

Section 16 Planning Application for Proposed Hotel with Minor  
Relaxation of Plot Ratio and Building Height Restrictions at 201  
and 203 Wai Yip Street, Kwun Tong, Kowloon

Sep 2024

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**RAMBOLL**

## **TABLE OF CONTENTS**

	<i>Page</i>
<b>Executive Summary</b>	<b>ES1</b>
中文摘要	<b>ES3</b>
<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 Background.....	1
1.2 Purpose of Submission .....	1
1.3 Report Structure.....	2
<b>2 SITE AND SURROUNDING CONTEXTS .....</b>	<b>3</b>
2.1 Site Context .....	3
2.2 Surrounding Context .....	3
2.3 Planning and Development Context .....	4
2.4 Land Status.....	15
<b>3 PROPOSED DEVELOPMENT PROPOSAL .....</b>	<b>16</b>
3.1 Indicative Proposed Scheme.....	16
3.2 Access, Parking and Servicing Facilities .....	18
3.3 Implementation .....	18
<b>4 DEVELOPMENT JUSTIFICATIONS AND PLANNING GAINS.....</b>	<b>19</b>
4.1 Previous Planning Approvals in Similar Nature with Minor Relaxation of PR and BH Restrictions at the Subject Site.....	19
4.2 In line with Government’s Policy Initiatives on Revitalizing Industrial Buildings .....	19
4.3 In Line with the Planning Intention of “OU(B)” Zone and Facilitate the Transformation of Kwun Tong Business Area .....	20
4.4 Planning and Design Merits of the Approved Schemes Remain Largely Unchanged .....	20
4.5 Compatible Building Height, Bulk, Scale and Floor-to-floor Height in proportion to the 20% increase in PR.....	22
4.6 In line with the Guidelines for Suitable Sites for Hotel Development in Industrial /Office Areas Set out in HKPSG.....	23

4.7	No Insurmountable Impacts to the Surroundings from Various Technical Aspects.....	23
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<b>5</b>	<b>CONCLUSION.....</b>	<b>26</b>
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## **LIST OF FIGURES**

	<i>Following Page</i>	
1.1	Extract of Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26	1
2.1	Location Plan	3
2.2	Site and Surrounding Context	4
2.3	Proposed Setback Provision in accordance to the Requirements under Outline Development Plan No. D/K14A/2	7
2.4	Land Holding Plan	15
3.1	Indicative B/F Plan	16
3.2	Indicative G/F Plan	16
3.3	Indicative 1/F Plan	16
3.4	Indicative 2/F Plan	16
3.5	Indicative 3-4/F Plan	16
3.6	Indicative 5-6/F Plan	16
3.7	Indicative 7-11/F Plan	16
3.8	Indicative 12-16, 18-28/F Plan	16
3.9	Indicative 17/F Plan	16
3.10	Indicative 29-30/F Plan	16
3.11	Indicative 31/F Plan	16
3.12	Indicative 32/F Plan	16
3.13	Indicative Roof Plan	16
3.14	Indicative Section Plan	16
4.1	Illustrative Plan showing Planning and Design Merits	20
4.2	Illustrative Section showing Planning and Design Merits	20
4.3	Side Entrance View of the Proposed Development	20
4.4	Birds-eye View of the Proposed Development	20
4.5	Birds-eye View of the Proposed Development from Back Alley	20
4.6	Stepped Building Height Profile in Kwun Tong	22

## **LIST OF TABLES**

	<i>Page</i>
2.1 Key Development Parameters of Current and Previous Planning Applications	9
2.2 Planning and Design Merits of Current and Previous Planning Applications	10
2.3 Similar Planning Approvals for Hotel Use	11
2.4 Similar Planning Approvals for Minor Relaxation in KTBA since Jan 2022	13
2.5 Planning and Design Merits of Planning Approvals with Similar Site Area for Minor Relaxation in KTBA since Jan 2022	14
3.1 Indicative Development Schedule	17
3.2 Proposed Car Parking and Servicing Facilities Provision	18

## **LIST OF APPENDICES**

- A Traffic Impact Assessment
- B Sewerage Impact Assessment
- C Visual Impact Assessment

## **EXECUTIVE SUMMARY**

### **PURPOSE OF THE APPLICATION**

This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of the proposed hotel development (hereafter referred to as the “Proposed Development”) with minor relaxation of plot ratio (PR) and building height (BH) restrictions in “Other Specified Uses” annotated “Business” (“OU(B)”) zone at Kwun Tong Inland Lot Nos. 285 and 287, 201 and 203 Wai Yip Street, Kwun Tong, Kowloon (i.e. hereafter referred to as the Application Site) under Section 16 (S16) of the Town Planning Ordinance (TPO) (CAP. 131).

In view of the declining demand of industrial activities and the public aspiration to optimize the use of scarce land resources at appropriate locations, and the recent policy measure announced in Policy Address 2021 to encourage the private-led revitalization of industrial buildings (IBs), the Applicants intends to optimize the use of the Application Site by redeveloping the two existing IBs into a 34-storey (including a level of refuge floor and a level of basement car parks but excluding a level of transfer plate) hotel with minor relaxation of PR and BH restrictions as stipulated under the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26.

### **INDICATIVE DEVELOPMENT PROPOSAL**

With a site area of about 1,872m<sup>2</sup>, the Proposed Development comprises a 34-storey hotel (including a level of refuge floor and a level of basement car parks but excluding a level of transfer plate). To optimize the development potential of the Application Site, the Applicants intends to seek for minor relaxation of PR restriction from 12 to 14.4 that is within the 20% of increase in PR stated in the Government’s policy. Due to various site constraints and design requirements, the proposed BH is also proposed to be slightly increased from 100mPD to 120mPD to accommodate the additional gross floor area.

### **KEY JUSTIFICATION AND MERITS**

The key justifications for and merits of the latest proposal include:

- There are previous planning approvals in similar nature with minor relaxation of development intensities at the Subject Site;
- Proposed minor relaxation of PR restriction by 20% is in line with the Government’s Policy Initiatives on revitalizing IBs;
- Proposed Development is in line with the planning intention of the subject “OU(B)” zone and facilitates the transformation of Kwun Tong Business Area;
- Planning and design merits of the approved schemes remain largely unchanged;
- Compatible BH, bulk and scale with minimized increase in BH;

- Proposed Development is in line with the guidelines for suitable sites for hotel development in industrial / office areas set out in Hong Kong Planning Standards and Guidelines; and
- There will be no insurmountable impacts to the surroundings from technical aspects.

In light of the justifications and merits of the latest proposal, the Board is cordially invited to consider this 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時，應以英文原文為準。)

## 申請目的

申請人現跟據城市規劃條例第 16 條 (第 131 章)，向城市規劃委員會 (下稱「城規會」) 遞交規劃申請，於劃作「其他指定用途 (商貿)」地帶的觀塘內地段第 285 號及 287 號，觀塘偉業街 201 號及 203 號 (下稱「申請地盤」)，作擬議酒店用途 (下稱擬議發展)，並略為放寬地積比率及建築物高度限制的申請。

申請人響應近年香港的工業活動需求下降、公眾希望在適當地點優化使用有限的土地資源以及政府最近在《2021 年施政報告》鼓勵以私人主導的活化工業大廈，現計劃將申請地盤內兩座現有工業樓宇，重建為一座樓高 34 層的酒店 (包括一層防火層及一層地庫停車場但不包括一層轉換層)。並申請略為放寬觀塘 (南部) 分區計劃大綱核准圖編號 S/K14S/26 (下稱大綱圖) 為申請地盤定下的最高地積比率及建築物高度限制。

## 擬議發展建議

申請地盤的面積約 1,872 平方米，擬議發展將興建一座樓高 34 層的酒店 (包括一層防火層及一層地庫停車場但不包括一層轉換層)。申請人擬議將最高地積比率限制由 12 略為放寬至 14.4，並是在政府活化工廈的政策所容許的範圍內以地盡其用。另外，由於申請地盤受到不同的設計限制，申請人同時擬議將建築物高度限制由主水平基準以上 100 米略為放寬至主水平基準以上 120 米，以容納額外的樓面面積。

## 主要發展理據及規劃增益

以下為支持是次規劃申請的發展理據及規劃增益：

- 擬議發展地盤在過去已經得到規劃許可，可以略為放寬其發展密度，以重建現有的工廈；
- 擬議 20% 地積比率增加符合政府鼓勵活化工廈的政策；
- 擬議發展符合「其他指定用途」註明「商貿」地帶的規劃意向及能配合觀塘商貿區一帶轉型；
- 擬議發展提供的規劃及設計增益與先前核准申請大致不變；
- 相容的建築物高度、體積和規模，並最大限度地減少所增加建築物高度；
- 擬議發展符合擬議發展合乎香港規劃標準與準則中有關在工業 / 辦公室區提供酒店的指引；以及
- 擬議發展已考慮各方面的技術評估，證明擬議發展在技術上可行。

基於最新提議的發展理據及規劃增益，現懇請城規會能對是次規劃申請予以贊同。



## 1 Introduction

### 1.1 Background

1.1.1 This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of the proposed hotel development (hereafter referred to as the “Proposed Development”) with minor relaxation of plot ratio (PR) and building height (BH) restrictions at Kwun Tong Inland Lot (KTIL) Nos. 285 and 287, 201 and 203 Wai Yip Street, Kwun Tong, Kowloon (i.e. hereafter referred to as the Application Site) under Section 16 (S16) of the Town Planning Ordinance (TPO) (CAP. 131).

1.1.2 In view of the declining demand of industrial activities and the public aspiration to optimise the use of scarce land resources at appropriate locations, under Policy Address 2021 (PA 2021), the Government has decided to extend the revitalization measures previously introduced in Year 2009 – 2010 to October 2024 so as to encourage the private-led revitalization of industrial buildings (IBs) so as to provide more appropriate floor spaces to meet Hong Kong’s changing social and economic needs<sup>1</sup>.

### 1.2 Purpose of Submission

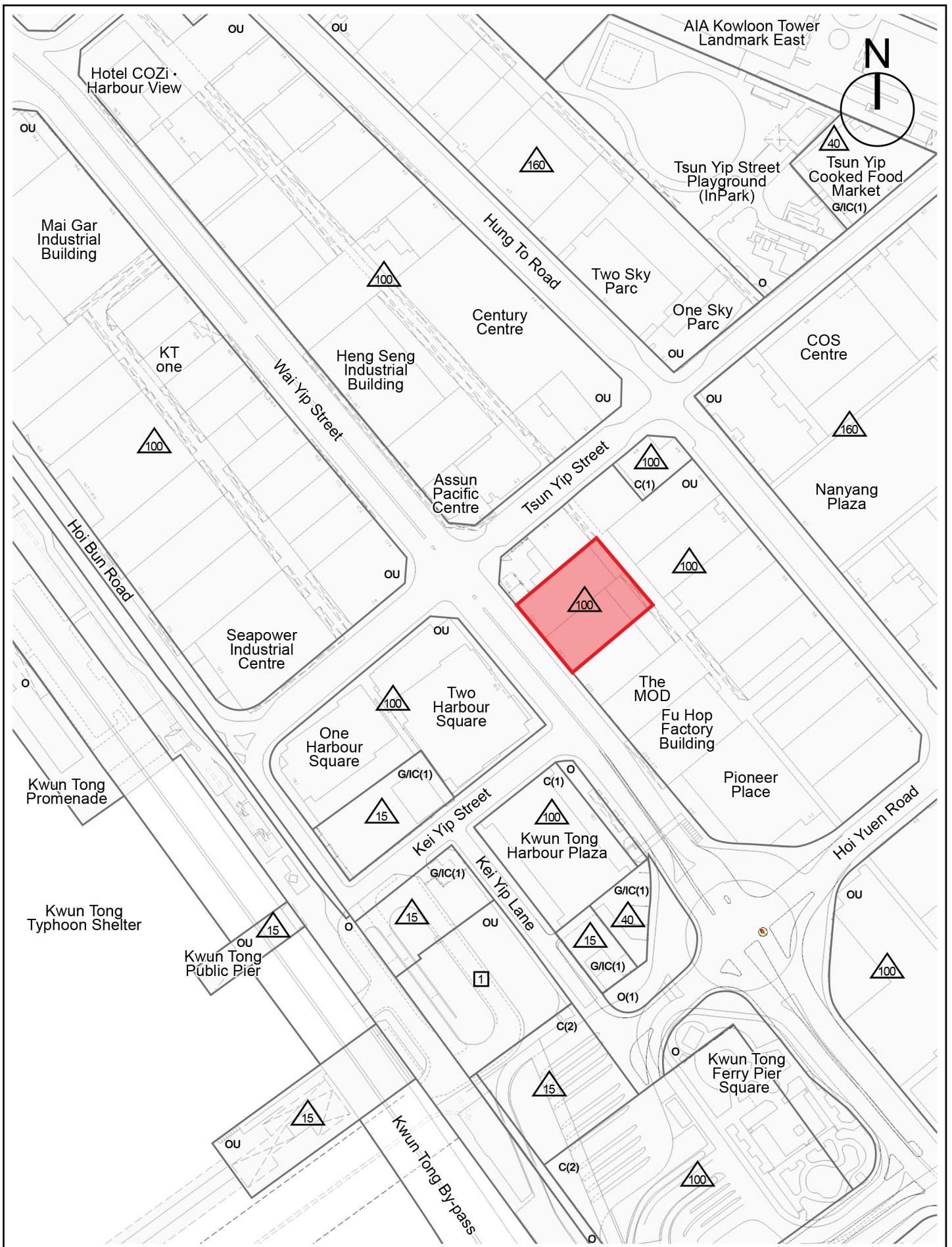
1.2.1 The Application Site is currently occupied by two existing pre-1987 IBs of 6 and 13 nos. of storeys which are known as Siu Fu Factory Building and Tungtex Building respectively. The Application Site is the subject of two previous applications (Nos. A/K14/808 and 778) each at 201 and 203 Wai Yip Street, which were approved on 4.3.2022 and 17.1.2020 respectively, they were also under the same nature for redevelopment of the subject sites into two separate buildings for office and non-polluting industrial uses with supporting commercial uses. After consolidating most of the landownership of the two lots, the Applicants now intend to redevelop the two aging IBs at the Application Site into one single hotel development in a comprehensive manner.

1.2.2 The Application Site, as indicated in **Figure 1.1**, is currently zoned “Other Specified Uses” annotated “Business” (“OU(B)”) under the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/26. According to the Notes of the OZP, ‘Hotel’ is a Column 2 use under the Schedule of Uses for the subject “OU(B)” zone that requires planning permission from the Board (*Schedule 1: for open-air development or for building other than industrial or industrial-office building.*) The Application Site is also subject to development restrictions as indicated below:

<b>Maximum Plot Ratio</b>	12
<b>Maximum Building Height</b>	100mPD

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<sup>1</sup> “Extending the implementation period of two existing measures for revitalising industrial buildings to October 2024, which include relaxing the plot ratio for redevelopment of old industrial buildings and exempting the waiver fees chargeable for wholesale conversion” (PA 2021 p.48)



Application Site



Title  
 Extract of Approved Kwun Tong (South) Outline Zoning  
 Plan No. S/K14S/26

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2024
Scale	Figure		
NA	1.1		

1.2.3 As per the direction of the Revitalization of Industrial Buildings Policy in the PA 2021, minor relaxation of the aforesaid PR by not more than 20% is allowed but subject to the approval of Board while the Notes of the OZP suggest that minor relaxation of BH restrictions may be considered by the Board on application under S16 under the TPO based on the individual merits of a development or redevelopment proposal.

1.2.4 With an intention to make better use of the Application Site, the Applicants hereby submit the subject S16 planning application to seek the Board's approval on the Proposed Development and the proposed minor relaxation of PR and BH restrictions.

### **1.3 Report Structure**

1.3.1 This Planning Statement consists of the following sections in support of the Proposed Development:

Section 2: describes the Application Site and surrounding areas and analyses the planning and development context;

Section 3: presents the indicative development proposal;

Section 4: highlights the planning merits and development justifications for the Proposed Development; and

Section 5: concludes the planning statement.

1.3.2 Detailed technical assessments and other supplementary information are attached in **Appendices A - C**.

Appendix A: Traffic Impact Assessment

Appendix B: Sewerage Impact Assessment

Appendix C: Visual Impact Assessment

## **2 SITE AND SURROUNDING CONTEXTS**

### **2.1 Site Context**

- 2.1.1 The Application Site is situated at the south-eastern portion of Kwun Tong Business Area (KTBA) (**Figure 2.1** refers), comprising Kwun Tong Inland Lot Nos. 285 and 287. The Application Site abuts Wai Yip Street along its south-western boundary, Wai Yip Street CLP Substation and Catic Building along its north-western boundary and a back alley along its north-eastern boundary that facilitated the loading/unloading (L/UL) activities of previous industrial uses. With a site area of approximately 1,872m<sup>2</sup>, the Application Site is currently occupied by two existing pre-1987 IBs of 6 and 13 nos. of storeys, completed in 1965 and 1977 with a building age of 59 and 47 years respectively, which are still in operation. The existing IBs at the Application Site meet the relevant age criteria of being pre-1987 IBs in applying for an increase in non-domestic PR of not exceeding 20% more than the maximum development intensity.
- 2.1.2 The Application Site is well served by buses routed along Kwun Tong Road, Hoi Yuen Road, Hoi Bun Road as well as via Kwun Tong Ferry Bus Terminus in its proximity, green mini-buses routed along Hoi Bun Road and Hoi Yuen Road, and ferry services connecting the Application Site to Hong Kong Island. Kwun Tong MTR Station is situated to the northeast of the Application Site with a distance of about 500m.

### **2.2 Surrounding Context**

- 2.2.1 The immediate surroundings of the Application Site are predominantly industrial/business in nature with an active transformation trend from traditional industrial uses to non-polluting industrial and business uses. The whole of KTBA, which is envisioned to be one of the major employment nodes in Kowloon East and the Central Business District (CBD) 2, is stipulated with PR and BH restrictions. In order to enhance the air ventilation and visual permeability of the area especially when viewing from the Eastern District, KTBA is generally restricted to various building bands (i.e. 100mPD – 200mPD) stepping down from the hinterland along Kwun Tong Road towards the front row adjacent to the Harbour. More specifically, the area where the Application Site is located, is restricted to a maximum PR of 12 and BH of 100mPD respectively.
- 2.2.2 To the immediate north and northwest of the Application Site along Wai Yip Street and Tai Yip Street is a cluster of IBs intermixing with modern mixed-use buildings. Some of the IBs in this area have been redeveloped into commercial uses following the declining significance of traditional industrial uses in Hong Kong, such as Core 45 and COS Centre to the northwest and northeast of the Application Site along Tsun Yip Street respectively.
- 2.2.3 There are also a number of large-scale commercial developments in the vicinity. For instance, to the southwest of the Application Site across Wai Yip Street are One Harbour Square and Two Harbour Square. To the further southeast to the Application Site finds an extensive stretch of high-density residential developments



200m 0 200m

Application Site



Title  
Location Plan

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2024
Scale	Figure		
NA	2.1		

in Lam Tin including Laguna City as separated by Tsui Ping River.

- 2.2.4 To the southeast of the Application Site near the harbour, Kwun Tong Action Area (KTAA) that covers the existing Kwun Tong Ferry Bus Terminus is planned to include a mixed-use development with a vision to become a world-class tourism, entertainment and leisure attraction.
- 2.2.5 Besides, there are a number of public car park in the vicinity of the Application Site, including One Harbour Square, Two Harbour Square, Kwun Tong Harbour Plaza, COS Centre and One Sky Parc etc. As a result, ample parking spaces are available in the surrounding area to serve the parking demand.
- 2.2.6 **Figure 2.2** shows the site and surrounding context of the Application Site.

