

**Section 16 Planning Application for Proposed Hotel with Minor Relaxation of Plot  
Ratio and Building Height Restrictions at 16 Kimberly Road, Tsim Sha Tsui, Kowloon**

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## EXECUTIVE SUMMARY

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 “Commercial (6)” zone at K.I.L. 6022 s.B R.P, 16 Kimberly Road, Tsim Sha Tsui, Kowloon (i.e. hereafter referred to as the Application Site) under the draft Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/29.

In view of the Government’s continued promotion of **mega events** (e.g., the Hong Kong International Races for horse-racing **tourism**) and its coordination with key sectors such as retail, catering, and the hotel industry, as well as the 2025 Policy Address recommendation to adopt a new mindset for urban renewal, the Applicants propose an urban renewal project to support the Government’s efforts in reforming the local economy and enhancing the city’s infrastructure to host mega events. The proposal involves redeveloping a 1957-era building into a high-quality, modern 35-storey hotel (including one refuge floor, one back-of-house/E&M floor, and two basement car park levels) through an application for minor relaxation of the plot ratio (up to 15) and relaxation of the building height restriction to 140 mPD. The key justifications and planning merits of the proposed development include:

- **Tourism Infrastructure:** The proposed development will provide 159 hotel rooms in Tsim Sha Tsui (TST), Hong Kong’s foremost tourist centre, designated as the number one tourist district in the Government’s *Tourism Blueprint 2.0 (2024)*. This will directly support Government “mega” events initiatives and is **fully supported** by the Commissioner for Tourism.
- **Planning Gain – Pedestrian Enhancements:** Voluntary widening of the pedestrian footpath by **2.8 m**, increasing the clear width to **4.3 m**, making a total footpath width of **6.8m**. In addition, the relocation of the existing on-street drop-off activities to within the Application Site. These will enhance pedestrian safety, comfort, and streetscape quality.
- **Incentivising Urban Renewal by 2025 Policy Address:** Proposed minor relaxation of the PR restriction by **25%** (from PR 12 to PR 15), consistent with the objective of incentivising the redevelopment of ageing buildings — for both housing and commercial purposes — in the Yau Tsim Mong district.
- **Urban Design Compatibility:** A built form compatible with the **140 mPD** building height permitted under the adjoining OZPs for Yau Ma Tei and Mong Kok districts.
- **Alignment with ‘Arts District’ Guidelines:** The proposal accords with the *Hong Kong Planning Standards and Guidelines* for the ‘Arts District’ framework, supporting a critical mass of tourist demand for hotel accommodation in the TST area.
- **No Insurmountable Technical Impacts:** Technical assessments confirm no insurmountable impacts on the surroundings, particularly with respect to **traffic** and **visual** considerations

In light of the justifications and merits of the proposal, the Board is cordially invited to consider this application favourably.

## 中文摘要

本規劃申請旨在向城市規劃委員會（下稱「城規會」）申請批准，支持在九龍尖沙咀金巴利道16號九龍內地段第6022號B段餘段（下稱「申請地盤」）「商業（6）」地帶內，興建擬建酒店發展（下稱「擬議發展」），並就地積比率（PR）及建築物高度（BH）限制作出輕微放寬，相關地帶依據《尖沙咀分區計劃大綱圖（草圖）》（OZP）編號 S/K1/29（現為 S/K1/30）。

鑑於政府持續推廣**大型盛事**（例如香港國際賽馬為賽馬旅遊）並加強與零售、餐飲及酒店業等主要行業的協調，以及《2025年施政報告》中提出以新思維推進市區更新，申請人擬提出一項市區重建計劃，以支持政府改革本地經濟及提升城市舉辦大型盛事的能力。該計劃涉及重建一幢建於1957年的樓宇，通過申請輕微放寬地積比率（最高可達15）及放寬建築物高度限制至主水平基準140米（mPD），以興建一座高質素、現代化的35層酒店（包括一層避難層、一層後勤及機電樓層，以及兩層地庫停車場）。

