Rejected</b> for the following reasons: (a) the proposed BH was considered excessive taking into account the character of the local area and the proximity of the site to the waterfront; and (b) the proposed hotel/office development did

			not comply with the Board Guidelines for Interim BH Control in KBBA and KTBA and would result in visual intrusion to the area. No strong justification had been provided for the proposed BH.
A/K14/445 <sup>L</sup>	54-56 Tsun Yip Street	30.4.2004	Approved with condition(s)
A/K14/476 <sup>L</sup>	Junction of Wai Yip Street, Shun Yip Street and Hoi Bun Road	23.9.2005	Approved with condition(s)
A/K14/532, A/K14/532-1, A/K14/532-3 <sup>C</sup>	84 Hung To Road	27.4.2007, 10.8.2007, 14.1.2008	Approved with condition(s)
A/K14/611	28A Hung To Road	30.7.2010	<p><b>Rejected</b> for the following reasons:</p> <p>(a) the proposed hotel is not in line with TPB PG-No. 22D for “OU(B)” zone in that the proposed number of car parking space, L/UL bay and lay-by could not fulfill the requirements of the HKPSG;</p> <p>(b) the provision of off-site car parking facility in another industrial building was considered unacceptable;</p> <p>(c) the applicant has failed to demonstrate in the application that the proposed hotel development would provide an acceptable means of escape and would not induce adverse fire safety impact to the subject building and the adjacent areas; and</p> <p>(d) the inadequate provision of L/UL facilities would lead to on-street picking up/setting down and L/UL activities and generate adverse traffic impact on the local traffic circulation. Approval of the application would set an undesirable precedent for similar applications, the cumulative impacts of which might result in adverse traffic implications on the road network in KTBA.</p>
A/K14/643 <sup>WL</sup>		1.4.2011	Approved with condition(s)
A/K14/700 <sup>V</sup>		13.6.2014	Approved with condition(s)

A/K14/612 <sup>WL</sup>	97 How Ming Street	30.7.2010	Approved with conditions
A/K14/660 <sup>C</sup>		21.10.2011	Approved with conditions
A/K14/659 <sup>WL</sup>	164 Wai Yip Street	2.9.2011	Approved with conditions
A/K14/655 <sup>WL</sup>	133 Wai Yip Street	23.9.2011	Approved with condition(s)
A/K14/657 <sup>WL</sup>	101 Wai Yip Street	7.10.2011	Approved with condition(s)
A/K14/678 <sup>WL</sup>		21.9.2012	Approved with condition(s)
A/K14/713 <sup>WC</sup>		16.1.2015	Approved with condition(s)
A/K14/662, A/K14/662-1 <sup>WL</sup>	320-322 Kwun Tong Road	18.11.2011, 18.11.2014	Approved with condition(s)
A/K14/670 <sup>WL</sup>	115 How Ming Street	20.1.2012	Approved with condition(s)
A/K14/684 <sup>OWL</sup>	51-53 Hung To Road	25.4.2014	Approved with condition(s)
A/K14/686 <sup>WC</sup>	326 Kwun Tong Road	6.9.2013	Approved with condition(s)
A/K14/692 <sup>WL</sup>	69-71 King Yip Street	17.1.2014	Approved with condition(s)
A/K14/730 <sup>W</sup>		8.1.2016	Approved with condition(s)
A/K14/723 <sup>W</sup>	11 Tai Yip Street	21.8.2015 (s.16)	<b>Rejected</b> for the following reasons: (a) the proposed hotel is not in line with TPB PG-No. 22D for “OU(B)” zone in that the proposed number and size of parking and L/UL spaces cannot fulfill the requirements of the HKPSG; (b) the layout of the proposed parking and L/UL spaces is unsatisfactory; and (c) approval of the application will set an undesirable precedent for similar applications for hotel development without provision of adequate and acceptable parking and L/UL spaces, the cumulative impacts of which may result in adverse traffic implications on the road network in KTBA.
		11.12.2015 (s.17)	Approved with condition(s)