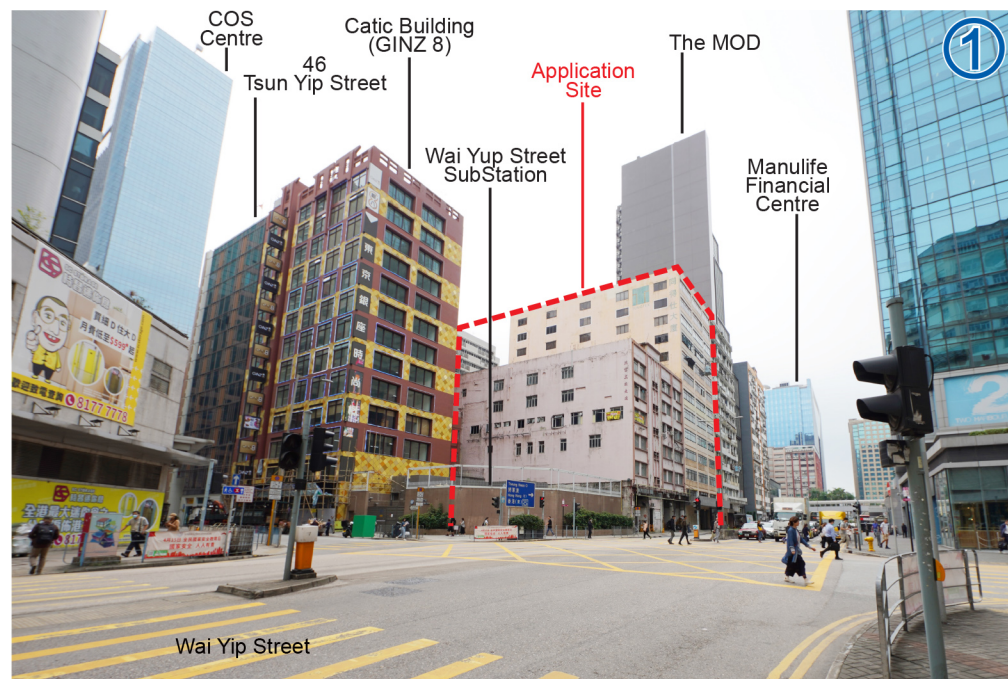
### **2.3 Planning and Development Context**

#### In Support from Revitalization of Industrial Buildings Policy

- 2.3.1 As early as in 2009, considering the fact that many industrial premises are not optimally utilized due to Hong Kong's rapid economic restructuring, the Government introduced a package of measures to facilitate the redevelopment and wholesale conversion of IBs in the 2009-10 Policy Address for implementation from 1 April 2010.
- 2.3.2 With consideration to the positives of the six-year revitalization scheme implemented starting from 2010 to 2016, and reactivation of the scheme in 2018 with the latest announcement in PA 2021 of extending the scheme of relaxing the PR for redevelopment of old IBs.
- 2.3.3 **The Proposed Development with minor relaxation of PR and BH would complement the latest Government's policy in materializing such objective to release and optimize the development potential of these pre-1987 IBs located strategically at CBD2.**

#### Task Force on Land Supply – Shortage of All Types of Land

- 2.3.4 Land shortage has been a serious problem for Hong Kong for many years. Apart from a shortage of land for public and private housings, insufficient land supply for economic uses, transport infrastructure and community facilities is another pressing issue the society is in face of. The final report of the Task Force on Land Supply (Task Force) was published in December 2018 to showcase a set of recommendations on land supply strategy and feasible options based on a comprehensive study of the mainstream options and consensus in society. A multi-pronged approach through concurrent implementation of various land supply options to expand and diversify our sources of supply to ensure a sustained and steady stream of land resources to meet the needs for different land uses was recommended by the Task Force. The Task Force is also with a view that no short-to-medium option should be given up lightly so as to fulfil different requirements for land in different period of time and agrees that the use of aged industrial buildings should be further optimized in response to the ardent



Application Site viewed from the corner of Tsun Yip Street and Wai Yip Street



Application Site viewed from Wai Yip Street



Back Alley of the Application Site viewed from Tsun Yip Street



Existing Condition of the Application Site viewed from Wai Yip Street



High-Rise Commercial Building viewed from the corner of Tsun Yip Street and Wai Yip Street



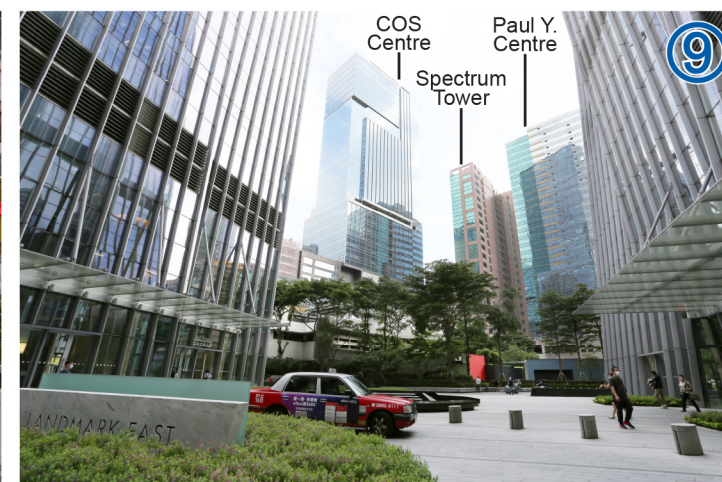
Kwun Tong Ferry Bus Terminus



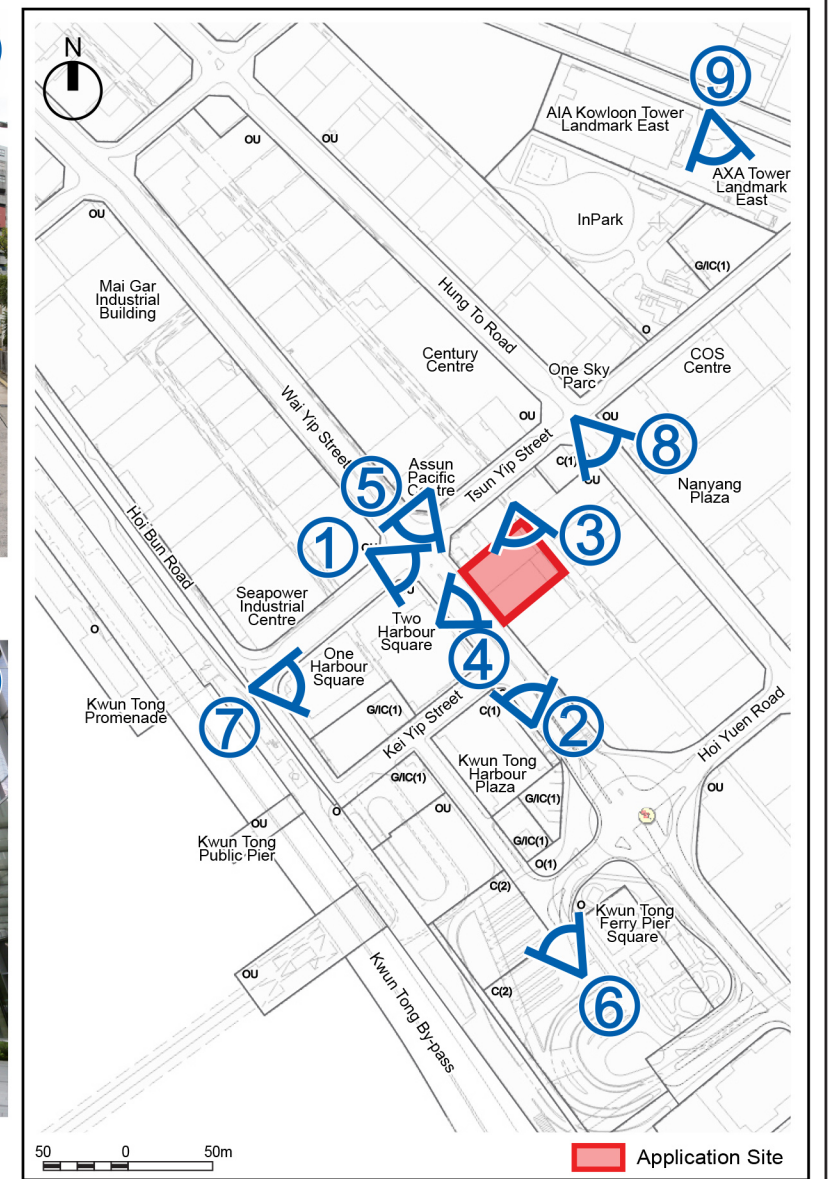
Car Park Entrance of One Harbour Square at Hoi Bun Road



Industrial Clusters viewed from the South-east of Hung To Road



High-Rise Commercial Building Clusters viewed from the Landmark East



aspirations of the business and industrial sectors and the community.

- 2.3.5 Echoes with the public consensus and the Task Force's recommendations to providing more land supply by different means, **the subject redevelopment proposal to minor relax the maximum permissible PR and BH for the proposed hotel use could contribute to a more efficient and timely response on the societal needs on economic floor space.**

#### 2020 Area Assessments of Industrial Land in the Territory

- 2.3.6 In response to the economic restructuring of industrial sector and overall planning for industrial land in long-term as well as the need for the most up to date planning data in considering planning applications for proposed conversion/ redevelopment/ rezoning of IBs to other uses, a total of five Area Assessments of Industrial Land in the Territory have been conducted since 2000. Similar to the former endeavours, the fifth Area Assessment (namely 2020 AA) was conducted by the Planning Department to master an updated overview of the existing IBs in "Industrial" ("I"), "OU(B)", Residential (Group A)", "Residential (Group E)" and "Comprehensive Development Area" zones in terms of their utilization by key types of industries that would further shed light on the trend analysis of the data for "I" and "OU(B)" zones.
- 2.3.7 According to the findings, both the overall number of IBs and industrial floor space in the whole territory are reduced. Amongst the various zoning analysed, "OU(B)" zone had the most vacant gross floor area (GFA) in IBs (i.e. 1.30 million m<sup>2</sup>). 2020 AA further suggested that there was a slight reduction for 'Office' use in IBs in "OU(B)" zone (from 35.6% in 2014 to 32.3% in 2020) and an increase in other uses such as 'Shop and Services' and 'Eating Place' (from 7.4% in 2014 to 10.3% in 2020). The industrial stock is diminishing and the transformation from industrial uses to non-industrial uses would continue in the long run in "OU(B)" zone.
- 2.3.8 Furthermore, Kwun Tong district is revealed to be undergoing active transformation and land use restructuring from traditional industrial uses to non-polluting industrial and business uses by redeveloping or renovating the ageing IBs. Therefore, **the Proposed Development is in line with the on-going transformation from industrial uses to business uses in "OU(B)" zone as identified by the 2020 AA.**

#### Energizing Kowloon East Initiative

- 2.3.9 The Energizing Kowloon East Initiative (EKEI) has been promoted since 2012 following the announcement of the vision to transform Kowloon East (i.e. the former Kai Tak Airport, KTBA and the Kowloon Bay Business Area) into an additional attractive CBD in hope to sustain Hong Kong's economic development in the 2011-2012 Policy Address.
- 2.3.10 With the vision of creating another premier CBD of Hong Kong, i.e. CBD2, the EKEI has formulated three missions, namely i) enhancing Connectivity, Branding, Design and Diversity; ii) promoting place-making for people; and iii) re-inventing



mechanism and process for quality and efficient delivery of results. In terms of development potential, the EKEI aims to provide a steady quality commercial floor space to accommodate additional firms and jobs, and to increase the commercial/office GFA further to more than 4 million m<sup>2</sup> in the future, making it comparable in scale to the core CBD in Central.

2.3.11 As one of the key projects of the EKEI, the recommendations derived from the Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study were reflected on the draft OZP No. S/K14S/23. A site to the south of the junction of Hoi Yuen Road and Wai Yip Street was rezoned to “Commercial (2)” zone with maximum GFA of 86,650m<sup>2</sup> and maximum BH of 100mPD to facilitate the development of KTAA.

2.3.12 With the projected growth in commercial floor space provision, the Proposed Development would support the EKEI’s vision of creating another premier CBD by **providing more supporting hotel uses at a convenient location for the business visitors in the area in view of the expanding economies of scale from the growing synergy at this prime location.**

Town Planning Board Guidelines for Development within “Other Specified Uses (Business)” Zone (TPB PG-No.22D)

2.3.13 The “OU(B)” zone has been introduced to allow maximum flexibility in the use of existing industrial and industrial-office buildings as well as in the development of new buildings for both commercial and clean industrial uses. The Board has published the TPB PG-No.22D to define and set out the permitted uses / developments within an “OU(B)” zone. Relevant details of the guidelines related to the Proposed Development are extracted as follows:-

(a) Compatibility of the uses within the same building and in existing industrial area

As it is not possible to phase out existing polluting and hazardous industrial uses all at once, it is necessary to ensure compatibility of the uses within the same building and in existing industrial areas until the whole area is transformed to cater for the new non-polluting business uses.

(b) Other statutory and non-statutory requirements

Adequate parking and L/UL spaces should be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG), and all other statutory or non-statutory requirements of relevant Government departments, including building structure, means of escape and fire safety requirements, must be met.

2.3.14 The Proposed Development is **considered not incompatible with the existing land use in the surroundings with the on-going transformation into a commercial area with its provision of hotel use whilst it will also provide adequate car parking and servicing facilities as required under HKPSG (Section 3.2 refers)** and all other required essential and functional facilities as

required under Buildings Ordinance and etc.


Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/26

- 2.3.15 The Application Site falls within an area zoned “OU(B)” in the approved Kwun Tong (South) OZP No. S/K14S/26. According to the Notes of the OZP, this zone is intended primarily for general business uses. Under Column 2 of Schedule of Uses for the subject “OU(B)” zone (*Schedule 1: for open-air development or for building other than industrial or industrial-office building*), ‘Hotel’ use is a use that may be permitted with or without conditions on application to the Board by the Board.
- 2.3.16 As stipulated under the OZP, the Application Site is subject to a maximum PR of 12 and a maximum BH restriction of 100mPD. Based on the individual planning and design merits of a development or redevelopment proposal, minor relaxation of the PR and BH restrictions may be considered by the Board on application under S16 of the TPO.
- 2.3.17 **Making reference to the criteria for consideration of planning applications for minor relaxation of PR and BH restrictions, the Proposed Development would incorporate various design measures to contribute to a better public realm, such as setting back of the building for street widening for comfortable pedestrian environment.** Details will be depicted in **Section 3** below.

Kwun Tong (Western Part) Outline Development Plan (ODP) No. D/K14A/2

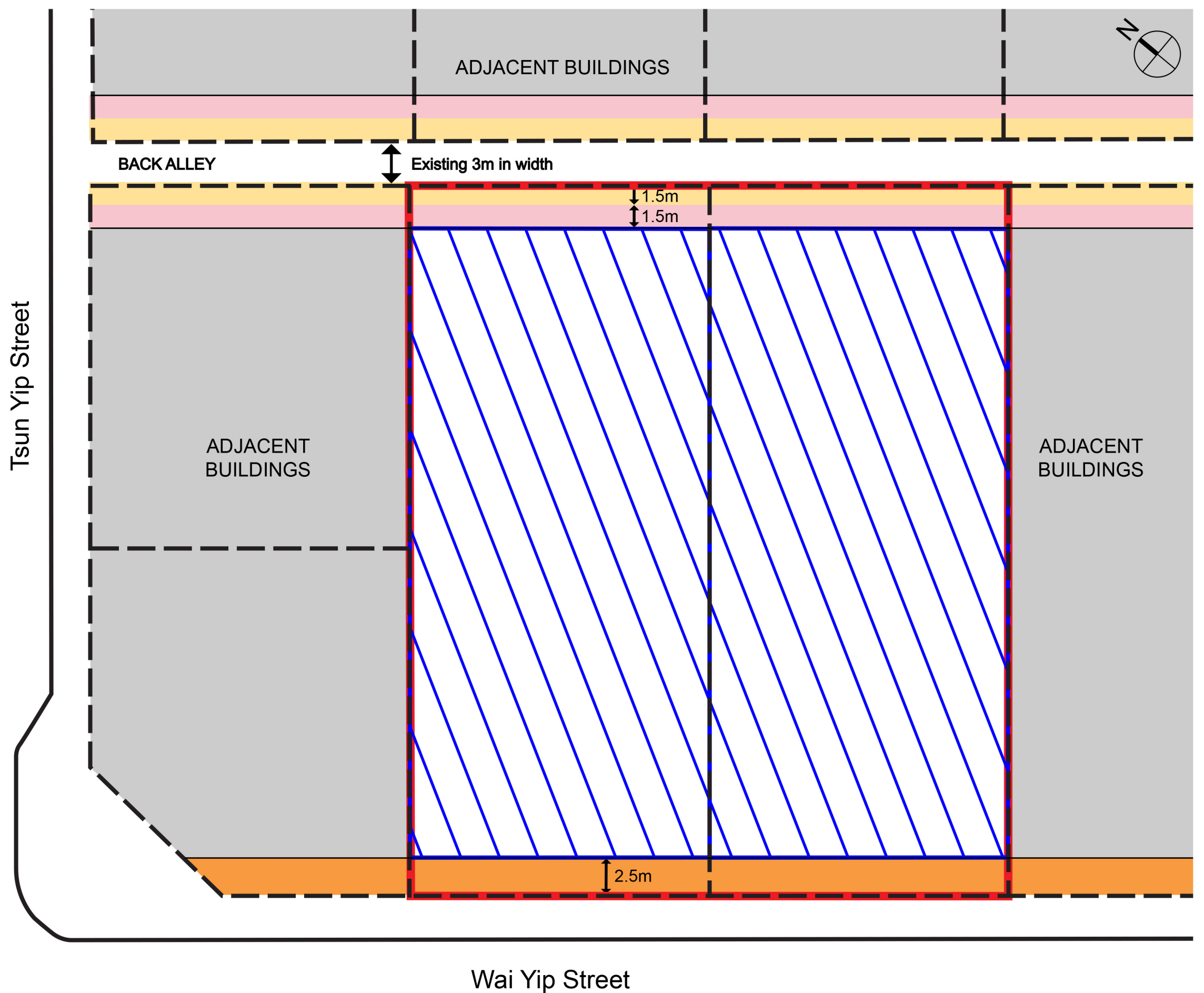
- 2.3.18 With the aims of enhancing connectivity and improving pedestrian environment, full-height building setback of 2.5m along Wai Yip Street is required for the purpose of footpath / carriageway widening and amenity / streetscape enhancement as stipulated on the ODP. At the same time, such building setback is able to facilitate footpath widening for improving the overall pedestrian environment of Wai Yip Street as stipulated in the Pedestrian Environment Improvement Scheme for the Transformation of KTBA under the EKEI.
- 2.3.19 Meanwhile, along the existing back alley located to the immediate northeast of the Application Site, a 1.5m full-height setback and a 1.5m non-building area (NBA) from ground level with clear headroom of 5.1m are also required under the ODP to enhance the service lane function to facilitate the L/UL facilities. The 1.5m NBA from ground level with clear headroom of 5.1m would remain as part of the Site with structures in basement and above 5.1m.
- 2.3.20 The Proposed Development will provide the required setbacks and aboveground NBAs along the boundaries abutting Wai Yip Street and the back alley to materialize the requirements stipulated on the ODP. Area dedicated as setbacks, will be subject to application of approvable bonus PR under B(P)R of about 0.424. The further details of the proposed setback provision are provided on **Figure 2.3**.

**Legend**

-  Full-height building setback for the purpose of footpath widening and streetscape enhancement
-  Full-height aboveground non-building area for facilitating loading / unloading activities
-  Aboveground non-building area for facilitating loading / unloading activities
-  Effective site area
-  Application Site Boundary
-  Lot Boundary

**Remarks**

1. The full-height building setbacks (SBL) with no above- and underground structures will be surrendered to the Government upon demand.
2. The non-building area (NBA) would remain as parts of the development site with basement structures
3. Area dedicated as SBL will be subject to the application of the approval bonus PR under B(P)R.



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Scale	N/A	Figure	2.3

### Previous Approved Applications

2.3.21 The Application Site is the subject of two previous applications (Nos. A/K14/808 and 778) each at 201 and 203 Wai Yip Street, which were approved on 4.3.2022 and 17.1.2020 respectively. Key planning parameters of the current and previous planning applications are summarized in **Table 2.1** below. A comparison of the planning and design merits of the current and previous planning applications are also summarized in **Table 2.2**.

