

GENERATION-ONE ADVISORY LIMITED

Our Ref. : S17_A/K1/272

Your Ref. : TPB/A/K1/272

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

By E-mail

4 August 2026

Dear Sir,

2nd FURTHER INFORMATION

REVIEW OF PLANNING APPLICATION UNDER SECTION 17 OF THE TOWN PLANNING ORDINANCE

Proposed Minor Relaxation of Building Height and Plot Ratio Restrictions for Permitted Hotel Use at 16 Kimberly Road, Tsim Sha Tsui, Kowloon (Section 16 Planning Application No. A/K1/272)

We write to submit Further Information to address comments of the Commissioner for Transport on the subject application (**Appendix I**).

Should you require more information regarding the application, please contact us at [REDACTED] at your convenience. Thank you for your kind attention.

Yours faithfully,

Generation-One Advisory Limited

Appendix I

Proposed Minor Relaxation of Plot Ratio and Building Height Restrictions for Permitted Hotel Use in “Commercial (6)” Zone, 16 Kimberley Road, Tsim Sha Tsui, Kowloon

(S.17 Review Application No. A/K1/272)

1) Response to comments table:

Comments of Commissioner for Transport (C for T)	Responses from Applicant
1) According to items 29 and item 34(e) of the minutes of the 787th MPC meeting on 8 May 2026, Members enquired that appropriate traffic improvement/management measures should be proposed at the planning application stage, and expressed that the vehicular ingress/egress of the proposed scheme, which was in close proximity of the lay-by of the Mira Hong Kong, might adversely affect pedestrian movement. The applicant shall properly address these concerns in the planning application.	In order to prioritize pedestrian safety and eliminate potential conflicts caused by the vehicular ingress/egress of the proposed scheme, professionally trained banksmen will be deployed on-site at all time to direct incoming and outgoing vehicles at the ingress/egress. Banksmen will explicitly give priority to pedestrian movement along the widened footpath before permitting vehicles to cross the footpath, effectively safeguarding pedestrian and managing vehicular entry into the internal layby for parking and loading/unloading (L/UL) purposes. All pick-up/drop-off activities will be carried out within the application site (the Site) boundary at G/F and B/F of the proposed scheme. The internal queuing area at G/F provided sufficient space for vehicle to smoothly manoeuvre within the Site to ensure that no roadside queuing or obstruction would occur on Kimberley Road. Furthermore, the proposed scheme includes an additional 2.8 m wide voluntary setback (in addition to the 1.5 m wide statutory requirement), together with the existing 2.5 m wide public pavement, the total footpath width of Kimberley Street along the northern boundary of the Site will expand significantly to 6.8 m. The applicant is also committed

	to liaising and collaborating with neighbouring stakeholders to explore and implement coordinated local traffic management and improvement measures along Kimberley Road at the later design and operational stages. The proposed scheme, paired with active banksmen deployment and internalised L/UL activities substantially enhances road safety for both drivers and pedestrians. Widening the total footpath width to 6.8 m prevents kerbside crowding, as well as optimising pedestrian flow and dramatically improving the overall walking experience along Kimberley Road. Importantly, by accommodating higher pedestrian volumes within the widened footpath, it prevents pedestrians from being forced onto the vehicular road, thereby improving vehicular traffic flow and enhancing pedestrian safety. The proposed setback also provides clear sightlines for drivers, eliminate visual blind spots and minimises vehicular-pedestrian friction. In view of the above measures, the proposed scheme is <u>not</u> anticipated to generate any adverse impact on pedestrian safety nor local traffic flow.
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