擬議發展的主要理據及規劃優點包括：

- **旅遊基礎設施**：擬議發展將於香港首屈一指的旅遊中心 — 尖沙咀（TST） — 提供159間酒店客房，該區在政府《旅遊藍圖2.0（2024）》中被劃定為第一大旅遊區。此項發展將直接支援政府推行的「大型盛事」計劃，並獲旅遊事務專員**全力支持**。
- **規劃效益-行人設施改善**：自願擴闊行人路 **2.8米**，令淨闊度增至 **4.3米**，使行人路總闊度達 **6.8米**；同時將現有街邊上落客活動遷移至申請地盤範圍內。此舉有助提升行人安全、舒適度及街景質素。
- **按《2025年施政報告》鼓勵市區更新**：建議對地積比率限制作 **25%** 輕微放寬（由PR 12增加至PR 15），與鼓勵重建油尖旺區老化樓宇（包括住宅及商業用途）的政策目標一致。
- **城市設計相容性**：建築形態與毗鄰油麻地及旺角分區計劃大綱圖規定的 **140米主水平基準（mPD）** 的建築高度限制相容。
- **符合「藝術文化區」指引**：擬議項目切合《香港規劃標準與準則》中「藝術文化區」框架的指引，支援尖沙咀地區龐大的旅客住宿需求。
- **無不可克服的技術影響**：技術評估確認，擬議發展對周邊環境並無不可克服的影響，尤其在交通及景觀方面。

根據這些理由和規劃優點，謹請委員會考慮批核此申請。

## 1. The Application

- 1.1 This s16 application is submitted by the Applicant, Far Union Investment Limited, for a hotel development. The Application Site is at 16 Kimberly Road (K.I.L. 6022sBRP), Tsim Sha Tsui, Kowloon. This statement supports the planning application for minor relaxations for Champagne Court (Block B), zoned “Commercial (6)” in the draft Tsim Sha Tsui (TST) Outline Zoning Plan No. S/K1/29 (OZP) (**Figure 1**). The proposal seeks a Plot Ratio (PR) relaxation from 12 to 15 (25% increase) and a Building Height Restriction (BHR) from 110mPD to 140mPD (27% increase) to facilitate a hotel development.
- 1.2 The proposed hotel development comprises a 35-storey building providing a total of 159 hotel rooms, with completion targeted for 2029/2030. The proposed minor relaxations are justified by the project’s contribution to urban renewal, the widening of footpaths, and its support for the hosting of mega events. The proposal is compatible with the adjoining area and aligns with the broader planning context for building height in the district, while reinforcing the role of the Yau Tsim Mong area as a major tourist hub.

**Figure 1: Location of the Subject Site (blue) in OZP S/K1/29**



## 2. Site Context and Proposed Planning Intention

- 2.1 The Application Site (the Site) is located in the central part of TST with access to TST MTR station within 5 minutes’ walk. The physical setting of the entire planning area of the OZP is characterized by high-density developments and shops in the ground floors and above. The adjoining site ‘The One’ (within the same zoning “(C)6”) has a building height restriction of 156mPD. (**Figure 2**)

**Figure 2: Photomontage** for proposed hotel (shown white) (next to **The One**)

The One



2.1 The entire area under the OZP is predominantly zoned “Commercial”, reflecting the main character of Tsim Sha Tsui, which is also recognised as the number one tourist area in Hong Kong (as referenced in the Government’s Tourism Agenda 2024). The Site has a total land area of approximately 1,141.1 m<sup>2</sup>.

2.2 It is proposed to relax both the building height restriction (BHR) and plot ratio (PR). The proposed building height of 140 mPD is consistent with the adjoining Yau Ma Tei and Mong Kok OZPs. The proposed PR of 15 is permissible under the Building (Planning) Regulations, thereby maximising the use of valuable land resources in Tsim Sha Tsui. These minor relaxations will be a show case to incentivise urban renewal projects, particularly for ageing buildings in the area as the subject existing building was issued with an Occupation Permit in 1957.