<sup>O</sup> Application for office-cum-hotel development

<sup>P</sup> Application for partial conversion of existing building

<sup>W</sup> Application for wholesale conversion of industrial / I-O building

<sup>C</sup> Completed development

<sup>L</sup> Lapsed planning permission

<sup>V</sup> Valid as permitted development is commenced by building plan approval

*Advisory clauses*

- (a) to note the comments of the District Lands Officer/Kowloon East, Lands Department (LandsD) that the proposed use of the Premises for hotel (guesthouse) is in breach of the relevant lease conditions. The applicant is required to apply to his office for a temporary waiver/lease modification to give effect to the proposal. However, there is no guarantee at this stage that the application for temporary waiver/lease modification would be approved. If such an application is approved by LandsD in the capacity as landlord at his sole discretion, it will be subject to those terms and conditions including the payment of waiver fee/premium as appropriate as proposed by LandsD. Site inspection revealed that 3/F has been put to religious use in breach of the relevant lease conditions. Any application to his office for temporary waiver/lease modification to implement the proposal should not prejudice Government's right to take appropriate lease enforcement action against the said religious use. The applicant is required to demonstrate the dimensions and calculation of the floor area when a temporary waiver/lease modification application is submitted;
- (b) to note the comments of the Director of Environmental Protection that the applicant should prepare and submit the Sewerage Impact Assessment as early as possible in view of the time required for the implementation of any required sewerage works;
- (c) to note the comments of the Chief Building Surveyor/Kowloon, Buildings Department (BD) that all building works/change in use are subject to compliance with the Buildings Ordinance (BO). Application for hotel concession under Building (Planning) Regulation (B(P)R) 23A will be considered upon formal submission of building plans subject to compliance with the criteria under Practice Note for AP and Registered Structural Engineers APP-40 and favourable comments from the concerned departments. The applicant is advised to appoint an AP to submit BPs for the proposed change in use and/or alterations and additions works to demonstrate compliance with the BO. Adequate means of escape should be provided to the Premises in accordance with B(P)R 41(1) and the Code of Practice for Fire Safety in Buildings 2011 (FS Code). Adequate means of access for firefighting and rescue, emergency vehicular access (EVA) and fire resisting construction should be provided in accordance with B(P)Rs 41(1), 41A, 41B, 41C, 41D and FS Code. The Premises should be separated from the remaining portion of the building by fire barriers of adequate fire resistance rating pursuant to Building (Construction) Regulation 90 and FS Code. Natural lighting and ventilation to the guestrooms and lavatories should be provided in accordance with B(P)Rs 30, 31, 32 and 36. Open space should be provided for compliance with B(P)R 25. Access and facilities for persons with a disability including accessible toilet should be provided to the Premises in accordance with B(P)R 72 and Design Manual: Barrier Free Access 2008. Adequate sanitary fitments should be provided to the Premises in accordance with the Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulations. The proposed operation of the hotel will be subject to the licensing requirements under the

Hotel and Guesthouse Accommodation Ordinance (HAGAO), Cap. 349. Detailed comments under BO can only be provided at the BP submission stage. For unauthorized building works (UBW) erected on leased land/private buildings (if any), enforcement action may be taken by the BA to effect their removal in accordance with BD's enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any UBW on the application site under the BO. The applicant's attention is drawn to Practice Note for AP, Registered Structural Engineers and Registered Geotechnical Engineers APP-47 that the BA has no powers to give retrospective approval or consent for any UBW;

- (d) to note the comments of the Director of Fire Services that Fire Services requirements regarding licensing premises would be imposed upon receipt of formal application via Licensing Authority. As no details of the emergency vehicular access have been provided, comments could not be offered at the present stage. The applicant is advised to observe the FS Code which is administered by BD; and
- (e) to note the comments of the Chief Officer (Licensing Authority), Home Affairs Department that the applicant should submit a copy of the occupation permit or acknowledgement letter for completion of alteration and addition works for the proposed hotel/guesthouse when making an application under the HAGAO. The licensing requirements will be formulated after inspections by his Building Safety Unit and Fire Safety Team upon receipt of application under the HAGAO.