**Table 2.1 Key Development Parameters of Current and Previous Planning Applications**

<b>Development Parameters</b>	<b>No. 201 Wai Yip Street Previous Approval (A/K14/808) (approved on 4.3.2022)</b>	<b>No. 203 Wai Yip Street Previous Approval (A/K14/778) (approved on 17.1.2020)</b>	<b>No. 201 &amp; 203 Wai Yip Street Proposed Scheme</b>
<b>Site Area (about)</b>	936m <sup>2</sup>	935.99m <sup>2</sup>	1,872m <sup>2</sup>
<b>Subject Matter</b>	Proposed minor relaxation of PR and BH	Proposed minor relaxation of PR	Proposed minor relaxation of PR and BH
<b>Uses</b>	1. 'Office' 2. 'Shop and Services'	1. 'Non-Polluting Industrial use (excluding industrial undertakings involving the use/storage of dangerous goods)' 2. 'Shop and Services (Ancillary Showroom)'	1. 'Hotel'
<b>PR</b>	14.4 (+20%)	14.4 (+20%)	14.4 (+20%)
<b>GFA (about)</b>	13,478m <sup>2</sup>	13,478m <sup>2</sup>	26,957m <sup>2</sup> <sup>(1)</sup>
<b>Max. BH</b>	120mPD (+20%)	100mPD (no change)	120mPD (+20%)
<b>No. of Storeys</b>	32 (including 3 levels of basement carpark)	25 (including 2 levels of basement carpark)	34 (including a level of refuge floor and a level of basement car parks but excluding a level of transfer plate)
<b>Max. SC</b>			
• <b>Podium (below 15m)</b>	About 90%	About 88.3%	About 88%
• <b>Tower</b>	About 60%	About 65%	About 61%

Remarks

(1) Excluding an approvable bonus GFA of about 793m<sup>2</sup> (i.e. equivalent to a PR of about 0.424) in accordance with the Building (Planning) Regulations to be claimed from the Buildings Department during GBP stage that comprises of (i) 2.5m SBL from the lot boundary abutting Wai Yip Street and (ii) 1.5m SBL along the back alley

**Table 2.2 Planning and Design Merits of Current and Previous Planning Applications**

Development Parameters	No. 201 Wai Yip Street Previous Approval (A/K14/808) (approved on 4.3.2022)	No. 203 Wai Yip Street Previous Approval (A/K14/778) (approved on 17.1.2020)	No. 201 & 203 Wai Yip Street (Subject Application)
<b>Setback &amp; NBA</b> <ul style="list-style-type: none"> <li>• <b>Wai Yip St</b></li> <li>• <b>Back alley</b></li> </ul>	<ol style="list-style-type: none"> <li>1. 2.5m full-height setback along WYS</li> <li>2. 1.5m full-height setback along back alley</li> <li>3. <u>1.5m aboveground NBA</u> along back alley</li> </ol>	<ol style="list-style-type: none"> <li>1. 2.5m full-height setback along WYS</li> <li>2. 1.5m full-height setback along back alley</li> <li>3. <u>1.5m ground floor NBA</u> along back alley (with min. 5.15m headroom)</li> <li>4. <u>Further 1.3m aboveground building setback along WYS</u> (excluding basement carpark)</li> </ol>	<ol style="list-style-type: none"> <li>1. 2.5m full-height setback along WYS</li> <li>2. 1.5m full-height setback along back alley</li> <li>3. <u>1.5m aboveground NBA</u> along back alley</li> <li>4. <u>Tower setback at 3/F from the northwestern and southeastern site boundary</u></li> </ol>
<b>Greenery Coverage</b>	About 29.03% <ol style="list-style-type: none"> <li>1. Vertical greening (1/F &amp; 2/F) – 22.6%</li> <li>2. Covered landscaped garden with peripheral plantings (3/F) – 77.4%</li> </ol>	About 29% <ol style="list-style-type: none"> <li>1. Peripheral greening (3/F, 6/F, 10/F)</li> <li>2. Green roof (R/F)</li> </ol>	About 544m <sup>2</sup> (29%) <ol style="list-style-type: none"> <li>1. Vertical greening (1/F &amp; 2/F) – about 94m<sup>2</sup> (17%)</li> <li>2. Uncovered flat roof with greenery and peripheral plantings (2/F) – about 274m<sup>2</sup> (50%)</li> <li>3. Green roof (R/F) – about 176m<sup>2</sup> (32%)</li> </ol>
<b>Other Design Merits</b>	<ol style="list-style-type: none"> <li>1. Covered landscape garden (3/F) with high headroom of 5m</li> <li>2. 1.5m wide full length weather canopy along WYS</li> <li>3. Green building design (e.g. usage of recycle water as irrigation)</li> </ol>	<ol style="list-style-type: none"> <li>1. Lightweight glass canopy at 1/F along WYS</li> <li>2. 1m (width) recess area at G/F entrance along WYS</li> <li>3. Green building design (e.g. Low-E glass at curtain wall, compliance with Building Energy Code)</li> </ol>	<ol style="list-style-type: none"> <li>1. Uncovered flat roof with greenery and peripheral plantings (2/F)</li> <li>2. Green building design (e.g. usage of recycled rainwater as irrigation, low-E glass, compliance with Building Energy Code, attainment of BEAM Plus standard)</li> </ol>

Considerate Scheme Design when Compared to Other Approved Hotels

2.3.22 Under the Kwun Tong (South) OZP, there are 6 nos. of approved planning applications for proposed hotel use in “OU(B)” zone in the past 10 years with floor-to-floor height from 3.15m to 3.76m. The approvals of these similar applications have indicated the compatibility of hotel use with the surroundings land use characteristics.

2.3.23 It should also be highlighted that the adopted floor-to-floor height of the current Proposed Scheme as 3.15m for typical floors are considered to be optimal that balance the balances the intention of redevelopment as well as relevant regulatory design requirements in an appropriate manner. The 3.15m floor-to-floor height is within the low range compared to other recently approved applications for hotel developments in the vicinity (3.15m to 3.76m) The details of these similar applications for hotel use are encapsulated in **Table 2.3** below.

**Table 2.3 Similar Planning Approvals for Hotel Use**

Application No.	Address	Proposed Use	Fl-to-Fl Height (hotel)	Approval Date
A/K14/713	101 Wai Yip Street, Kwun Tong, Kowloon, KTIL 577	Proposed Hotel	3.15m	16.1.2015
A/K14/723	11 Tai Yip Street, Kwun Tong, Kowloon, KTIL 564	Proposed Hotel	-	11.12.2015
A/K14/730	69-71, King Yip Street, Kwun Tong, Kowloon	Proposed Wholesale Conversion of An Existing Industrial-Office Building for Hotel Development	3.4m	8.1.2016
A/K14/762	2/F to 5/F, 90 Hung To Road, Kwun Tong, Kowloon	Proposed Hotel (Guesthouse)(partial conversion of existing commercial building)	3.76m	16.11.2018
A/K14/783	1 Tai Yip Street, Kwun Tong, Kowloon	Proposed Minor Relaxation of PR and BH Restrictions for Proposed Hotel Use	3.15m	20.11.2020

Application No.	Address	Proposed Use	FI-to-FI Height (hotel)	Approval Date
A/K14/796	28A Hung To Road, Kwun Tong, Kowloon	Proposed Hotel with Other Uses (including Place of Recreation, Sports or Culture / Office (Audio-visual Recording Studio) / Office (Design and Media Production) / Research, Design and Development Centre)(Wholesale Conversion of an Existing Industrial Building)	3.2m	22.1.2021

*Similar Approved Applications for Minor Relaxation of PR and BH Restrictions*

- 2.3.24 Acting under the 2021 PA to provide greater impetus to the market to optimize utilisation of the existing industrial stock, seven similar planning applications for minor relaxation of the PR and/or BH restriction(s) for redeveloping existing IBs within KTBA have been approved with conditions by the Board since Jan 2022 in view of their individual planning and design merits.
- 2.3.25 Of the seven approved similar planning applications within KTBA, five applications have sought for both minor relaxation of PR by at least 20% and BH restriction by 15% to 26% to accommodate the additional GFA as most of them shared similar site constraints imposed by the elongated site configuration commonly found in KTBA. Comparing to the other approved similar applications for minor relaxation of PR and BH restrictions in KTBA, the Proposed Development has sought for minor relaxation in similar scale (**Table 2.4** refers). In parallel, the Applicants have paid their best efforts to offer comparable planning and design merits with the previous and other approvals with similar site area for minor relaxation which would help improve the overall townscape of the transforming KTBA (**Tables 2.2 and 2.5** refer).
- 2.3.26 Key planning parameters of the aforesaid planning applications are summarized in **Table 2.4** below. A comparison of the planning and design merits of planning approvals with similar site area within KTBA since Jan 2022 are also summarized in **Table 2.5**.



**Table 2.4 – Similar Planning Approvals for Minor Relaxation in KTBA since Jan 2022**

Address (Application No.)	OZP Zoning	Site Area (m <sup>2</sup> )	Proposed Use(s)	FI-to-FI Height	Proposed Increase in PR Restriction (about)	Proposed Increase in BH Restriction (about)	Approval Date
11 Lai Yip Street (A/K14/806)	OU(B)	About 1,045m <sup>2</sup>	Office	4m	From 12 to 14.4 (i.e. 20%)	From 100mPD to 125.9mPD (i.e. 25.9%)	14.1.2022
5 Lai Yip Street (A/K14/810)	OU(B)	About 1,027m <sup>2</sup>	Office, Shop & Services and Eating Place	4.5m (eating place, shop and services) 4m (office)	From 12 to 14.4 (i.e. 20%)	From 100mPD to 125.9mPD (i.e. 25.9%)	18.2.2022
73-77 Hoi Yuen Road and 119-121 How Ming Street (A/K14/807)	OU(B)	About 4,645m <sup>2</sup>	Office, Shop & Services and Eating Place	5m (eating place, shop and services) 4.95m (office)	From 12 to 14.4 (i.e. 20%)	N/A	20.5.2022
1 Tai Yip Street and 111 Wai Yip Street (A/K14/809)	OU(B)	About 927m <sup>2</sup>	Office, Shop & Services and Eating Place	5m (eating place, shop and services) 4.1m (office)	From 12 to 14.4 (i.e. 20%)	From 100mPD to 119.5mPD (i.e. 19.5%)	10.6.2022
334-336 and 338 Kwun Tong Road (A/K14/804)	OU(B)	About 1,612m <sup>2</sup>	Office, Shop & Services and Eating Place	4.325m (eating place, shop and services) 3.9m (office)	From 12 to 14.4 (i.e. 20%)	From 100mPD to 115mPD (i.e. 15%)	24.6.2022
73-75 Hung To Road (A/K14/820)	OU(B)	About 1,858m <sup>2</sup>	Office, Shop & Services and Eating Place	4.121m to 4.2m (eating place, shop and services) 4.121m (office)	From 12 to 14.4 (i.e. 20%)	N/A	3.2.2023
25 Tai Yip Street (A/K14/822)	OU(B)	About 387m <sup>2</sup>	Office, Shop & Services and Eating Place	3.85m (eating place, shop and services) 3.85m (office)	From 12 to 14.4 (i.e. 20%)	From 100mPD to 119.9mPD (i.e. 19.9%)	9.6.2023
201 and 203 Wai Yip Street ( <b>Subject Application</b> )	OU(B)	About 1,872m <sup>2</sup>	Hotel	3.15m (hotel)	From 12 to 14.4 (i.e. 20%)	From 100mPD to 120mPD (i.e. 20%)	-

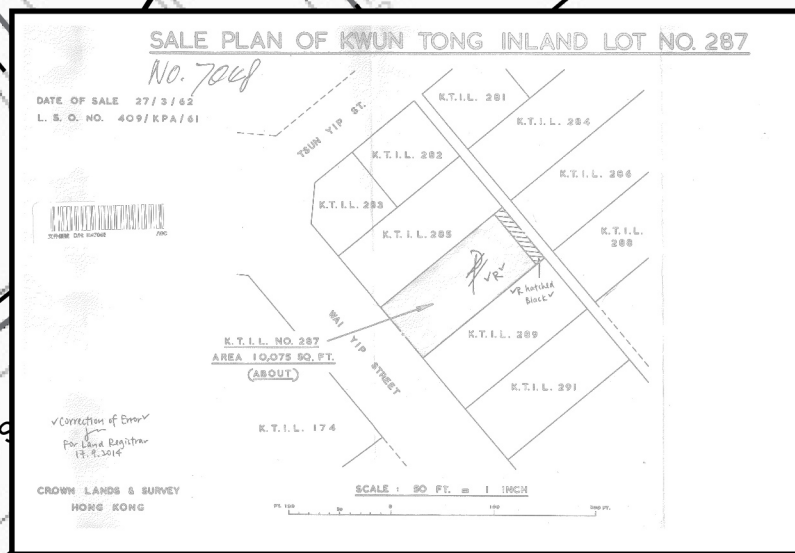
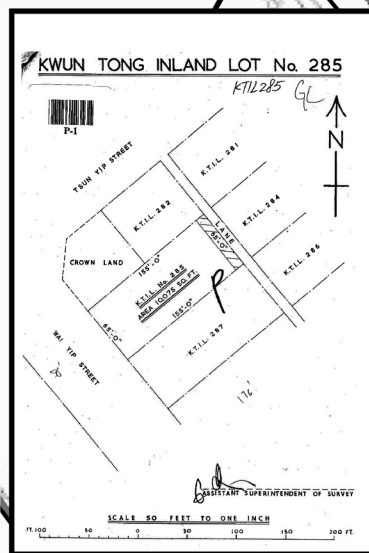
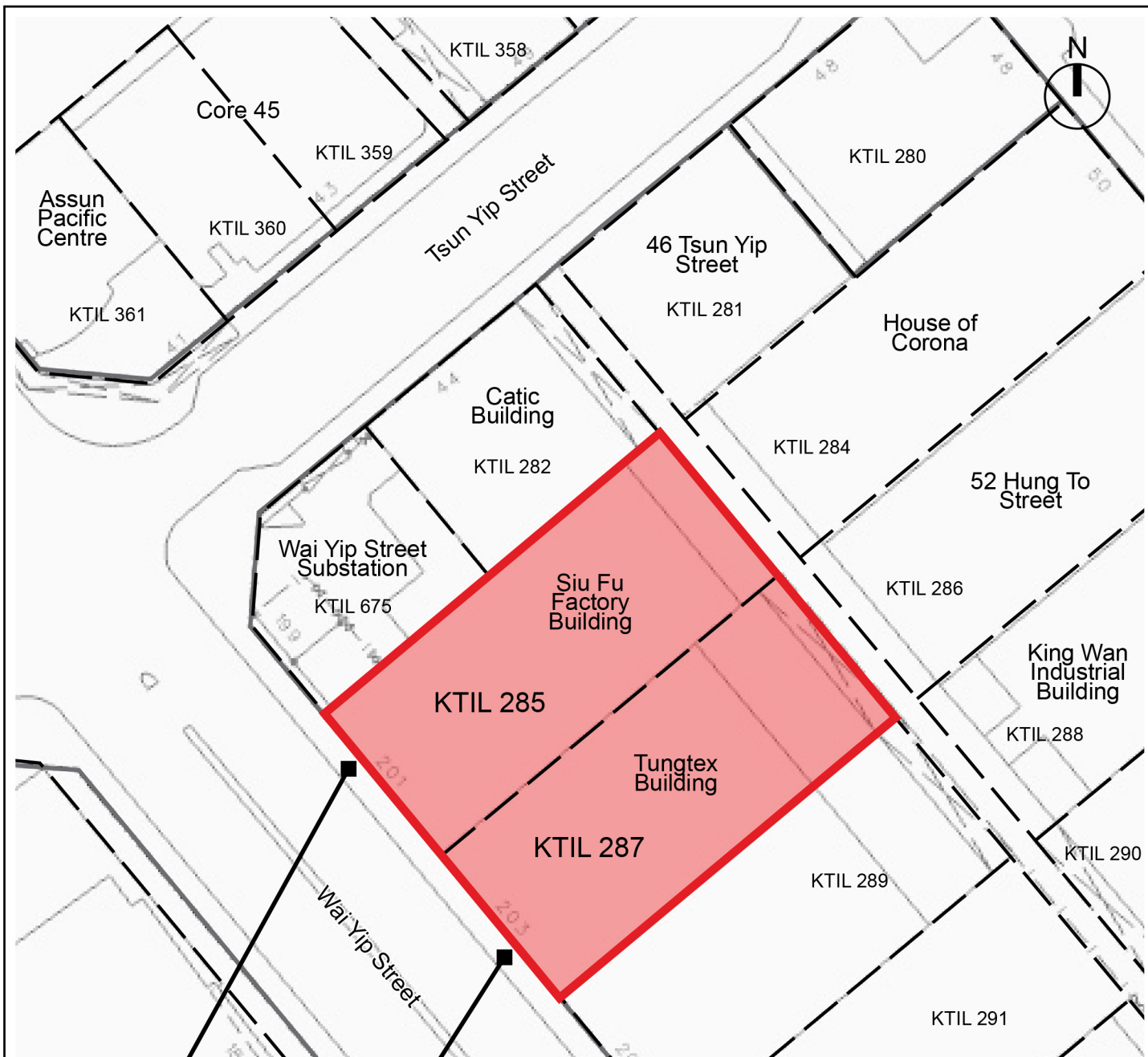
\* Similar cases with minor relaxation of both PR and BH restrictions are in blue

**Table 2.5 – Planning and Design Merits of Planning Approvals with Similar Site Area for Minor Relaxation in KTBA since Jan 2022**

Application No.	Site Area	Building Height	FI-to-FI Height	Site Coverage	Design Merits
334-336 and 338 Kwun Tong Road (A/K14/804)	About 1,612m <sup>2</sup>	115mPD (+15%)	4.325m (eating place, shop and services)  3.9m (office)	Podium: 97%  Tower: 61%	<ul style="list-style-type: none"> <li>- 1.5m full-height setback from Tai Yip Street (ODP)</li> <li>- 0.45m-1.2m voluntary G/F setback along Kwun Tong Road</li> <li>- 1.5m wide full-length weather canopy along Kwun Tong Road and Tai Yip Street</li> <li>- 2.5m wide public passageway linking up Tai Yip Street and Kwun Tong Road on G/F and open to public 24 hours daily</li> <li>- Tower setback of minimum 7.025m from kerbside of Tai Yip Street</li> <li>- Vertical greenings at section of façade facing Kwun Tong Road on G/F, greenery area on G/F facing Tai Yip Street, communal open space on 2/F and landscaped area on R/F</li> <li>- Greenery coverage of about 23% of site area</li> </ul>
73-75 Hung To Road (A/K14/820)	About 1,858m <sup>2</sup>	130mPD (no change)	4.121m / 4.2m (eating place and/or shop and services)  4.121m (office)	Podium: 91%  Tower: 60%	<ul style="list-style-type: none"> <li>- 3.8m full-height setback from Hung To Road (ODP)</li> <li>- 2m full-length weather canopy along Hung To Road</li> <li>- G/F recesses and beautification to facades along back alleys</li> <li>- Edge planting at the podium garden on 3/F and sky garden on 14/F and 4.5m-high vertical green wall along the 1/F façade facing Hung To Road</li> <li>- Compliance with SBGD and incorporation of green building design features</li> <li>- Greenery coverage of about 24% of site area</li> </ul>
201 and 203 Wai Yip Street ( <b>Subject Application</b> )	About 1,872m <sup>2</sup>	120mPD (+20%)	3.15m (hotel)	Podium: 88%  Tower: 61%	<ul style="list-style-type: none"> <li>- 2.5m full-height setback along Wai Yip Street, 1.5m full-height setback and 1.5m aboveground NBA along back alley</li> <li>- Tower setback at 3/F from the northwestern and south eastern site boundary</li> <li>- Vertical greening (1/F &amp; 2/F), uncovered flat roof with greenery and peripheral plantings (2/F) and green roof (R/F)</li> <li>- Incorporation of green building design features</li> <li>- Greenery coverage of about 29% of site area</li> </ul>

## **2.4 Land Status**

- 2.4.1 The Applicants are the majority owners of the subject lots (KTIL 285 and 287) and have been involving in finalising the negotiation with the remaining owners in the Application Site. Timely implementation of the proposed redevelopment can be ensured upon approval of the subject planning application by the Board (**Figure 2.4** refers).
- 2.4.2 For submission of the subject S16 planning application, the Applicants have satisfied with necessary owner's consent/notification requirements under the TPO.