### 3. Policy Support and Statutory Planning Intention

3.1 The 2030+ Strategic Directions have fostered the planning intention to create capacity for sustaining economic growth and broadening economic base e.g. providing planning support to reinforce Hong Kong as a world-class premier tourism destinations. In order to fulfil such strategic direction, new hotel facilities should be encouraged. On the other hand, the Culture, Sports and Tourism Bureau<sup>1</sup> has clearly identify that the 10 places most visited among **overnight**

<sup>1</sup> Development Blueprint for Hong Kong’s Tourism Industry 2.0 2024 (page 20).

visitors (first 6 months of 2024), Tsim Sha Tsui is the top priority area in their ‘Development Blueprint for Hong Kong’s Tourism Industry 2.0’. The proposed hotel will cater to high-value tourists, supporting the government’s tourism development objectives.

3.2 [According to LC Paper No. CB(3)15/2025(01)]: To facilitate visitors' in-depth exploration in Hong Kong, the Government and the trade have been delivering rich information to visitors through various channel. The Hong Kong Tourism Board (HKTB) will continue to review both the number and the services of visitor centres, with the aim of offering more comprehensive travel information and assisting visitors in planning their itineraries. It is therefore important to ensure that adequate accommodation facilities are available to support increased visitor activity, so that the enhanced information and services provided by the HKTB can effectively translate into longer stays and greater tourism benefits.

3.3 [According to OZP No. S/K1/29 ES para 8.1]: the “Commercial” (“C”) zone is intended primarily for commercial developments, including offices, shops, services, places of entertainment, eating places, and hotels. If sufficient incentives are not provided, hotels may be less preferred compared with office use in potential strata developments. The subject site can function either as a non-hotel-based employment node or as a generator of tourism revenue. In line with the **HKTB**’s development objectives, the current composite, ageing building at the Application Site should be encouraged to be redeveloped into the preferred use — a hotel — so as to optimise its contribution to the district’s economic growth and tourism functions. Notably, the *Development Blueprint for Hong Kong’s Tourism Industry 2.0* (2024, p. 20) identifies the ten most visited locations among overnight visitors in the first half of 2024, with Tsim Sha Tsui ranked as the top priority area. The Commissioner for Tourism has provided written support for the hotel proposal — a position that goes beyond a standard “no objection” response (**Appendix V**).

3.4 The Chief Executive’s Policy Address introduced the theme “*Take Forward Urban Renewal with a New Mindset*”, aimed at incentivising regeneration in older districts such as the Yau Tsim Mong District. This same mindset should be adopted without hesitation to encourage urban renewal within the older clusters of TST. Without a robust approach to urban regeneration — comparable to that applied to residential redevelopment — there will be no sustained growth in hotel development in TST, and continued dilapidation will persist. Initiatives for redevelopment as a hotel represent one of the city’s key economic growth engines.

#### 4. The Proposed Hotel Scheme

4.1 The proposed hotel will provide quality tourist accommodation in TST; maximize scarce land resource therein by maximizing PR to 15 (from 12 → 15); compatible with building height of the adjoining ‘The One’ and Yau Ma Tei OZP standard (140mPD) to ensure visual harmony.

4.2 **Appendix I** is the schematic Master Layout Plan (“MLP”) and related drawings of the proposed hotel development within the lot boundary. The proposed MLP takes into consideration of site constraints and the views from hotel rooms. The proposed quality hotel development will attract **higher-spending overnight visitors’** expectations.

4.3 The 35-storey building includes two storey of basement car park of site area of about 1,141.1m<sup>2</sup> and the total gross floor area (“GFA”) of about 17,116.5m<sup>2</sup>, which refers to plot ratio of 15. Upon completion in 2029/30, it will provide 159 hotel rooms. **Table 1** summarizes the key development parameters of the proposed hotel.

**Table 1 Key Development Parameters of the Proposed Development**

1. Application Site (m <sup>2</sup> )	1,141.1
2. Non-domestic Plot Ratio	15
3. Total Non-domestic GFA (m <sup>2</sup> )	17,116.5
4. Site coverage (above 15m)/(under 15m) ( <b>Annex 1</b> )	65%-92%(PNAP APP-132)/not more than 92%
5. No. of Storeys	35 (including 2 basement floors)
6. Building Height (main roof)	+140mPD
7. No. of Hotel Rooms	159
8. No. of car parks	30

4.4 The ground floor is designed for access and lobby; and the typical hotel room floors are from 19/F to 37/F (Drawing No. SK-19 in **Appendix I**). 1/F to 17/F for commercial use such as function rooms, conference rooms and F&B etc. The roof top floors accommodate the plant rooms for electrical and mechanical service (E&M), and 2 basement floors are car parks with partial portion reserved for E&M. The ingress/egress point is at Kimberly Road, connecting to the 2 lay-bys for taxi and private car and the hotel drop-off area at ground floor. A waiting zone is built in for those vehicles lining up for the car lift. There are 2 loading and unloading bays and one single-deck tour bus parking at Basement Level 1. 30 car-parking spaces and 3 motorcycle spaces are set on Basement Levels 1 & 2.

