

s.16 Application No. A/K1/272
Proposed Minor Relaxation of Building Height and Plot Ratio Restrictions for Permitted Hotel Use
at Kowloon Inland Lot No. 6022 S.B RP, 16 Kimberley Road, Tsim Sha Tsui, Kowloon
Departmental Comments

Department comments	Responses
Comments from the Transport Department (Contact: Mr. Sunny KWAN, Tel: 2399 2511)	
Specific Comments on the Traffic Review Study	
(i) Section 3.3 – Please assess the traffic impact resulted from the proposed development instead of just comparing to the previous scheme;	Noted. Traffic impact assessment is carried out and is in Section 4 of the updated TIA in Appendix A . No significant adverse traffic impact to the surrounding road junctions is anticipated.
(ii) Please elaborate the reason of changing from vehicular ramp in the previous scheme to car lift;	Noted. The type and dimension of car park spaces, loading/unloading area, car lift, width of access road are marked on the drawings accordingly (Appendix A).
(iii) Appendix A – Please specify the type and dimension of car park spaces, loading unloading area, car lift, width of access road on the drawings;	According to Table 2.2.2.1 in Volume 2 of the TPDM, the design dimensions of private car is 4.6m(L) x 1.7m(W). As a result, a larger vehicle size of 5.0m(L) x 1.79m(W) is representable and all swept path diagrams are reviewed and updated accordingly in Appendix A .
(iv) Swept Path Analysis – Please review the size of private car used for the swept path analysis. The current dimensions of 4.73(L)/5.00(L) x 1.79(W) are not representable;	Noted. The type and dimension of car park spaces, loading/unloading area, car lift, width of access road are marked on the drawings accordingly. All swept path diagrams are reviewed and updated accordingly in Appendix A .

(v) Please provide adequate reservoir spaces on G/F such that the internal circulation of vehicles will not be affected; and	Please refer to Figure T1 for the demonstration of the internal vehicular circulation with a 15 m waiting zone for car lifts. The waiting zone can accommodate 3 private cars and no queued up onto the public road is anticipated.
(vi) Please clarify whether one car lift is solely for private car and the other one is for private cars, goods vehicles and light buses. Sufficient warning signs and instructions should be provided to avoid mis-use of the car lifts.	The smaller car lift will only suitable for private car. The larger one is multi-purpose for private cars, goods vehicles and light buses. Adequate warning signs will be installed to alert drivers, with ongoing monitoring by the car park management staff.
Comments from the Urban Design Unit of Urban Design & Landscape Section, Planning Department (Contact: Mr. Justin HO, Tel: 3565 3937)	
(i) To assess the potential visual impact of the proposed development with increase in development scale and intensity and visual changes from key public viewing points (VPs), a visual impact assessment (VIA) would be required to support the application. Reference could be made to the methodology set out in the Town Planning Board Guidelines (TPB PG-No. 41) on Submission of VIA for Planning Applications to the TPB. For selection of VPs for a VIA, VPs that are publicly accessible providing long-range, medium-range and close-range views would be appropriate. Our office is happy to provide comments on the selection of VPs prior to conducting the VIA;	Submission of VIA in Appendix B .
(ii) The applicant may wish to supplement/clarify the followings:	
➤ whether the proposed 1.5m-wide building setback is a full height setback and akin to the minimum 1.5m-wide non-building area as stipulated in the Notes of the Outline Zoning Plan (OZP);	It is 1.5m setback as per the subject OZP.
➤ discussion and dimensions with indications of the proposed building	The dimensions with indications of the proposed

recesses, where appropriate;	building recesses are marked on the revised plans (Appendix E).
➤ whether the proposed flat roofs are publicly accessible and their opening hours;	The proposed flat roofs (namely flat roofs on 1/F and 2/F) are accessible by the hotel users only (7am to 9pm) and they are fronting or visible to the public for purpose of greenery in primary zone to comply with SBDG. The proposed flat roof on 3/F is accessible for maintenance only and flat roof on roof top is non-accessible.
➤ discussion on relevant criteria for minor relaxation of building height (BH) restriction as stipulated in Para. 7.5 of the ES;	Para. 7.5 of the ES: “...in order to provide incentive for developments/ redevelopments with design merits/planning gains...” Factor (a-f) are not relevant to this application. However, although this is not mentioned in the ES (non-statutory requirements), professional planning judgement to address the current changes in planning circumstances in TST—particularly the need to provide accommodation for mega events—is very clear. The new hotel development incentive should be fully endorsed by the Government. This is consistent with the ongoing changes in Hong Kong’s economic structure, as reflected in the 2025 Policy Address (Chapter 1 – <i>Deepen Reforms and Commit to People’s Livelihood</i>) and in <i>Hong Kong 2030+</i>, as stated in SPS Sections 3 and 5, and is fully recognised by the Government. On the other hand, urban renewal for housing is managed by the URA, whereas urban renewal for commercial projects operates on a voluntary incentive basis.