■ Application Site



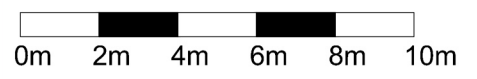
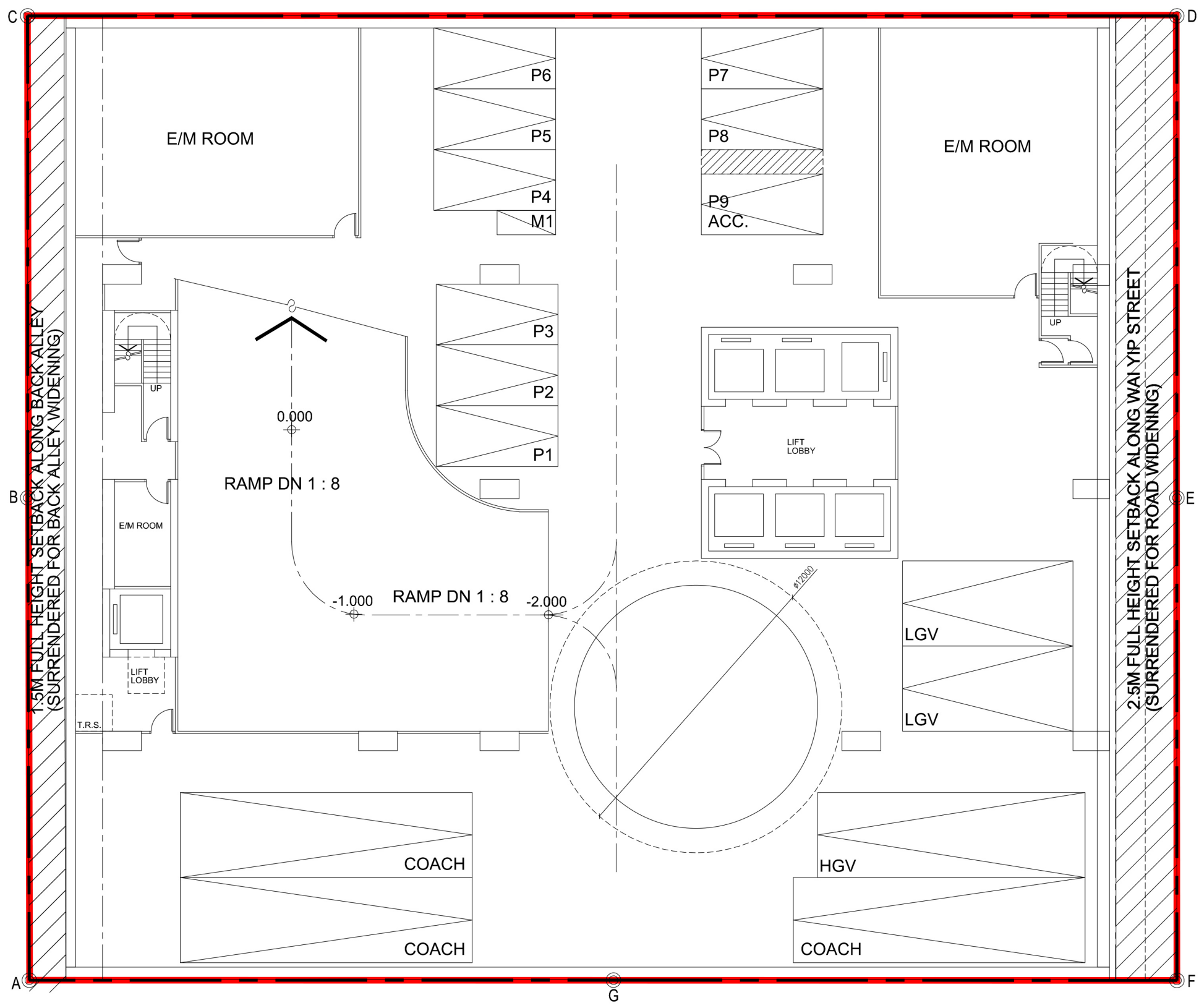
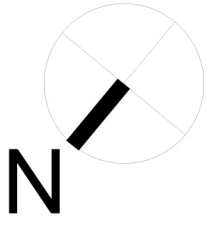
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### 3 PROPOSED DEVELOPMENT PROPOSAL

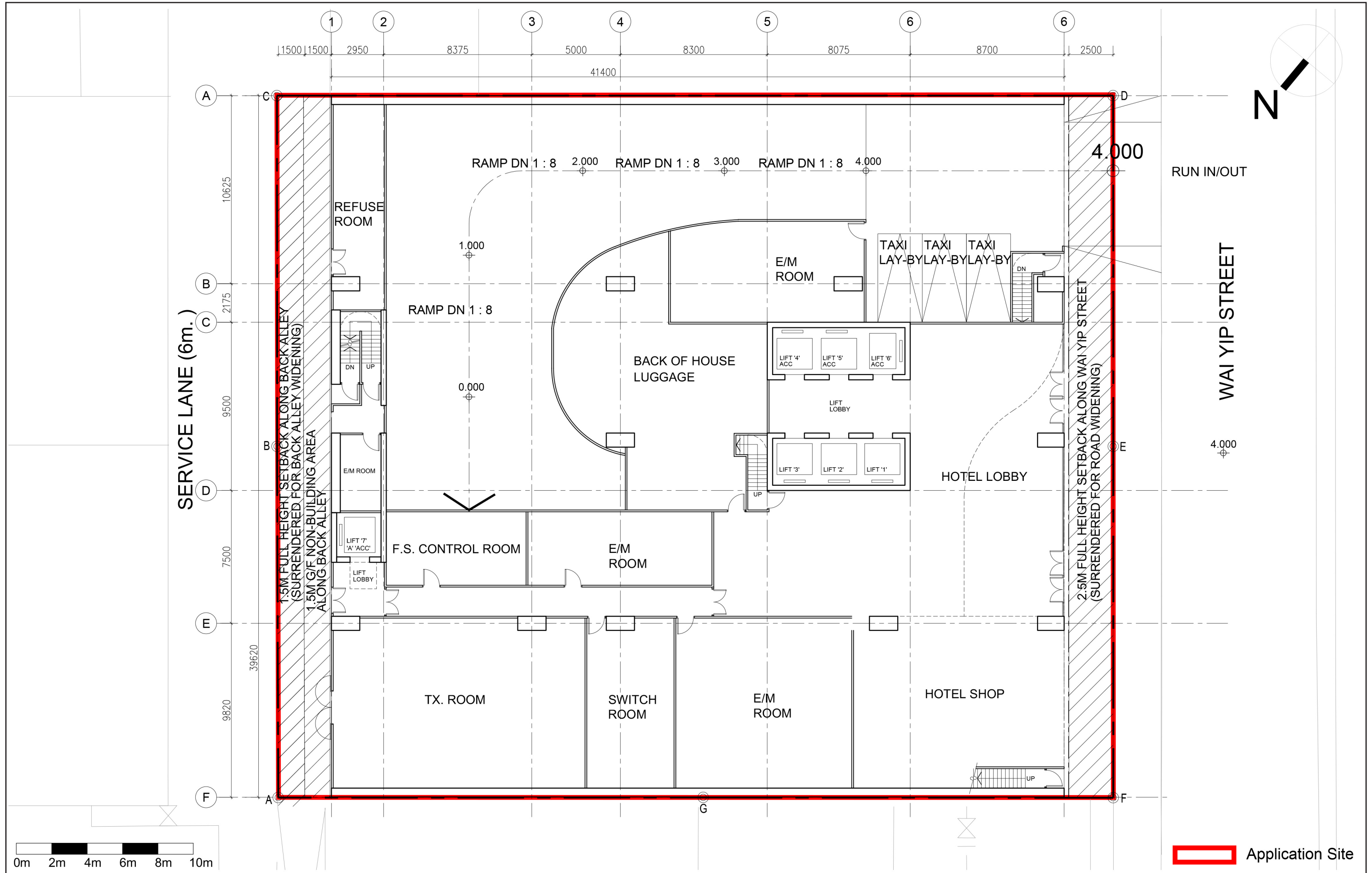
#### 3.1 Indicative Proposed Scheme

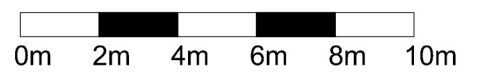
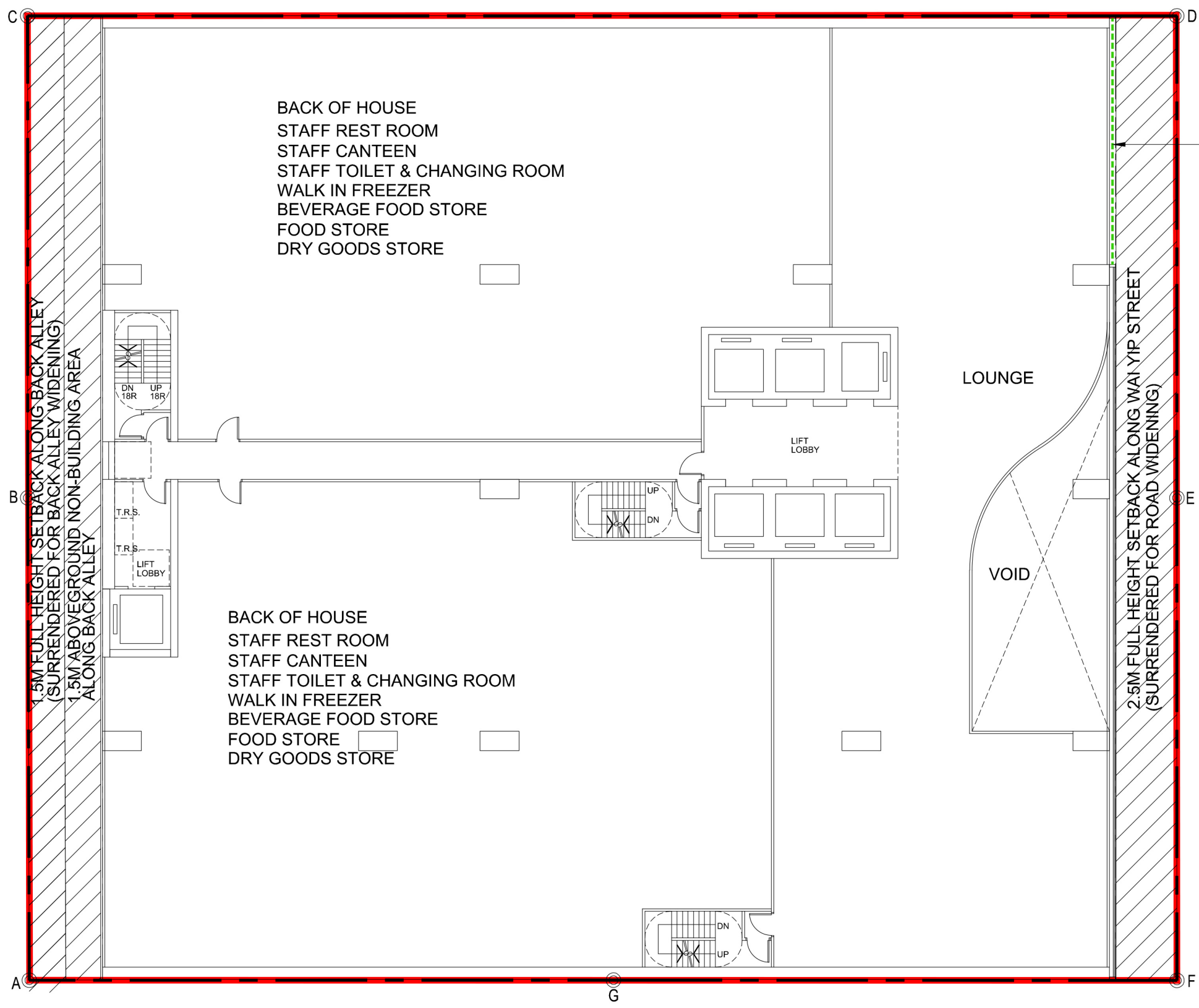
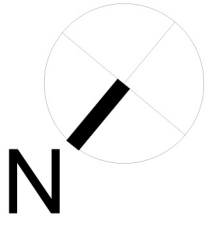
- 3.1.1 The Application Site, covering an area of about 1,872m<sup>2</sup>, is proposed to be redeveloped into a 34-storey hotel (including a level of refuge floor and a level of basement car parks but excluding a level of transfer plate) with a maximum BH of not more than 120mPD.
- 3.1.2 The Proposed Development will provide non-domestic floor space for 'Hotel' use, which is a Column 2 use that required planning permission from the Board under the subject "OU(B)" zone of the OZP. In line with government's policy objective of revitalizing IBs through maximization of development potential, a 20% minor relaxation of PR restriction from 12 to 14.4 is thus applied for. Together with various site constraints to be detailed in **Section 4.3.4**, the BH is also proposed to be slightly increased from 100mPD to 120mPD to accommodate the additional GFA in the Proposed Development.
- 3.1.3 For the bonus PR to be claimed, with reference to the Remarks of the "OU(B)" zone under the approved Kwun Tong (South) OZP No. S/K14S/26, *"the plot ratio for the building on land may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with Regulation 22(1) or (2) of the Buildings (Planning) Regulations (B(P)R), notwithstanding that the relevant maximum plot ratio may be exceeded"*. As such, the bonus PR to be claimed in return for proposed surrender of full-height building setbacks under Regulation 22(2) of B(P)R is always permitted under the said OZP subject to approval by Building Authority. **For scheme formulation purpose, such bonus GFA to be approved under B(P)R separately have already been considered and included in the Proposed Scheme (i.e. within the current proposed building bulk of not more than 120mPD) under the subject S16 planning application.**
- 3.1.4 The indicative block plan, floor plans and section plan are provided as **Figures 3.1 to 3.14**. The indicative development schedule is provided at **Table 3.1** below.



Application Site

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Rev	0	Date	Sep 2024
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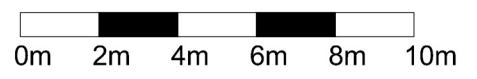
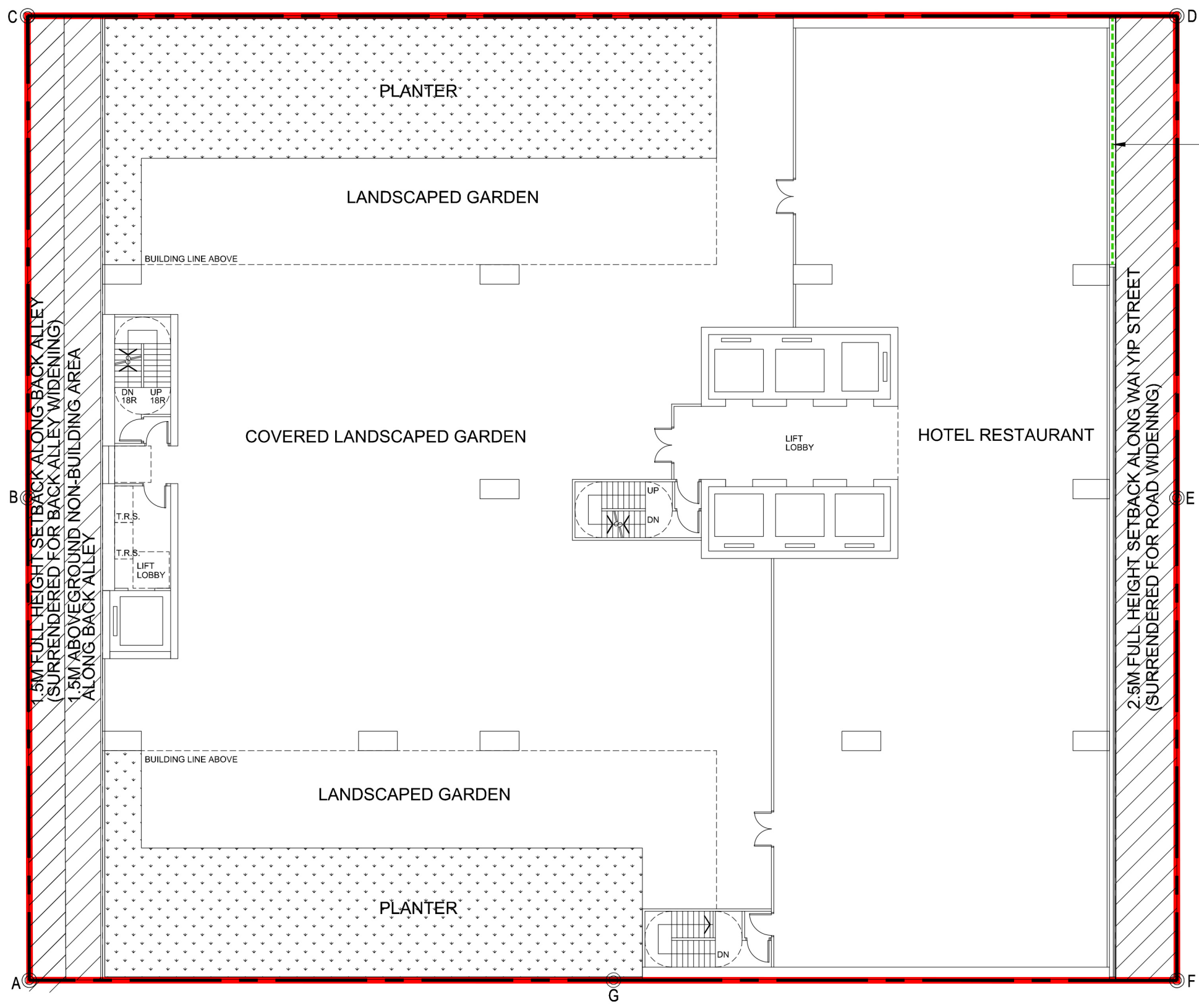
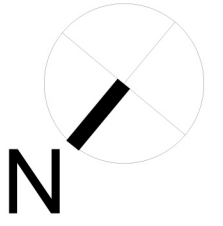




Application Site

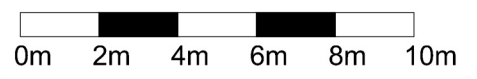
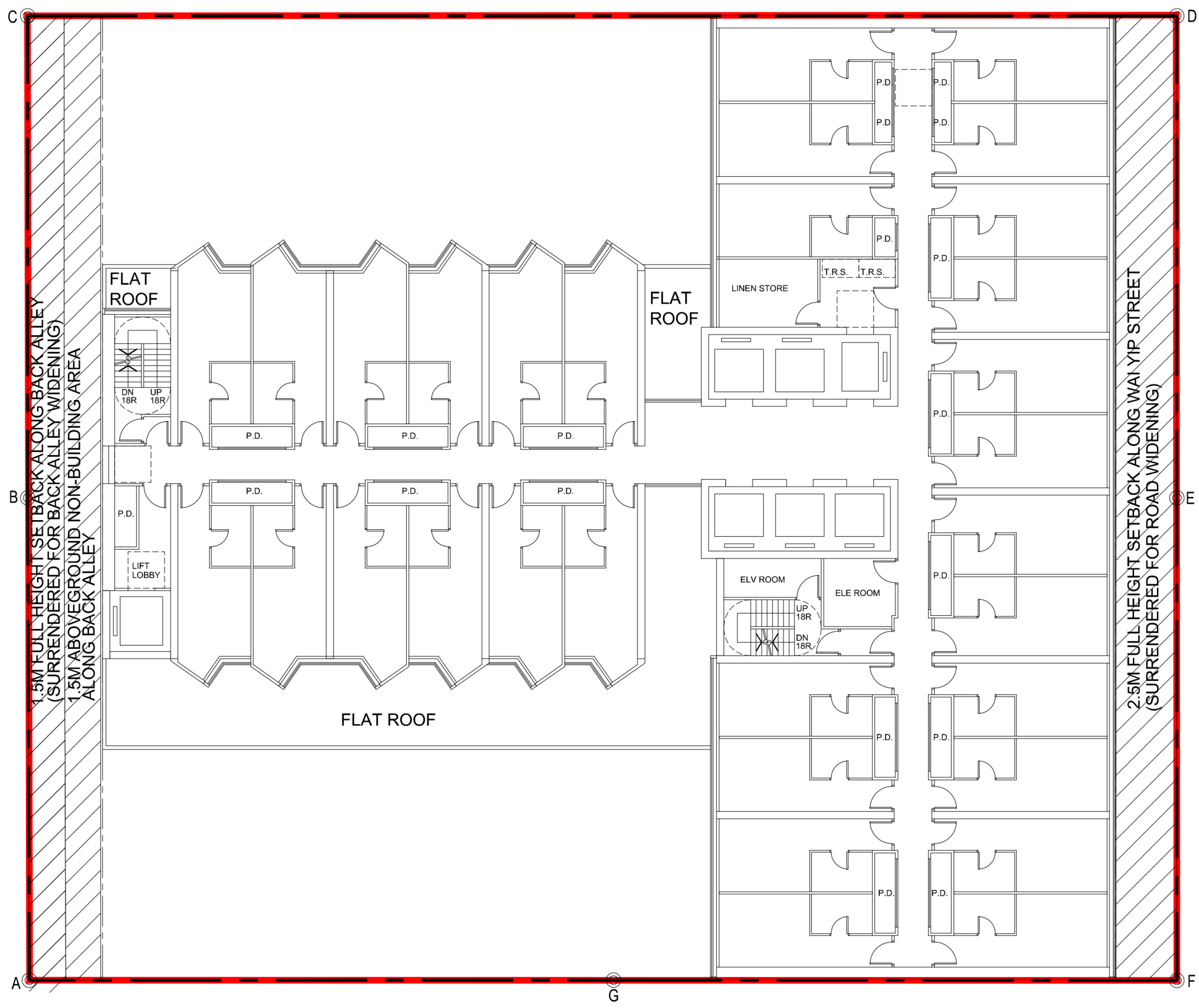
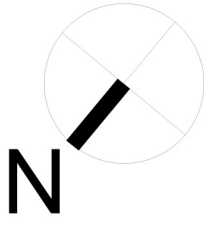
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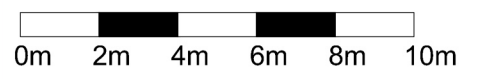
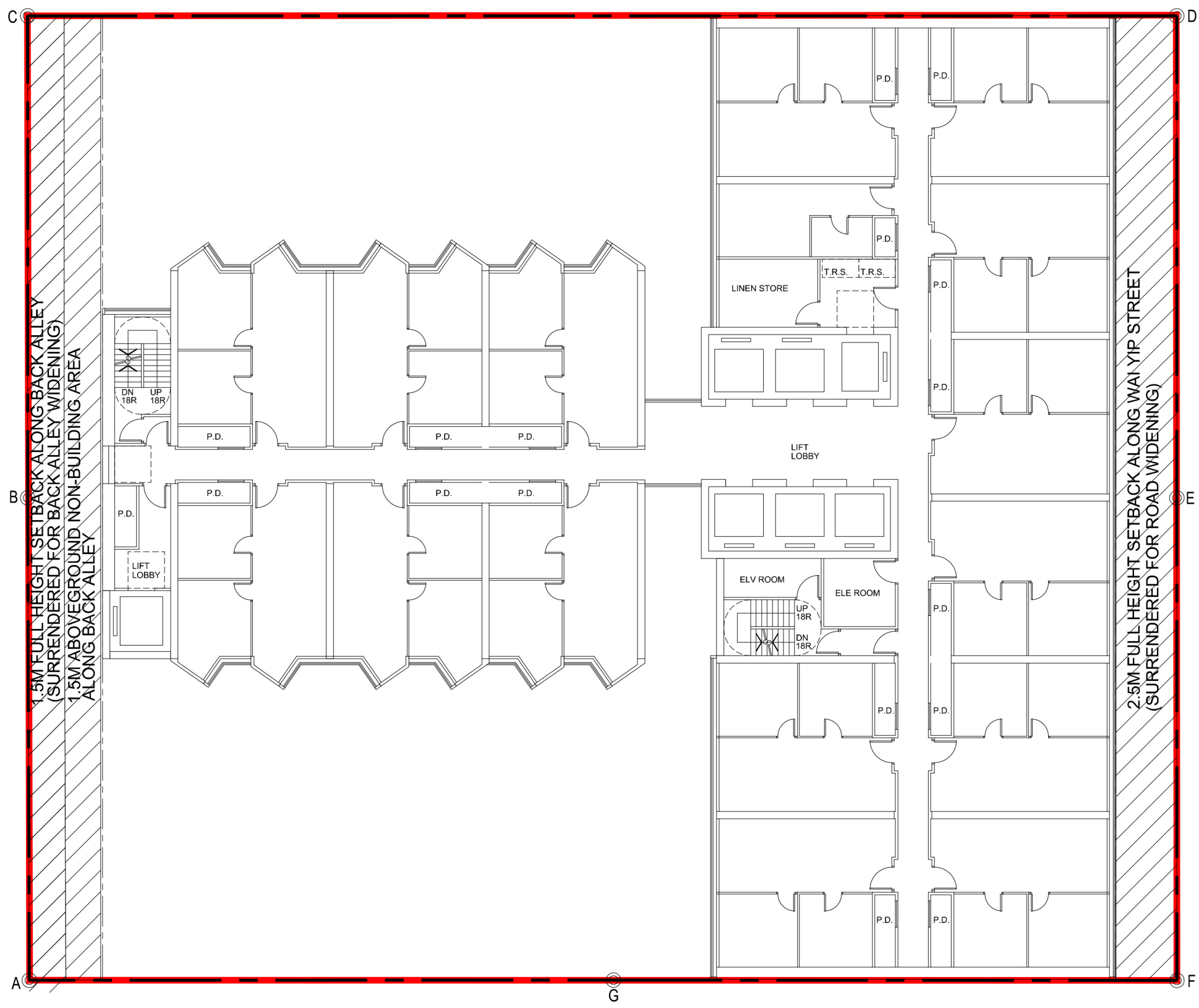
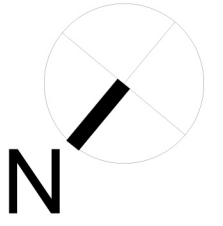
Application Site