4.5 The mean street level is 10.845 mPD with floor-to-floor height in 3.5m for standard hotel room floors, 9m for G/F entrance lobby, and 4m for floors used as function rooms, conference rooms and F&B. There is a building set-back of 4.3m (Drawing No. SK-20 in Appendix I) from the lot boundary and the main flat roof of the building is at 140mPD.

4.6 There is a building set-back (total 4.3m) to allow wider pedestrian footpath in order to improve the current congested situation at that corner of the junction of Kimberly Road and Carnarvon Road.

## **5. Justifications for Minor Relaxations and Building Height Restriction**

This section sets out the planning merits and justifications for minor relaxation of building height restrictions and related improvements proposed under the hotel development scheme. Each measure is described with specific design, engineering, and operational details, and its direct contribution to recognised planning objectives is explained. Feasibility and implementability are addressed with reference to stakeholder feedback, technical studies, and statutory requirements.

### **5.1 Proposed Local Improvement Measures and Planning Merits**

The setback comprises 2.8 m of voluntary allowance and 1.5 m of statutory requirement (a total of 4.3m), increasing the existing 2.5 m footpath to a total width of 6.8 m. It is designed to integrate harmoniously with both the proposed hotel development and the surrounding streetscape. It will incorporate upgraded pavement treatments and rest areas to enhance the streetscape and provide a pedestrian-friendly environment. As this area forms the main entrance to the hotel, it will prioritise comfort, accessibility, and modern visual appeal during the detailed design stage.

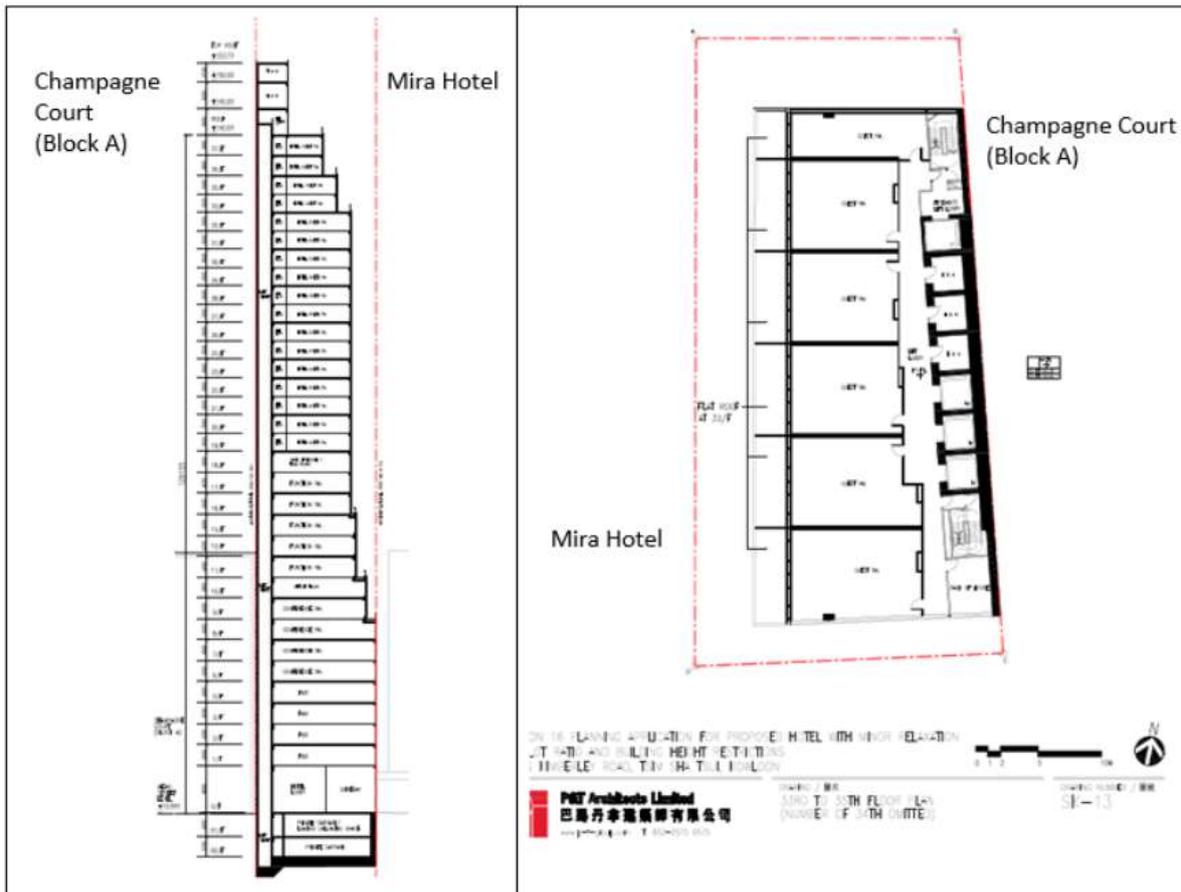
*Link each numbered merit in 7.5 of the Explanatory Statement (ES) of the Outline Zoning Plan (OZP) S/K1/29. Explicitly demonstrate how each improvement measure advances stated planning objectives in the OZP, ES or HKPSG (e.g., pedestrian safety, urban design quality, tourism economy e.g. improved pedestrian Level of Service (LOS), increased visual corridors, reduced vehicular conflict points.)*