	The Commissioner for Tourism has been further consulted to seek strong support.
➤ whether the proposed development complies with SBDG and adopts MiC; and	The proposed development complies with SBDG. It will not adopt MiC construction method.
➤ provision of some visual illustrations/artist's renderings illustrating the close-up view of the proposed development from pedestrian perspective to facilitate better understanding of any design treatments at the building's low zone may be helpful.	Refers to Appendix B - VIA
(iii) Spot levels (in mPD) should be indicated on all layout plans for easy reference;	The spot levels (in mPD) are indicated on all the revised plans Appendix E .
(iv) Figure 2 – The extent of application site with the proposed BH (in mPD) should be indicated on this figure for easy reference;	The extent of application site with the proposed BH (in mPD) is indicated on the figure.
(v) Section 4.5 – Please supplement that the 1.5m-wide building setback is proposed in accordance with the Notes of the OZP; and	It is 1.5m setback as per OZP.
(vi) Section 5.6 – Discussion on air ventilation, overshadowing and wind tunnel effects should be discarded from this section as they are not related to the potential visual impact of the proposed development.	Noted.
Comments from the Landscape Unit of Urban Design & Landscape Section, Planning Department (Contact: Mr. Justin OR, Tel: 3565 3948)	
(i) Noting that there are some flat roofs proposed on 1/F, 2/F, 3/F and roof top. The applicant is advised to clarify whether the proposed flat roofs are non-accessible, accessible by maintenance only or accessible by the visitor in the planning statement; and	The proposed flat roofs (namely flat roofs on 1/F and 2/F) are accessible by the hotel users only and they are fronting or visible to the public for purpose of greenery in primary zone to comply with SBDG. The proposed flat roof on 3/F is accessible by maintenance only and flat roof on roof top is

	non-accessible.
(ii) With reference to the figures (Drawings SK01-SK19), it is observed that no recreational open spaces or planting areas are proposed. The applicant is recommended to further explore opportunities across the entire site to enhance the landscape quality and provide more greenery, particularly in the area facing Kimberley Road.	Greenery is integrated in the current scheme to enhance the landscape quality and improve the environmental quality of the urban space. The greenery at proposed flat roofs (namely flat roofs on 1/F and 2/F) is fronting or visible to the public for purpose of greenery in primary zone to comply with SBDG.
Comments from the Architectural Services Department (Contact: Ms. Jacqui CHEUNG, Tel: 2582 5322)	
Based on the information provided, it is noted that the proposed development mainly consists of one tower with a plot ratio (PR) of 15 and a BH of 140mPD, which is a 25% and a 27.3% increase from the PR and BH restrictions respectively as stipulated in the current OZP. It is also noted that the adjacent “C(6)” zone with BH restriction of 156mPD is permitted in the OZP. The proposal appears to be compatible with BHs of the surrounding development. In order to enable us to comment on the visual impact of the development, it would be useful to have some photomontages of the proposal in its surrounding context from different vantage points, subject to PlanD’s view.	Visual analysis is in Appendix D .
<u>Comments from the Drainage Services Department (Contact: Mr. Andy CHEUNG, Tel: 2300 1581) 12.9.2025</u>	
(i) Please advise the paved/unpaved area ratio before and after the proposed development;	According to Buildings Department’s requirement, at least 20% of greenery area will be provided after development. Therefore, the paved/unpaved area ratio will be changed from 100:0 to 80:20 after the proposed development. The

	provision of the greenery area will increase filtration of stormwater and minimize surface runoff.
(ii) Please advise if there is any change to the discharge point which leads to change in flow rate to the existing public drainage system;	There is no change on the discharge point for the stormwater.
(iii) Please advise if the site formation level will be changed; and	The site formation level will be changed from 6.4mPD to 2.7mPD for the basement carpark.
(iv) Understanding that there will be basement in the proposed development, please advise whether any resilience measures would be implemented.	Demountable flood barrier would be installed manually in front of the entrances of buildings, and carparks to prevent floodwater intrusion.
<u>Comments from the Buildings Department (Contact: Mr. Ivan CHAN, Tel: 2626 1523) 12.9.2025</u>	
All building works are subject to the compliance with the Buildings Ordinance (BO) and its allied regulations. Detailed comments under the BO on individual sites for private developments such as permissible plot ratio, site coverage (SC), means of escape, emergency vehicular access, and/or access roads, open space, barrier free access and facilities, compliance with the sustainable building design guidelines, etc. will be formulated at the building plans submission stage. In particular, the applicant is reminded to demonstrate the compliance with the BO during the plans submission stage as below:	Noted.
(i) As indicated in item (iv) of the “Gist of Application” in the Application Form, the proposed SC above 15m is not more than 92% which has exceeded the permissible limit as stipulated in the First Schedule of the	Please note that the proposed current scheme follows the First Schedule of the B(P)R. In the Application Form, it is intended to allow flexibility in

Building (Planning) Regulations (B(P)R). The maximum SC for non-domestic building over 61m for a Class A site is 60% only; and	building site coverage as per PNAP APP-132.
(ii) It is noted that 3 nos. of staircases and an exit from B1/F will directly discharge into the adjoining site (K.I.L. 6022 s.B ss.1) at B1/F. In this connection, the applicant is required to demonstrate that the users of the proposed building will have unfettered right of way over the adjacent lot which is free from obstruction and would lead to an ultimate place of safety under regulation 41(1) of the B(P)R.	“A full, free and uninterrupted right of way” for the site shall exist in terms of land status, pursuant to the Assignment Plan no.UB236516 of Memorial no.236516 dated 24 Jun 1955 registered at the Land Office (Appendix C).
<u>Comments from EPD (Contact: Ms. Tiffany CHAN, Tel: 2835 1600)</u>	
Considering that hotel development is typically provided with central air-conditioning system and the developers would properly locate the fresh air intake, adverse air quality and noise impact are not anticipated. The applicant should submit a Sewerage Impact Assessment to assess the potential sewerage impact of the proposed hotel development.	SIA is in Appendix D .