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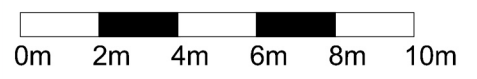
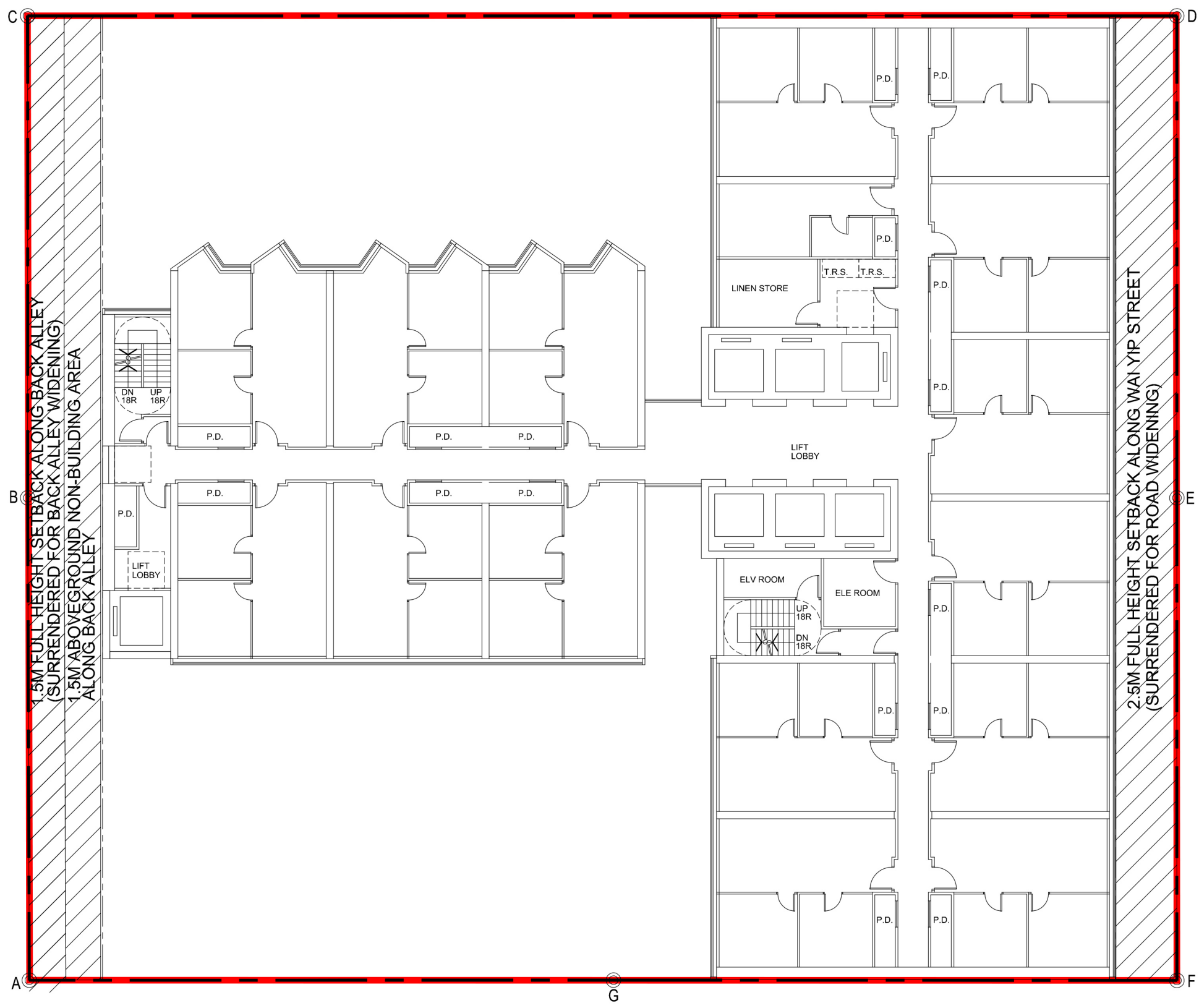
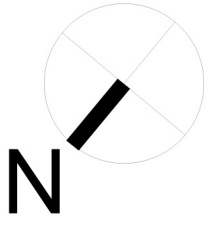
Application Site

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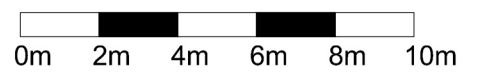
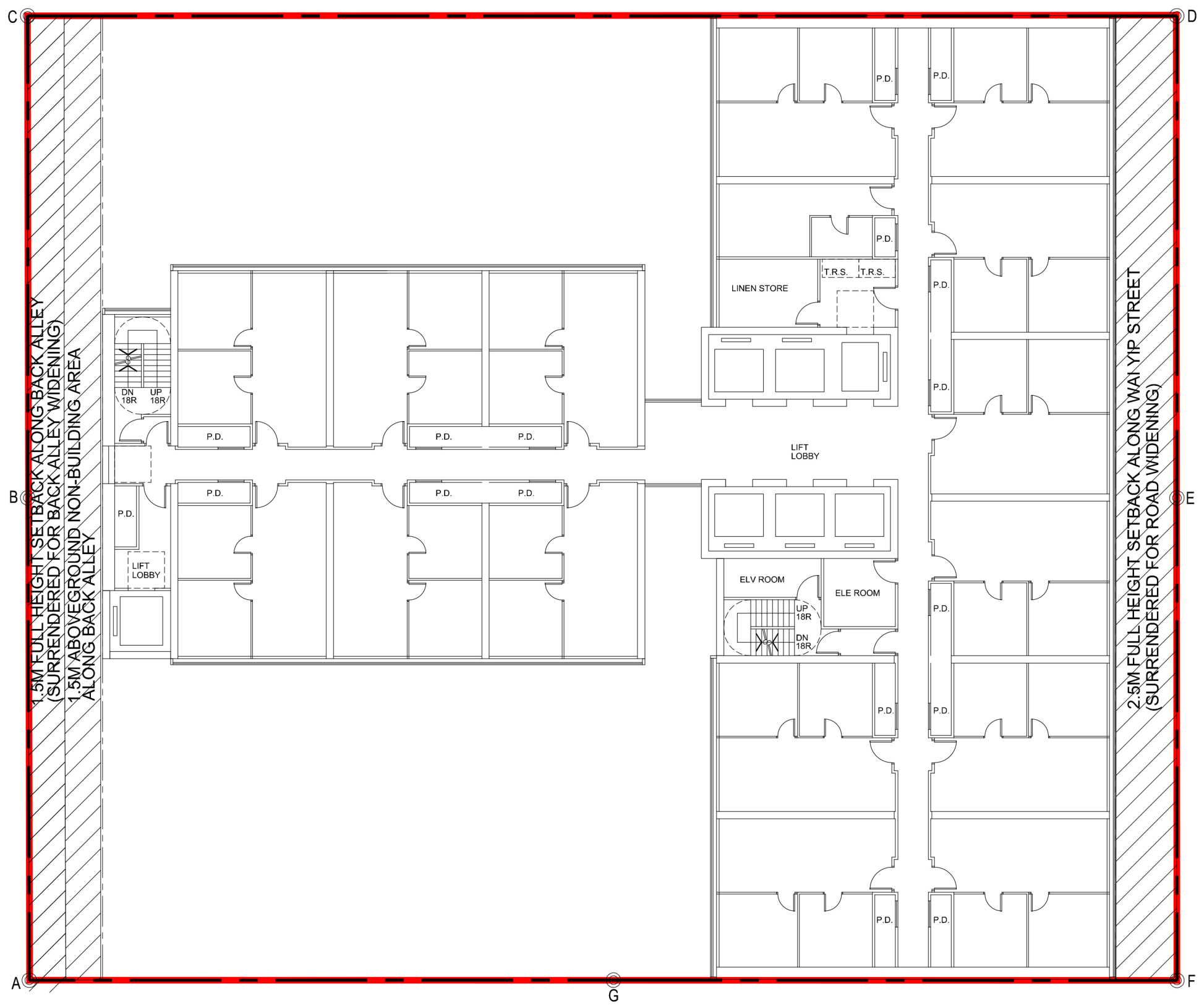
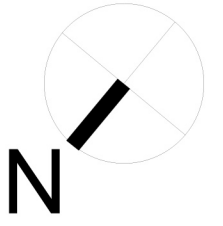
Application Site

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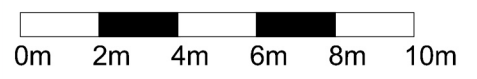
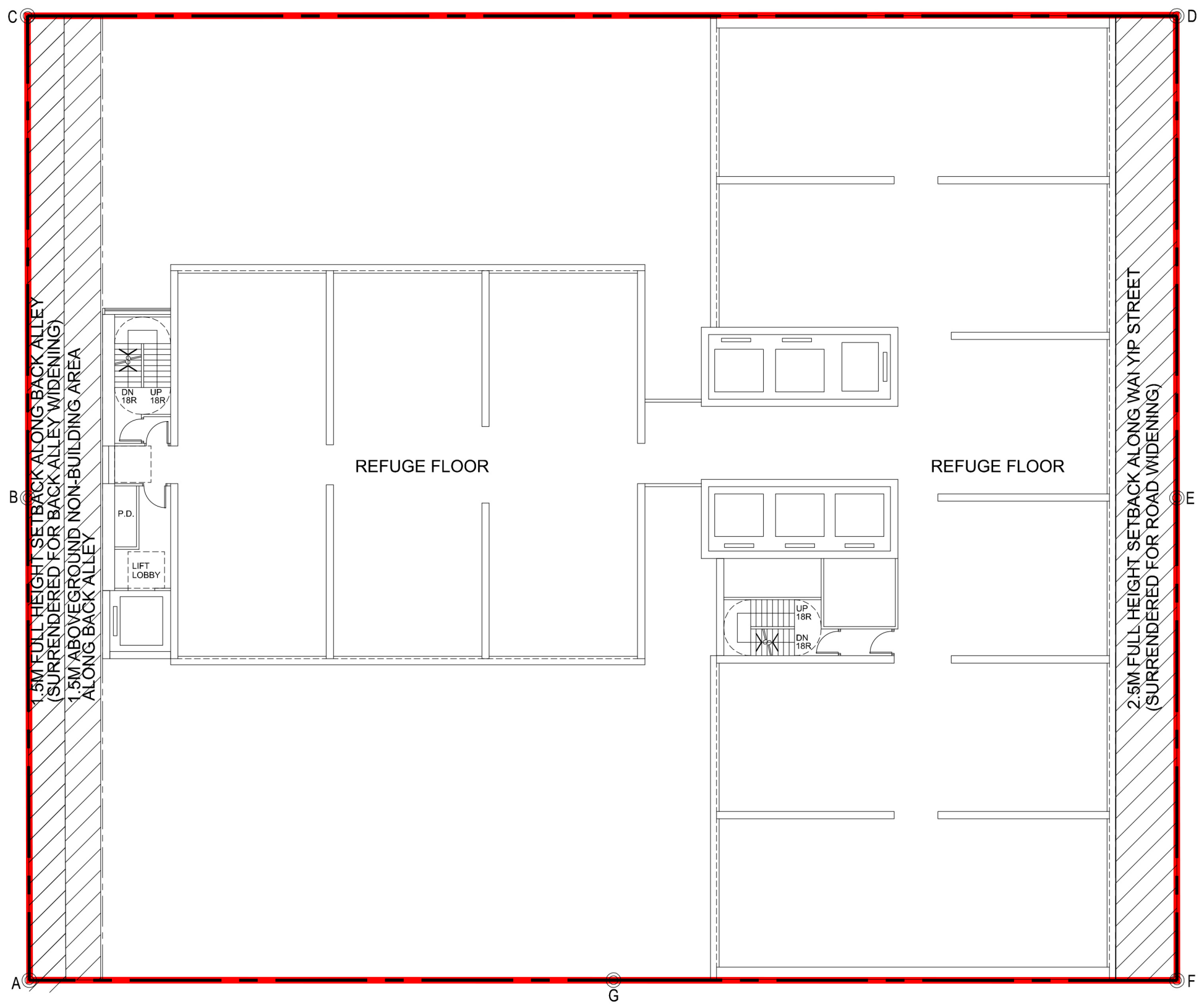
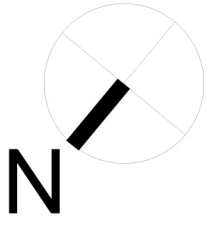
Application Site

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Application Site

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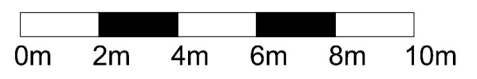
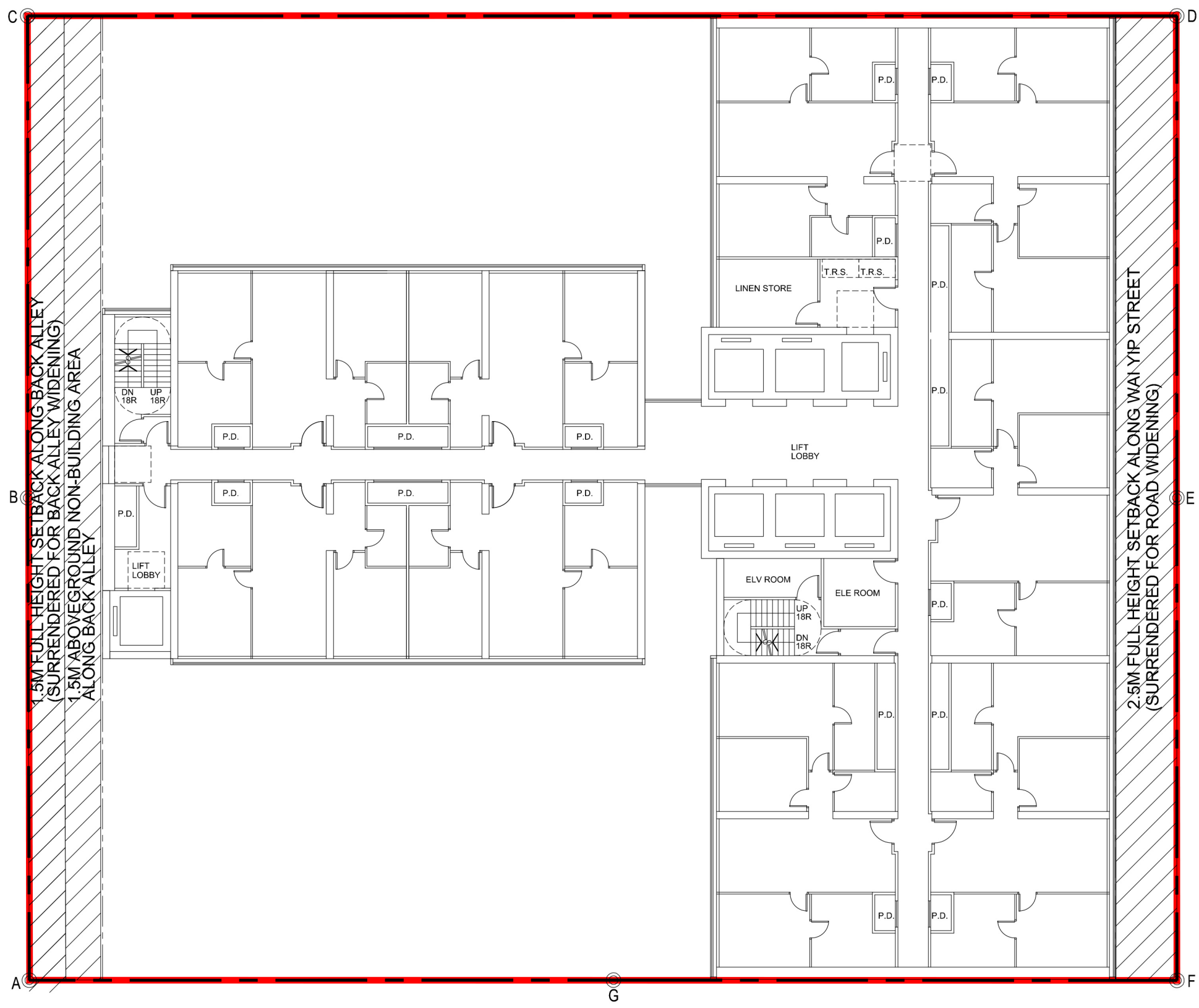
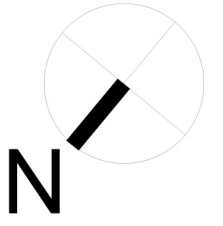