### **5.2 Amalgamating smaller sites for achieving better urban design and local area improvements**

The applicant has amalgamated numerous smaller, dilapidated units within a single land lot to enable comprehensive redevelopment. This amount of effort is substantial and even creates synergy with existing nearby tourist attractions, including Knutsford Terrace, commonly referred to as *Kowloon Lan Kwai Fong*, thereby reinforcing the vibrancy and appeal of this historic tourist district.



**Figure 5: MLP showing gap next to Hotel Mira**



### 5.6 Accommodating building design to address specific site constraints in achieving the permissible plot ratio under the OZP

The site has a small footprint (1,141.1 m<sup>2</sup>) and mid-block location present redevelopment challenges. The proposed hotel design will:

- **Optimise** the proposed plot ratio (PR15) through increased building height; and
- **Capitalise** on a rare urban renewal opportunity in TST, where site constraints and fragmented flat ownerships limit the potential for comprehensive redevelopment.

### 5.7 Other factors, such as planning merits that would bring about improvements to townscape and amenity of the locality

In fact, the Commissioner for Tourism has expressed unequivocal written support for this project (Appendix V). Other related planning merits will:

5.7.1 **Strengthen** Hong Kong’s position as a premium tourism hub by providing additional tourism infrastructure in the form of high-quality hotel rooms, thereby attracting higher-spending overnight visitors.

- i. [According to Hong Kong Tourism Board – HONG KONG TOURISM INDUSTRY SNAPSHOT (Published in MAR 2025)]: the hotel occupancy rate (OCC) for January–February 2025 averaged **87%**, representing a year-on-year (y-o-y) increase compared with **85%** in the same period of 2024, as shown in the **Figure 4** below:

**Figure 4: HK Tourism Board Statistics (extract)**



- ii. Therefore, boosting hotel facilities should be a clear priority and measures should be implemented in time to meet anticipated demand. In particular, the recent campaign promoting ‘mega’ events — such as major musical concerts and horse racing tourism — has increased demand for hotel accommodation. For example, the Hong Kong International Races attracted approximately 13,000 patrons<sup>2</sup> travelling from outside Hong Kong. Additional hotel rooms are needed to support the tourism economy. However, the hotel industry currently faces a range of challenges, and encouragement as well as incentives to support hotel development should be provided by the Government. Key challenges include:

- Cost conscious travellers;
- Labour shortages and upward pressure on operating costs;
- Limited non room revenue, including food and beverage (F&B); and
- Outflow of Hong Kong residents’ spending to the Greater Bay Area.