Application Site

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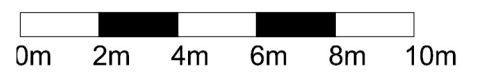
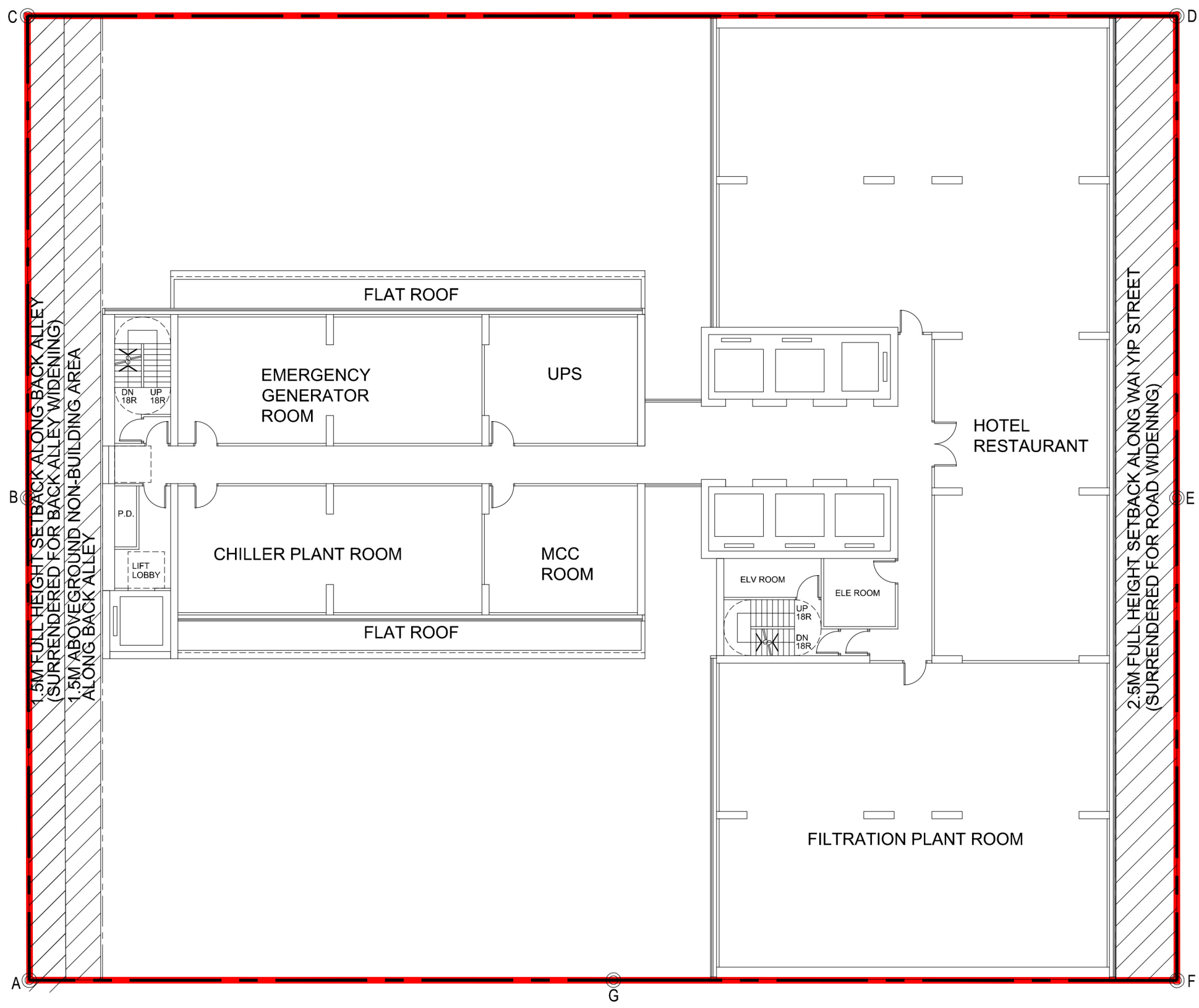
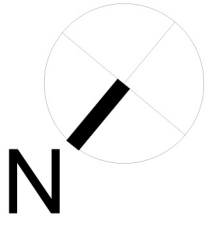
Indicative 17/F Plan

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Application Site

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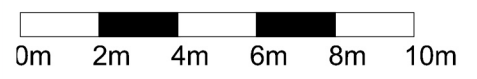
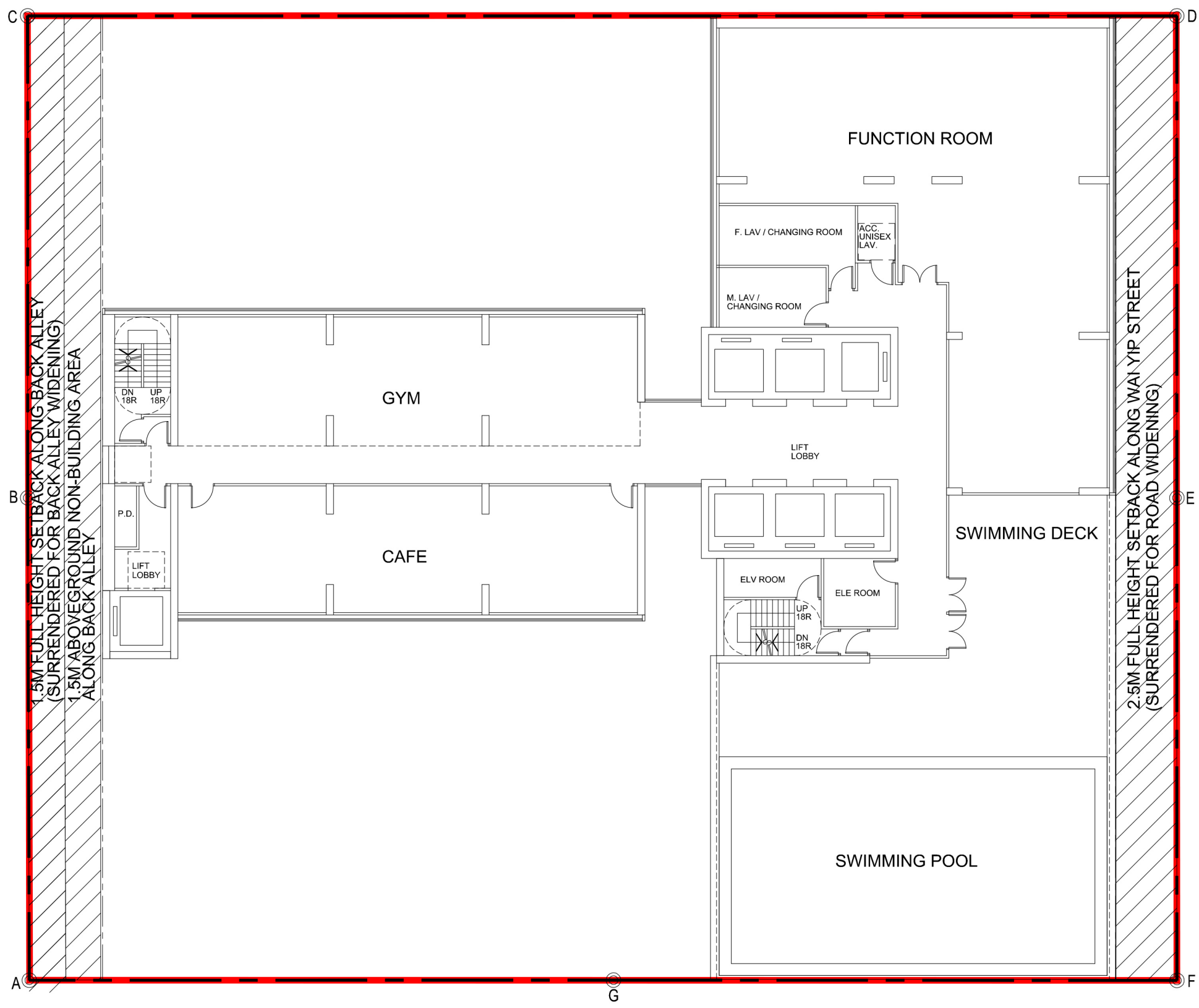
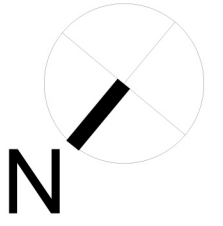
Application Site

Title

Indicative 31/F Plan

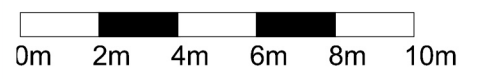
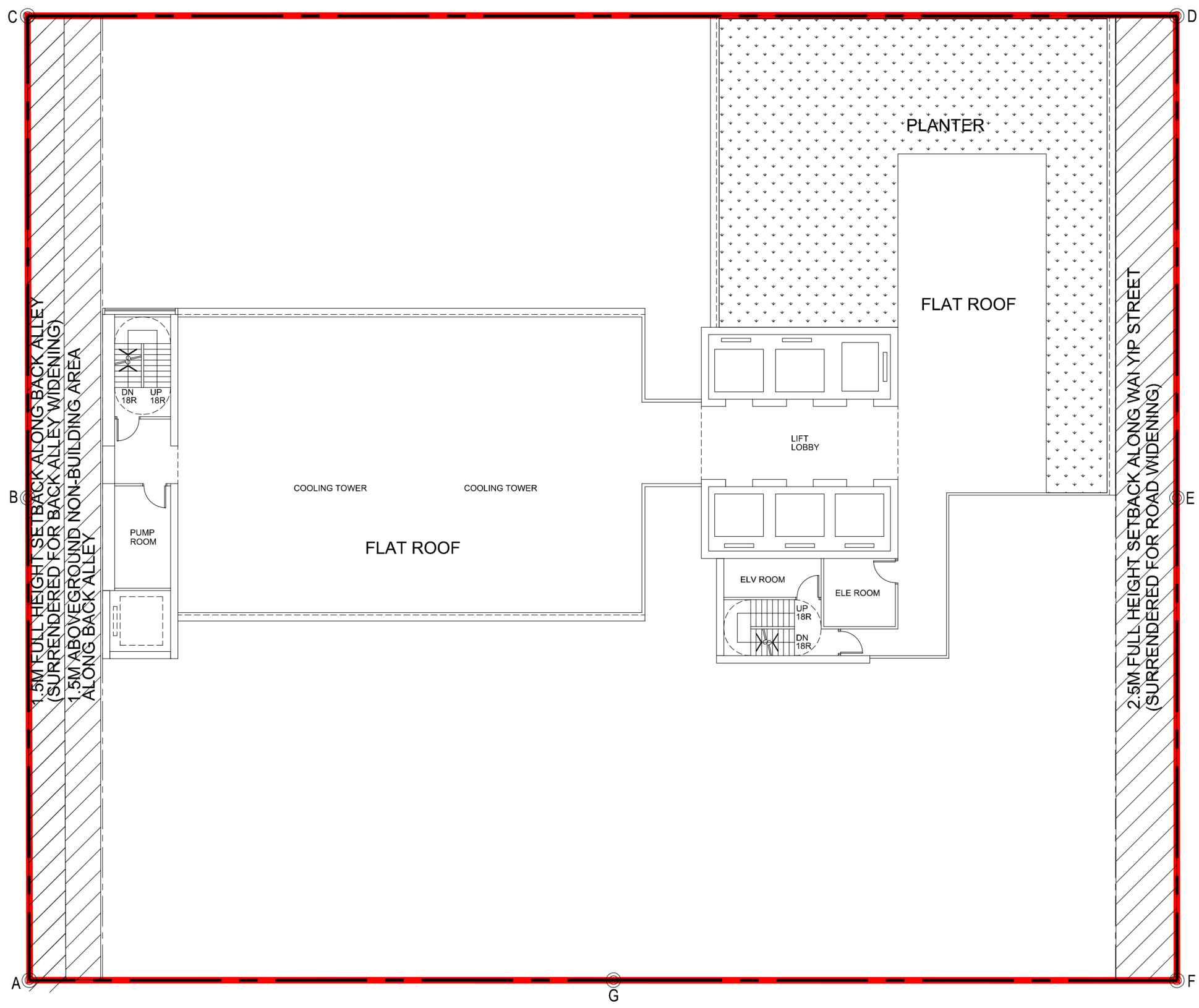
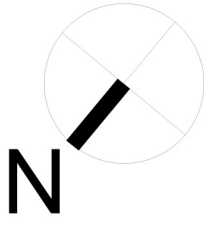
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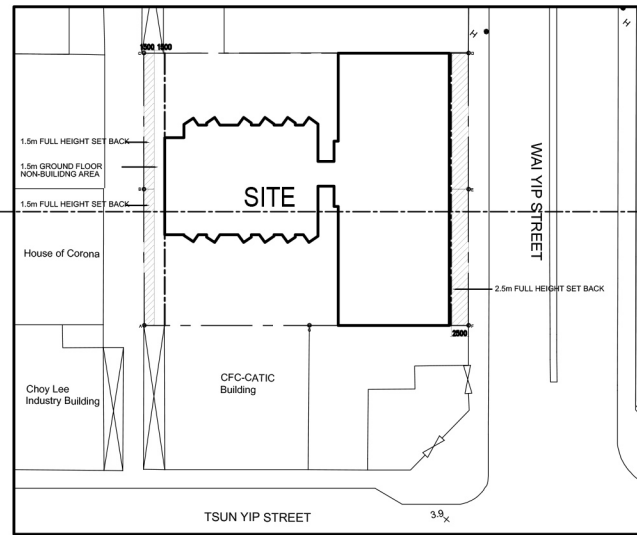
Application Site

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Scale	N/A		Figure 3.12

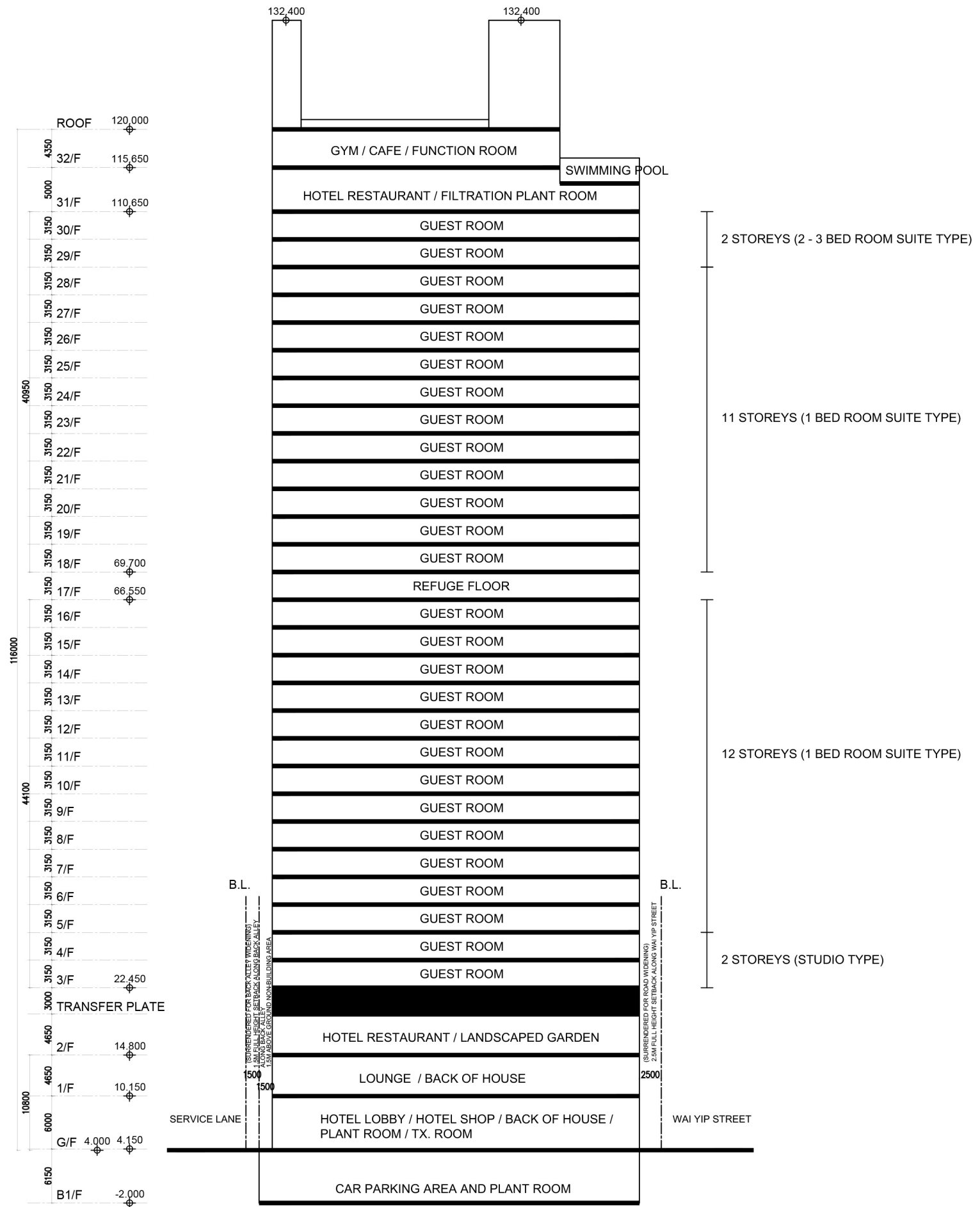


Application Site

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Scale	N/A		Figure 3.13



**KEY PLAN**



**Table 3.1 Indicative Development Schedule**

<b>Development Parameters</b>	<b>Particulars</b>
<b>Site Area</b> <sup>(1)</sup>	About 1,872m <sup>2</sup>
<b>Non-domestic Plot Ratio</b> <sup>(2)</sup>	14.4
<b>Non-domestic GFA</b> <sup>(2)</sup>	About 26,957m <sup>2</sup>
<b>Number of Storey</b> <sup>(3)</sup>	34
<b>Maximum Building Height</b>	Not more than 120mPD
<b>Maximum Site Coverage</b> <sup>(4)</sup>	About 88% (below 15m) About 61% (typical floors)
<b>No. of Rooms</b>	448
<b>Internal Transport Facilities</b>	
Private Car Parking Space <sup>(5)</sup>	9
Motorcycle Parking Space	1
Light Goods Vehicle Loading / Unloading Bay	2
Heavy Goods Vehicle Loading / Unloading Bay	1
Taxi Layby	3
Coach/Tour Bus Layby	3

Remarks:

- (1) Including the area as per requirements under Kwun Tong (Western Part) ODP No. D/K14A/2:
- i. Dedicated for full-height building setbacks (shown as "SBL") with a min. width of 2.5m from the lot boundaries of the Subject Site along Wai Yip Street
  - ii. Dedicated for full-height building setbacks (shown as "SBL") with a min. width of 1.5m from the lot boundaries of the Subject Site along the back alley
  - iii. Dedicated for NBA with a min. width of 1.5m with a clear headroom of 5.1m along the back alley
- (2) Excluding an approvable bonus GFA of about 793m<sup>2</sup> (i.e. equivalent to a PR of about 0.424) in accordance with the Building (Planning) Regulations to be claimed from the Building Department during GBP stage that comprises of:
- 2.5m SBL from the lot boundary abutting Wai Yip Street
  - 1.5m SBL along the back alley
- (3) including a level of refuge floor and a level of basement car parks but excluding a level of transfer plate
- (4) Including 1.095% of bonus site coverage approvable under B(P)R sub-section 22 due to provision of setbacks along Wai Yip Street and the back alley
- (5) Including 1 no. of car parking space for persons with disabilities

### 3.2 Access, Parking and Servicing Facilities

#### Access

- 3.2.1 Both pedestrian access to the main lift lobby and vehicular access will be provided on Wai Yip Street (**Figure 3.1** refers).

#### Parking and Servicing Facilities

- 3.2.2 **Table 3.2** below indicates the provision of car parking and servicing facilities of the Proposed Development which complies with the relevant requirements set out in HKPSG. It should be highlighted that the current car parking and servicing facilities proposal is subject to various site constraints including 1) ODP-required setback provision on two sides of the Application Site; 2) elongated-shape Application Site with a narrow depth on G/F; 3) limited G/F space available for L/UL bays; 4) back alley inaccessible for HGVs and 5) insufficient G/F space for HGV L/UL bay provision. Please refer to the Traffic Impact Assessment (TIA) for further details (**Appendix A** refers).

**Table 3.2 Proposed Car Parking and Servicing Facilities Provision**

Facilities	HKPSG Required No.	Proposed No.	Proposed Size
Car Parking Spaces	9-12	9 <sup>(1)</sup>	5m (L) x 2.5m (W); 5m (L) x 3.5m (W) (for the disabled)
Motorcycle Parking Spaces	1	1	2.4m (L) x 1m (W)
Goods Vehicle Loading / Unloading Bay	3-5	Total: 3 LGV: 2 HGV: 1	HGV: 11m (L) x 3.5m (W) LGV: 7m (L) x 3.5m (W)
Lay-by for Taxi	3	3	5m (L) x 2.5m (W)
Lay-by for Coach / Tour Bus	2-3	3	12m (L) x 3.5m (W)

Remarks:

- (1) Including 1 no. car parking space for persons with disabilities

### 3.3 Implementation

- 3.3.1 Upon the full acquisition of land ownership, it is envisaged that the Proposed Development would be completed by Year 2029.

## **4 DEVELOPMENT JUSTIFICATIONS AND PLANNING GAINS**

### **4.1 Previous Planning Approvals in Similar Nature with Minor Relaxation of PR and BH Restrictions at the Subject Site**

4.1.1 The Application Site is the subject of two previous applications (Nos. A/K14/808 and 778) each at 201 and 203 Wai Yip Street, which were approved on 4.3.2022 and 17.1.2020 respectively, they were also under the same nature for redevelopment of the subject sites into two separate buildings for office and non-polluting industrial uses with supporting commercial uses. After consolidating most of the landownership of the two lots, the Applicants now only intend to redevelop the two aging IBs at the Application Site into one single hotel development in a comprehensive manner with largely similar development intensities as per the previous planning approvals (i.e. PR of not more than 14.4 and BH of not more than 120mPD at one of the subject development lot).

### **4.2 In line with Government's Policy Initiatives on Revitalizing Industrial Buildings**

4.2.1 Land shortage has remained one of Hong Kong's biggest challenges for decades. Apart from a shortage of land for public and private housings, insufficient land supply for economic uses, transport infrastructure and community facilities is also a pressing issue in Hong Kong. Considering the fact that many industrial land is not optimally utilized, the Government has introduced a package of measures to facilitate redevelopment and wholesale conversion of IBs in the 2009-10 Policy Address as well as in the PA 2021.

4.2.2 The subject proposed redevelopment would help materialize the latest Government's policy by revitalizing the aged IBs at the Application Site by relaxing the maximum non-domestic PR allowed under the B(P)R by 20% to incentivize redevelopment of the subject IBs located outside "Residential" zones in main urban areas and new towns. In line with the strategic Government policy, the current proposal could effectively optimize utilization of the existing industrial stock to provide more floor area and make better use of the valuable land resources for Hong Kong's changing social and economic needs.

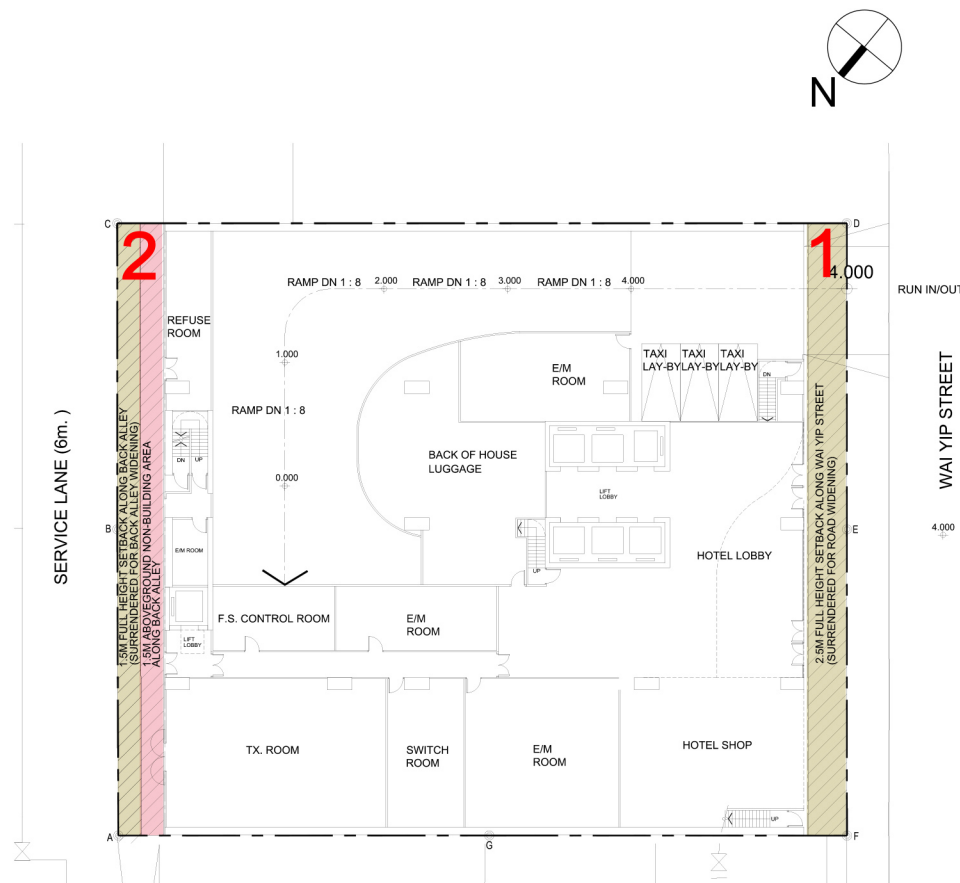
4.2.3 As quoted by the report "Striving for Multi-pronged Land Supply" published by the Task Force in December 2018, it is noticed that the shortage of overall land supply in Hong Kong is at least 1,200 ha. In particular, the land for economic uses will be in shortfall of at least 135 ha. in Year 2026 and at least 256 ha. in Year 2046. In view of the pressing needs on economic land supply, the subject redevelopment proposal could provide a timely solution by provision of quality commercial floor space for the Hong Kong territory.

#### **4.3 In Line with the Planning Intention of “OU(B)” Zone and Facilitate the Transformation of Kwun Tong Business Area**

- 4.3.1 Having considered the planning intention of “OU(B)” zone for general business uses and the future growth in commercial development in CBD2 within KTBA under the EKEI, the Proposed Hotel Development which would provide hotel services to business visitors can support the commercial development in the East Kowloon CBD, and therefore help materialise the planning intention of “OU(B)” zone. Further to para. 2.3.25, the approvals of the 6 similar applications for hotel use in the past 10 years have proven that the hotel use is compatible to the land use characteristics in the surroundings.
- 4.3.2 Phasing out the traditional industrial uses and upgrading the environment by redeveloping existing pre-1987 industrial buildings would also facilitate the transformation of KTBA from traditional industrial uses to non-polluting industrial and business uses. The Proposed Development would supply a total of more than 400 nos. of quality hotel rooms which could help materialise the vision of the EKEI to create another premier CBD.

#### **4.4 Planning and Design Merits of the Approved Schemes Remain Largely Unchanged**

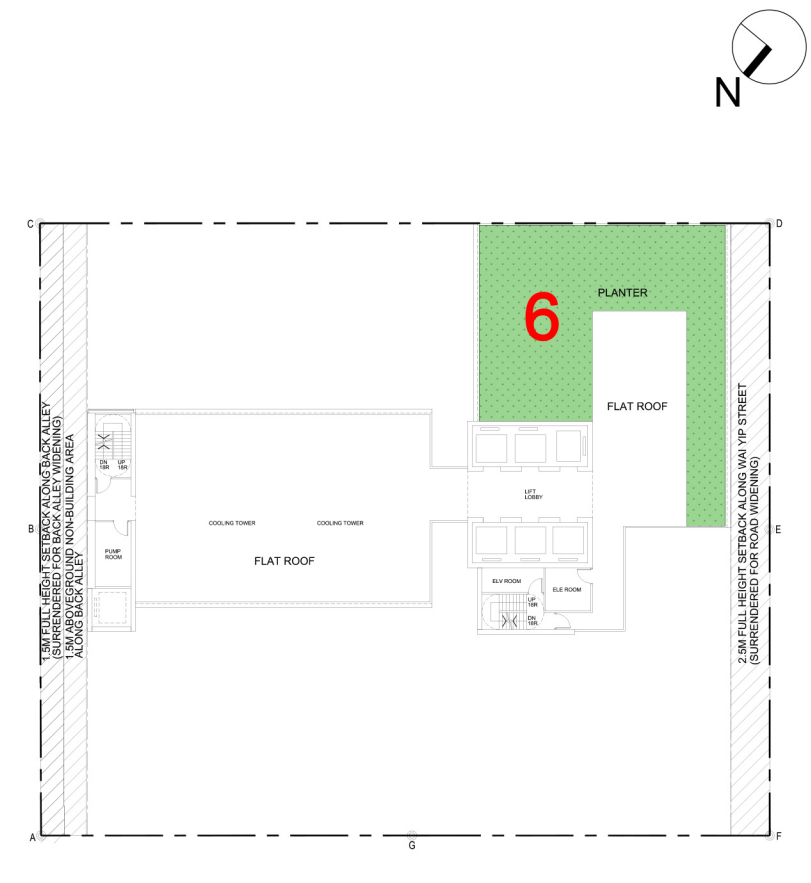
- 4.4.1 Due considerations have been taken in the building design to ensure that the planning and design merits as per the previous S16 planning approvals remain unchanged in the current Proposed Development. **Figures 4.1 and 4.2** summarize the planning and design merits of the Proposed Development while **Figures 4.3 to 4.5** show the artist impression renderings of the side entrance view and bird’s eye view of the Proposed Development respectively. Major planning and design merits include:
1. Materializing or even exceeding ODP requirements for road widening, streetscape enhancement and improving pedestrian comfort
- 4.4.2 In accordance to the setback requirements stipulated on the said ODP, **full-height setback with a width of 2.5m from the lot boundary of the Application Site facing Wai Yip Street** will be provided for the purpose of footpath / carriageway widening and amenity / streetscape enhancement to supplement the existing hard landscaping along Wai Yip Street.
- 4.4.3 Along the **existing back alley, a 1.5m-wide full-height setback** will be provided to materialize the relevant setback requirements in ODP for the utilization of the existing back alley as service lane for L/UL activities as well as for the Government to lay public utilities with associated maintenance works.
- 4.4.4 In addition to the requirement for provision of a non-building area (NBA) with 5.1m headroom clearance under the ODP, a **1.5m-wide full height NBA (aboveground)** has been incorporated in the Proposed Scheme to further facilitate loading / unloading activities as well as to minimise possible traffic nuisance along the back alley. Such measures would also improve sunlight penetration and thus the streetscape along the back alley.



GROUND FLOOR



SECOND FLOOR



ROOF FLOOR

GROUND FLOOR

1. Full-height setback (2.5m along Wai Yip Street and 1.5m along back alley) complied as per requirements of the Outline Development Plan for road widening and streetscape enhancement
2. Aboveground non-building area of 1.5m-wide (full height headroom clearance as compared to the minimum of 5.1m as per requirements of the Outline Development Plan) to facilitate air flow and to improve the quality of public space along the back alley

SECOND FLOOR

3. Permeable building design with provision of flat roof with greenery to improve the micro-climate of the Proposed Development and the surrounding areas
4. Planters along the periphery of the garden to offer visual relief on street level and to achieve a better townscape
5. Considerate tower disposition with a building separations from the neighbouring Catic Building and Mow Hing Factory Building to open up more space

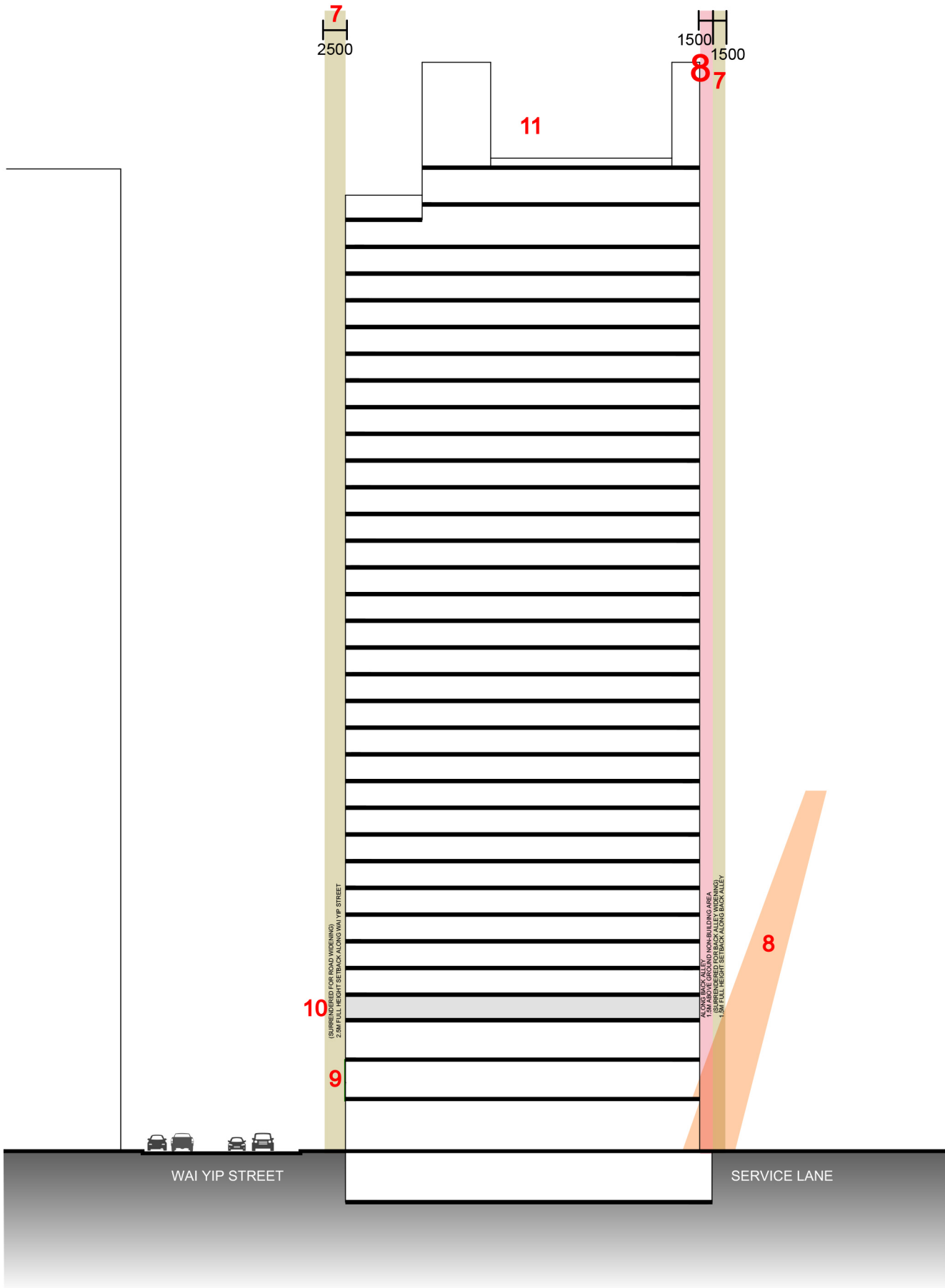
ROOF FLOOR

6. Provision of green roof to improve the micro-climate of the Proposed Development and the surrounding areas



SECTION

- 7. Full height of setback (2.5m along Wai Yip Street and 1.5m along back alley) complied as per requirements of the Outline Development Plan for road widening and streetscape enhancement
- 8. Aboveground non-building area of 1.5m-wide (full height clearance as compared to the minimum of 5.1m as per requirements of the Outline Development Plan) to allow greater angle for incoming sunlight and air flow along the back alley
- 9. Provision of vertical greening to enhance the visual interest of pedestrians at street-level and improve the micro-climate of the Proposed Development and in the surrounding
- 10. Permeable building design with provision of a flat roof with greenery at 2/F to improve the micro-climate of the Proposed Development and the surrounding areas
- 11. Compatible building height with the surroundings

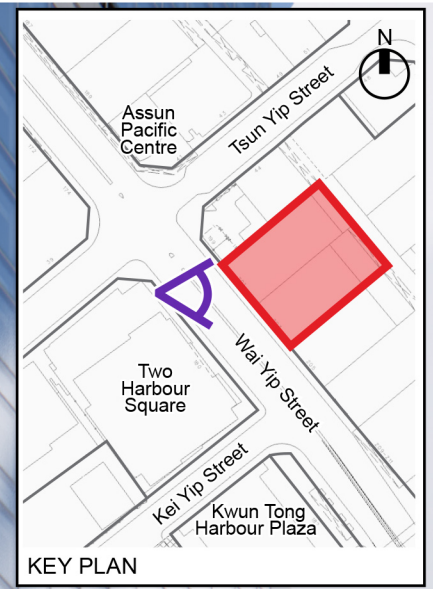


Title

Illustrative Section showing Planning and Design Merits

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Incorporation of green building design features (e.g. adoption of low-E glass, compliance with Building Energy Code)



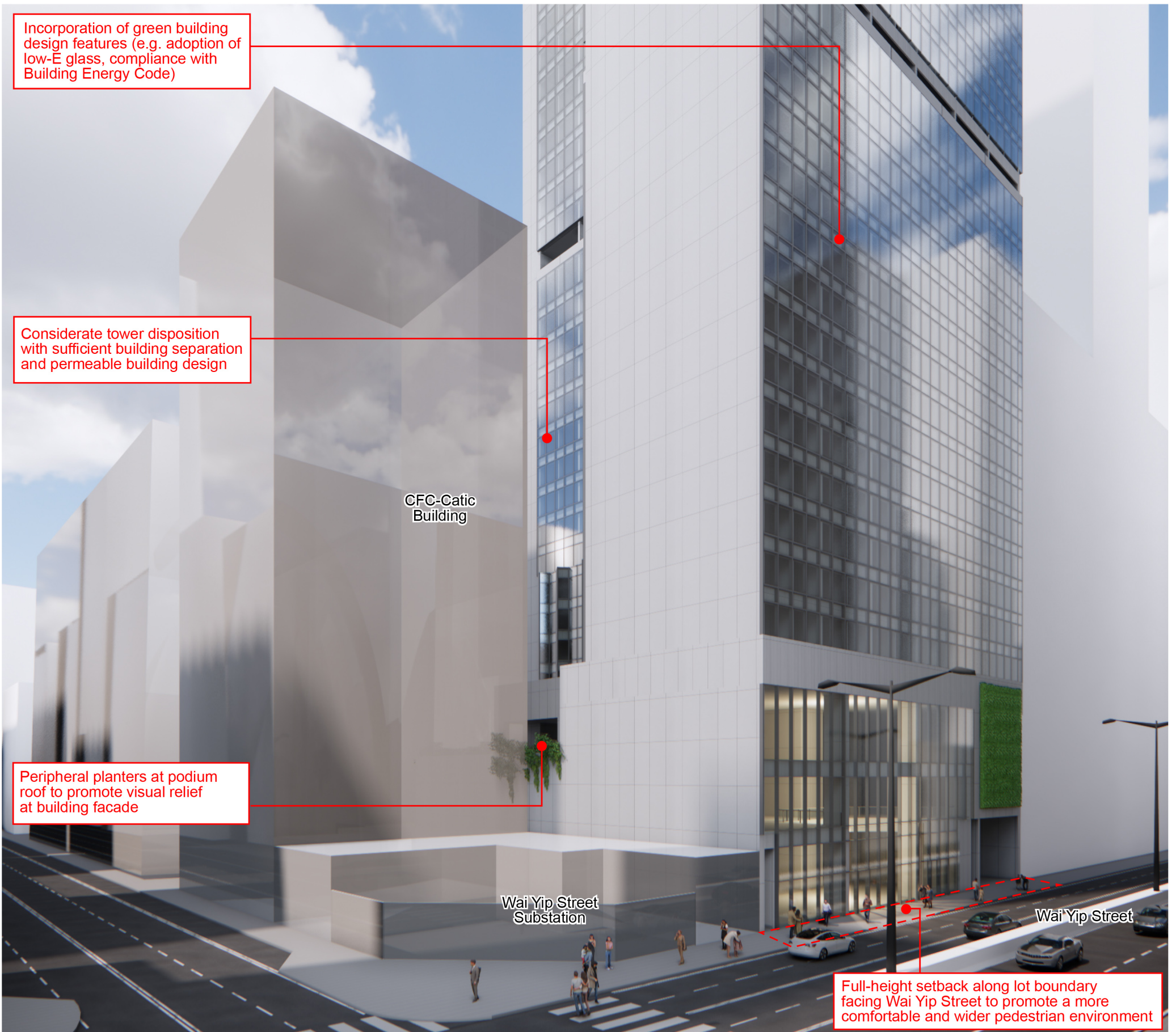
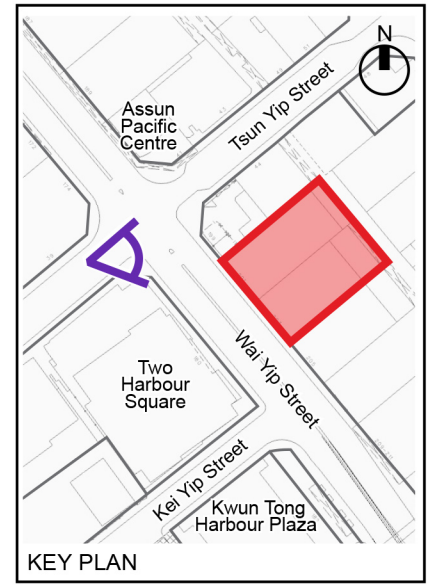
CFC-Catic Building

Multi-level vertical greening to improve the overall urban design and visual interests along Wai Yip Street

Wai Yip Street Substation

Full-height setback along lot boundary facing Wai Yip Street to promote a more comfortable and wider pedestrian environment