<sup>2</sup> South China Morning Post, headline dated 15 December 2025.

5.7.2 **Support** Government Policy for collaboration with all sectors (also Planning for Tourism Economy via Urban Renewal) — including hotel operators — in the prime local tourism destination (e.g., Kowloon Park, Hong Kong Observatory); and

- i. The proposed relaxation aligns with the vision of revitalising sites by allowing a higher plot ratio (PR) and greater building height (BH) in old districts where lot sizes are small and property ownership is fragmented. The current statutory plan (see extract below) should be applied with flexibility to facilitate the revitalisation of old buildings on sites with an area of not less than 1,800 m<sup>2</sup>:

'Notwithstanding ..., relaxation of the building height restrictions may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance for sites with an area not less than 1 800m<sup>2</sup> on individual merits.'

- ii. In view of the rapid aging of buildings in Hong Kong, the Government took a major step on 6 December 2024, under the Land (Compulsory Sale for Redevelopment) Ordinance (Cap. 545) ("the Ordinance"), to expedite the consolidation of private property interests in particular for commercial redevelopment. However, the recent legislation will not make redevelopment in TST easy, as the threshold remains at 70% and it is not classified as a designated area under the Ordinance. The only designated areas are listed below:

1. Sai Ying Pun & Sheung Wan Outline Zoning Plan (No. S/H3/34);
2. Wan Chai Outline Zoning Plan (No. S/HS/31);
3. Yau Ma Tei Outline Zoning Plan (No. S/K2/24);
4. Mong Kok Outline Zoning Plan (No. S/K3/36);
5. Cheung Sha Wan Outline Zoning Plan (No. S/KS/39);
6. Ma Tau Kok Outline Zoning Plan (No. S/K10/30); and
7. Tsuen Wan Outline Zoning Plan (No. S/TW/35)

- iii. A comprehensive approach to prepare **holistically** the Yau Tsim Mong (YTM) district as a single, integrated tourist cluster requires consistent planning parameters. There should be no differentiation for Tsim Sha Tsui (TST) in applying a building height restriction (BHR) of **140 mPD**. Statutory planning should allow flexibility to meet economic reform objectives and support initiatives aimed at creating additional hotel rooms in TST. Agreeing to minor

relaxations in this neighbourhood is justified, particularly as neighbouring developments — such as *The One* — already reach **156 mPD**.

**5.7.3 Provision** of a covered taxi drop-off space along Kimberley Road, improving accessibility and convenience for visitors.

## **5.8 Promote ‘Arts District’ as set out in Hong Kong Planning Standards and Guidelines**

Urgent upgrading tourism infrastructure to support **high-spending** visitors events — in particular, the inaugural Hong Kong Performing Arts Expo, sponsored by the Culture, Sports and Tourism Bureau and organised by the Hong Kong Arts Development Council — will deliver a series of world-class performing arts programmes in every October. In addition, CENTRESTAGE, to be held in September, is recognised as an iconic fashion event in Asia. **M+** and the **Hong Kong Museum of Art** showcase Hong Kong’s inclusive and multifaceted cultural identity, attracting both local residents and visitors from around the world.

## **5.9 Insignificant Adverse Traffic Impact**

The proposed hotel will generate an additional two-way traffic flow of approximately **46 pcu/hr** during both the AM and PM peak periods. This increase is considered insignificant for the surrounding road network, as tourist-related vehicular traffic will not always coincide with these peak commuter periods. The hotel site is also highly accessible, located within a five-minute walk from the nearby Tsim Sha Tsui MTR station and bus stops along Nathan Road. The requirements of car parking and loading/unloading facilities have been provided as per the HKPSG requirements ((**Appendix II**)). There will be two car lifts equipped with sufficient swept-path clearance and a designated waiting zone to manage queuing vehicles. The implementation of permanent pedestrian pathway widening **6.8 m** will enhance road safety and pedestrian comfort to avoid any stepping into the carriageway.

## **5.10 No Adverse Visual Impacts Anticipated**

For the most part, the visual impacts are negligible owing to the viewing distances and the screening effect of the existing urban context. Two vantage points from Kowloon Park (**VP 04**: View looking east from Kowloon Park and **VP 05**: View looking southeast from Kowloon Park Swimming Pool) will be subject to predicted visual impacts of slightly adverse due to the additional blockage of sky view as compared with the OZP Compliant Scheme. However, the proposed hotel would generally blend in well with the surrounding existing medium- to high-rise developments. Table 8.1 in the **Appendix III** provides a summary of the visual impact assessment ratings and **no significant adverse impact** is anticipated.

### 5.11 No Adverse Sewerage Impact Anticipated

The estimated peak sewage generation from the proposed development is approximately **38.0 litre/sec**. Based on the sewerage calculations in **Annex 2.1 of Appendix IV**, the capacity of the existing sewers is insufficient to accommodate the volume generated. Upgrading works on public sewers **FWD4010908** and **FWD4000927** will be carried out by the Applicant at the detailed design stage. The upgrading works on these pipes — if required after offsetting the load from existing users of the old building — will be implemented. Under the worst-case scenario, a new **225 mm** sewer will be installed to connect to manhole **FMH4000835**. With the implementation of the proposed upgraded pipe works, **no significant adverse impact** is anticipated.

## 6. Conclusion

- 6.1 In view of the Government's continued promotion of **mega events** and its coordination with key sectors including retail, catering, and the hotel industry, together with the emphasis on urban renewal highlighted in the *2025 Policy Address*, the Applicants intend to optimise an urban renewal project that supports the Government's efforts to reform the local economy. The proposed hotel meets the criteria set out for minor relaxation of building height in the *Explanatory Statement* of the OZP, and no insurmountable adverse impacts are anticipated.
- 6.2 The proposed minor relaxations are reasonable, necessary, and in the public interest for upgrading Tsim Sha Tsui (TST) and enhancing its appeal as a premier tourist destination. The **Commissioner for Tourism** has provided written support. Balancing development potential with urban design coherence in other old districts within Yau Tsim Mong, the hotel proposal would maximise land resources while incentivising the redevelopment of ageing buildings in this high-priority tourism area. No significant adverse traffic or visual impacts have been identified or are anticipated.
- 6.3 We respectfully urge the Board to approve this application to facilitate a high-quality, policy-compliant hotel development that will enhance TST's tourism infrastructure.

## Annex 1 Site Coverage

S16 Application (A/K1/272) for 16 Kimberly Road Hotel Development  
Table A - Summary of Permissible and Proposed Site Coverage of All Floors  
Date: 11 December 2025

Level (Number of 4th, 13th, 14th, 24th & 34th omitted)	Height of a level of a building in meters(m) from street level	Permissible Site Coverage (%)			Proposed Site Coverage		
		Planning Department	Buildings Department				
		OZP	Buildings Ordinance & Building (Planning) Regulations	PNAP APP-132			
G/F	9.105	97.237%*	100%	92%	Not more than 92%		
1/F	13.105		100%	92%	Not more than 92%		
2/F	17.105		60%	65%	92%	Not more than 92%	
3/F	21.105				92%	Not more than 92%	
5/F	25.105				91%	Not more than 91%	
6/F	29.105				88%	Not more than 88%	
7/F	33.105				86%	Not more than 86%	
8/F	37.105				83%	Not more than 83%	
9/F	41.105				80%	Not more than 80%	
10/F	44.955				78%	Not more than 78%	
11/F	48.955				75%	Not more than 75%	
12/F	52.955				72%	Not more than 72%	
15/F	56.955				68%	Not more than 68%	
16/F	60.955				65%	65%	Not more than 65%
17/F	64.955						
18/F	68.955						
19/F	72.455						
20/F	75.955						
21/F	79.455						
22/F	82.955						
23/F	86.455						
25/F	89.955						
26/F	93.455						
27/F	96.955						
28/F	100.455						
29/F	103.955						
30/F	107.455						
31/F	110.955						
32/F	114.455						
33/F	117.955						
35/F	121.455						
36/F	125.305						
37/F	129.155						

\*including the requirement of a minimum of 1.5m wide non-building area from the lot boundary abutting Kimberley Road