Wai Yip Street

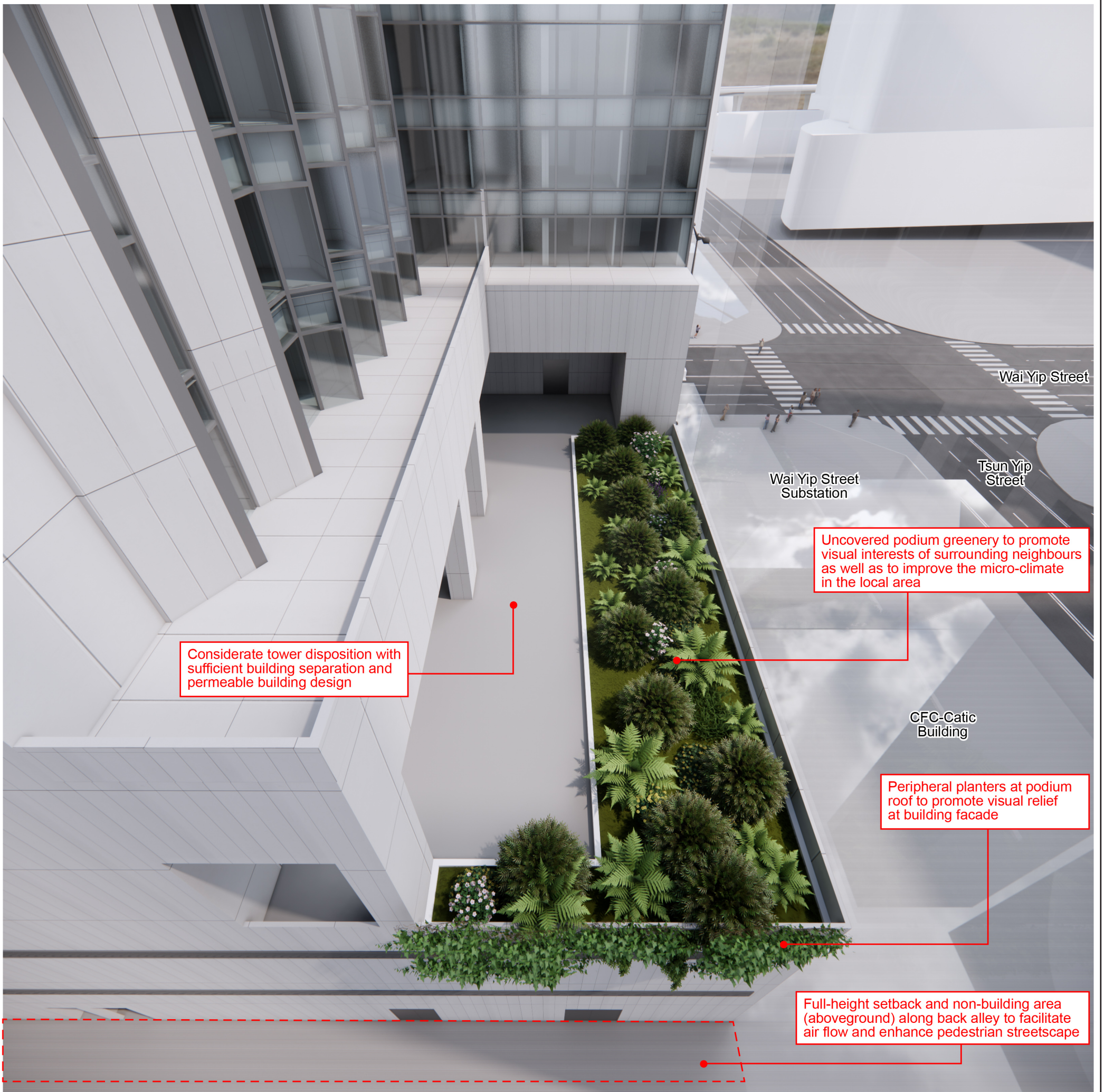
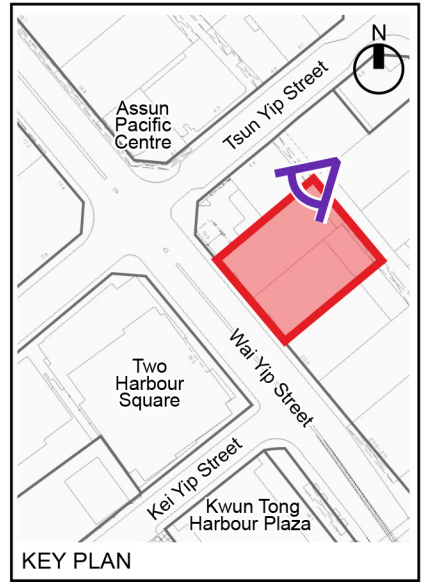


Incorporation of green building design features (e.g. adoption of low-E glass, compliance with Building Energy Code)

Considerate tower disposition with sufficient building separation and permeable building design

Peripheral planters at podium roof to promote visual relief at building facade

Full-height setback along lot boundary facing Wai Yip Street to promote a more comfortable and wider pedestrian environment



- 4.4.5 The setbacks with no above- and underground structures will be surrendered to the Government upon demand whilst the 1.5m-wide aboveground NBA at the back alley would remain as being part of the Development Site.
- 4.4.6 It should be highlighted that the Application Site is elongated in shape and is also subject to setback and NBA requirements in its two sides of boundaries abutting Wai Yip Street and the back alley. Under such site development context, the Applicants have tried their best effort to accommodate the Proposed Development on-site as well as to satisfy various design requirements (e.g. provision of setbacks / provision of NBA for L/UL activities in accordance with HKPSG / etc.). Taking into account the areas required for manoeuvring spaces of vehicles and the provision of car parking and L/UL facilities to meet the requirement under HKPSG for the commercial uses, the current layout is considered to be an optimal option.
2. Multi-level greening with an overall greenery coverage of about 29% of the site area voluntarily
- 4.4.7 A multi-level greening and landscaping design approach has been adopted. The framework includes vertical greening in primary zone (i.e. 15m vertical zone) and an uncovered flat roof with greenery and peripheral plantings on 2/F to offer visual relief to pedestrians walking along Wai Yip Street, and a green roof and to improve the overall urban design and micro-climate within the building itself and in the surrounding.
- 4.4.8 For site coverage of greenery, notwithstanding the fact that the site area of the Application Site is within 1,000m<sup>2</sup> and less than 20,000m<sup>2</sup> and the requirement for having 10% and 20% of minimum greenery coverage apply to the primary zone (i.e. 15m vertical zone) of and overall Proposed Development, the Applicants have proposed an **overall “more-than-standard” greenery ratio of up to about 29% to enhance the environmental quality of the area** and to mitigate heat island effect, with about 68% located in the primary zone. The Applicants strongly believe the provision of greenery and soft landscaping would help shape an attractive built environment in support of the transformation of KTBA.
3. Provision of a high headroom landscaped garden for achieving better urban design and townscape
- 4.4.9 A **landscaped garden with a high headroom of about 4.65m at 2/F** is currently proposed to demonstrate the Applicants' best effort in putting design merits in the Proposed Scheme, which would facilitate cross-ventilation and visual permeability while maximizing greening opportunities by offering peripheral landscape treatments. The landscaped garden is designed for the enjoyment of the future tenants and users of the Proposed Development and the operation hours of the landscaped garden will be subject to the future management and operation schedule of the Proposed Development.
- 4.4.10 Considering that Wai Yip Street Substation is immediately adjacent to the Application Site in the north-western corner, the Proposed Development will be visible on both sides along Wai Yip Street and Tsun Yip Street. Such landscaped garden with peripheral plantings would not only enhance the visual and landscape

amenity of the Proposed Development but also soften the monotonous urban fabric of rigid building façades along Wai Yip Street that will jointly provide a pleasant visual experience for pedestrians at street level.

#### 4. Compliance with Requirements under ODP and Sustainable Building Design Guidelines with Additional Setback from Neighbouring Developments

4.4.11 Notwithstanding that the site area of the Application Site is less than 20,000m<sup>2</sup> and has a continuous projected façade length less than 60m, which makes the building separation requirement not applicable to the Proposed Development. Even so, ***considerate tower design for provision of setback from neighbouring Catic Building and Mow Hing Factory Building voluntarily as far as practical to improve the urban townscape.***

4.4.12 The provision of 2.5m-wide full-height setback along lot boundary facing Wai Yip Street is proposed in accordance with the requirements of ODP, which would also comply with the SBDG in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152's requirement of having at least 7.5m distance from the centreline of the street and the building frontage to maintain a ventilation corridor in order to improve air ventilation, enhance the environmental quality at pedestrian level and mitigate street canyon effect.

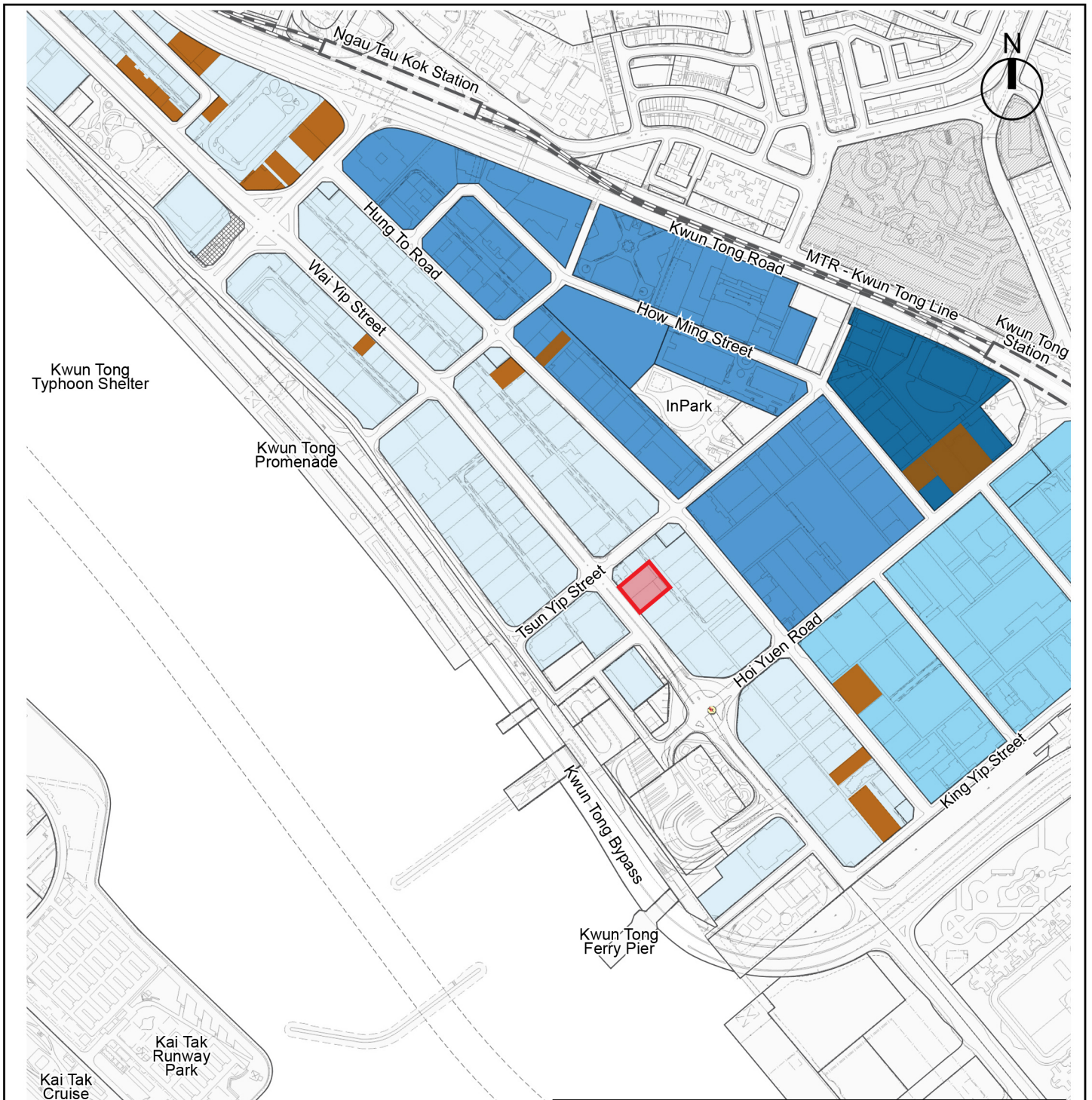
#### 5. Green Building Design

4.4.13 In order to enhance the environmental sustainability of the Proposed Development, the Applicants have also paid their best effort to incorporate green building design features in the Proposed Development. Subject to detailed design of the building, the Applicants have tried their best effort in exploring the usage of recycle water as irrigation, adoption of low-E glass, compliance with Building Energy Code and the attainment of BEAM plus standard, while details of the implementation will be subject to technical feasibility and E&M coordination at detailed design stage.

#### 4.5 **Compatible Building Height, Bulk, Scale and Floor-to-floor Height in proportion to the 20% increase in PR**

4.5.1 There are five recently approved developments for commercial uses in proximity to the northwest of the Application Site (i.e. Application Nos. A/K14/804, A/K14/806, A/K14/809, A/K14/810 and A/K14/822) which have sought minor relaxation of both PR and BH restrictions ranging from 115mPD to 126mPD (15% to 26%) (**Table 2.3** refers).

4.5.2 In terms of height profile, the Application Site is sandwiched between two height bands, namely the 100mPD developments fronting the waterfront and the 160mPD developments to the north of Hung To Road at the inner inland area. Considering that there are similar planning approvals with minor relaxation of BH in the vicinity, it is thus considered the subject site bounded by Wai Yip Street and Hung To Road should be a logical area with slightly higher BH in respect of stepped BH profile descending from the hinterland towards the waterfront (**Figure 4.6** refers). The proposed scale of minor relaxation is considered appropriate and comparable.



**Legend**

Application Site

Similar Approved Applications with Minor Relaxation of PR & BH Restrictions

Building Height Restrictions at “Commercial” and “Other Specified Uses” Annotated “Business Sites”

B.H: 100 mPD

B.H: 130 mPD

B.H: 160 mPD

B.H: 200 mPD



Title

Stepped Building Height Profile in Kwun Tong

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Scale		Figure	
NA		4.6	

- 4.5.3 With provision of similar design merits (e.g. provision of landscaped garden and peripheral plantings and green roof and materialization of ODP setback requirements), and subject to similar site constraints, the proposed scale of minor relaxation in PR and BH restrictions is appropriate comparing to the approved cases in the vicinity.
- 4.5.4 It should be highlighted that the proposed development bulk has optimized the site coverage for floor layout design. The proposed development bulk can effectively accommodate (i) the proposed increase of GFA under the prevailing policy of incentivizing aging IBs AND (ii) the addition approvable bonus floor area under the B(P)R (equivalent to a plot ratio of 0.424 resulted from the dedication of the mandatory full height setbacks in relation to surrender of land/area for use as public passage/road widening as required under the ODP).
- 4.5.5 The current indicative development proposal is considered to be optimal in terms of height, bulk and scale that balances the intention of redevelopment as well as relevant regulatory design requirements in an appropriate manner. It should be highlighted that the proposed development bulk is the result of a very efficient layout design with **a relative stringent floor-to-floor height of only 3.15m (for typical hotel floors) to accommodate the additional GFA**. The 3.15m floor-to-floor height is within the low range compared to other recently approved applications for hotel developments in the vicinity (3.15m to 3.76m) (**Table 2.3** refers). As a result, the proposed minor increase in plot ratio would not lead to a disproportionate increase in BH and overall building bulk.
- 4.6 In line with the Guidelines for Suitable Sites for Hotel Development in Industrial /Office Areas Set out in HKPSG**
- 4.6.1 According to the guidelines for consideration of whether or not to include hotels in industrial/ office areas set out in Chapter 5 of HKPSG, the Application Site is considered as a suitable site for hotel development by fulfilling the following criteria:
- Proximity to compatible uses such as industrial/ office buildings and commercial/ office buildings;
  - Proximity to MTR stations or public transport interchanges; and
  - Areas where there are acceptable views from the main hotel frontage.
- 4.7 No Insurmountable Impacts to the Surroundings from Various Technical Aspects**
- No Adverse Traffic Impact*
- 4.7.1 A Traffic Impact Assessment (TIA) has been conducted to examine the potential traffic impacts induced by the Proposed Development on the local road network in the vicinity of the Application Site. For technical assessment purpose, the total GFA including the bonus GFA to be claimed under B(P)R has already been considered under the TIA for the calculation of car parking provision. Details of the TIA are provided in **Appendix A**.



- 4.7.2 Manual classified counts were conducted at the junctions located in the vicinity of the Proposed Development in order to establish the peak hour traffic flows. Currently, the surveys junctions operate with capacities during the AM and PM peak hours.
- 4.7.3 The Proposed Development run-in/out is provided at Wai Yip Street. The internal transport facilities provided comply with recommendations of the HKPSG. All vehicles could enter and leave the Proposed Development and the respective space/bay with ease.
- 4.7.4 The Proposed Development is expected to be completed by 2029 while the junction capacity analysis is undertaken for year 2032. For the design year 2032, the junctions analysed are expected to operate with capacities during the AM and PM peak hours. Hence, the junctions analysed have sufficient capacity to accommodate the (i) expected traffic growth; (ii) planned developments in the vicinity of the Proposed Development and (iii) additional traffic generated by the Proposed Development.
- 4.7.5 It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the Proposed Development is acceptable.

*No Adverse Sewerage Impact*

- 4.7.6 A Sewerage Impact Assessment (SIA) has been conducted to evaluate impacts on the local sewerage network induced by the Proposed Development and recommend measures to mitigate any unacceptable sewerage impacts. The details of the SIA are provided in **Appendix B**.
- 4.7.7 In conclusion, the sewerage impact arising from the Proposed Development is considered acceptable with the proper implementation of the proposed mitigation measures to upgrade the sewers FWD4048770, FWD4048771 and FWD4048772, FWD4048554, FWD4048555, FWD4048556, FWD4048557 and FWD4049140.
- 4.7.8 The proposed sewerage upgrading works shall be undertaken by the Applicants at their own expense if such works have not been otherwise carried out by other development upstream of the aforementioned sewers. A Sewerage Upgrading Programme shall be submitted to DSD and/or EPD for agreement before commencement of superstructure works, and the future contractor of the Proposed Development shall undertake site survey(s) and refine the proposed sewerage upgrading works whenever necessary.

*No Adverse Visual Impact*

- 4.7.9 A Visual Impact Assessment (VIA) has been conducted to evaluate the potential visual impacts on visual sensitive receivers (VSRs) from major public viewpoints (VPs) due to the Proposed Development at the Application Site. The details of the VIA are provided in **Appendix C**.

4.7.10 Seven key public VPs have been selected to evaluate the overall visual impact of the Proposed Development. Some major findings should be highlighted as follows:

- Genuine efforts have been made in the building design to minimize the visual bulk and enhance the visual permeability, for instance, the provision of full-height building setbacks and flat roof with greenery.
- The Proposed Development visually blends in well with the new commercial developments in the surrounding and compatible to the on-going transformation of KTBA.

4.7.11 As revealed from the detailed analysis in the VIA, it is considered that the sensitivity of the VSRs at the selected VPs is generally low whilst the magnitude of change induced by the Proposed Development is mostly negligible or slight. Therefore, the resultant visual impact at the selected VPs is considered to be negligible/slightly adverse.

## 5 CONCLUSION

- 5.1 This planning application is submitted to seek permission from the Town Planning Board in support of the proposed hotel with minor relaxation of PR and BH restrictions in “OU(B)” zone at the Application Site under S16 of the TPO (CAP. 131).
- 5.2 With an area of about 1,872m<sup>2</sup>, the Application Site is currently occupied by two existing pre-1987 IBs of 6 and 13 nos. of storeys which are known as Siu Fu Factory Building and Tungtex Building. The Proposed Development comprises a 34-storey hotel (including a level of refuge floor and a level of basement car parks but excluding a level of transfer plate) with a maximum BH of not more than 120mPD. To optimize the development potential of the Application Site, the Applicants intend to seek for minor relaxation of PR restriction from 12 to 14.4. The proposed BH is also proposed to increase from 100mPD to 120mPD to accommodate the additional GFA.
- 5.3 The Proposed Development is supported by the following development justifications and planning merits: update as per latest Section 4
- There are previous planning approvals in similar nature with minor relaxation of development intensities at the Subject Site;
  - Proposed minor relaxation of PR restriction by 20% is in line with the Government’s Policy Initiatives on revitalizing IBs;
  - Proposed Development is in line with the planning intention of the subject “OU(B)” zone and facilitates the transformation of Kwun Tong Business Area;
  - Planning and design merits of the approved schemes remain largely unchanged;
  - Compatible building height, bulk and scale with minimized increase in building height;
  - Proposed Development is in line with the guidelines for suitable sites for hotel development in industrial / office areas set out in Hong Kong Planning Standards and Guidelines; and
  - There will be no insurmountable impacts to the surroundings from technical aspects.
- 5.4 In light of the supporting evidence presented in this Planning Statement, the Board is cordially invited to consider the Proposed Development favourably.