Further Information

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

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

1) The applicant provides the following information in response to Town Planning Board (TPB) members' view on the captioned application:

Pedestrian aspect

- as undertaken in the last Further Information submitted to the TPB on 20.8.2026, the applicant proposed the following measures to enhance pedestrian and road safety at the application site (the Site):

  i) the construction of a levelled run-in/out in accordance to Highways Department Standard Drawing No. H1136 so as to provide a continuous pedestrian way at uniform level. Such design is considered user friendly to pedestrian as there is no level change when crossing the run-in/out, which helps make their journey more connected and enjoyable;

  ii) the deployment of banksmen at the pedestrian walkway to give priority to pedestrian movement before vehicles can cross. It serves to effectively safeguarding pedestrian and managing vehicular entry into the internal lay-by for parking and loading/ unloading purposes; and

  iii) the pedestrian crossing is improved as the overtaking the stationary vehicles for picking up/dropping off in front of the shopping mall at that crossing is widened and more room for vehicles to pass; and

- the applicant will liaise with adjacent landowners (e.g. Mira) and key stakeholders to improve pedestrian connectivity and the overall quality of the public realm, where feasible;

Traffic aspect

- further traffic enhancement works in the vicinity as planning gain is confirmed by the applicant after consultation with the Transport Department (TD). The applicant proposes to implement a road improvement scheme for the eastbound traffic along that section of Kimberley Road as illustrated in **Annex 1**. The proposed scheme includes the following measures:

  i) shifting the centreline road markings to provide a wider eastbound carriageway on Kimberley Road with a minimum width of 5.5 m, allowing vehicles to bypass stationary vehicles (see Figure 1 at Annex 1);

ii) relocating the existing pedestrian island and crossings slightly south-westwards at Kimberley Road near its junction with Carnarvon Road (see Figure 2 at Annex 1). Swept paths are provided for demonstrating the turning movements from Carnarvon Road (see Figures 3 to 5 at Annex 1); and

iii) the above traffic road improvement scheme will assist to release the traffic congestion problem;

- should the traffic improvement scheme be accepted by TD, the applicant will proceed with the relevant implementation works. The applicant will be responsible for the design and build of the proposed facilities in accordance with the work programme stipulated by TD. Upon completion, the management and maintenance of the facilities will be handed over to relevant departments.

Urban heat island effect aspect

- in response to the Members' views on the aspects of air ventilation, microclimate and urban heat island effect of the proposed development, the applicant has provided a supplementary information at **Annex 2** to address Members' concerns;

- the proposed setback provides a design response to the increased street enclosure. The "*Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152: Sustainable Building Design Guidelines*" of the Buildings Department identifies building setback as a means of improving air ventilation, enhancing pedestrian-level environmental quality and mitigating the street canyon effect;

- the proposed setbacks and integrate targeted vertical greening to help mitigate the potential microclimatic impacts of the increased building height. The reduction in street aspect ratio (H/W) from 8.34 to 7.17 demonstrates reduced geometric enclosure relative to the no-setback option. The H/W is calculated by dividing the representative building height (H) by the corresponding façade-to-façade street width (W), using a consistent measurement basis for each design scenario. It describes street-canyon enclosure, which influences shading, sky exposure and ventilation; and

- the *Hong Kong Green Building Council Limited Guidebook on Urban Microclimate Study* will be followed upon the approval of the application and the following indicative benefits and to be included in the future General Building Plans (GBPs):

i) **façade surface cooling:** approximately 3–6°C with 100% leaf coverage, as vegetation reduces solar heat transfer to the building surface;

ii) **localised air cooling:** approximately 1°C near the green wall with full leaf coverage, supported by evapotranspiration;

iii) **solar radiation analysis** would be undertaken to guide green-wall placement, with adequate leaf coverage maintained to support thermal performance; and

iv) **High-albedo (cool) roofs & pavements:** use high-reflectivity coatings or light-coloured materials on roofs and hardscaped podium facades. These materials have a high Solar Reflectance Index (SRI), reflecting solar radiation rather than absorbing and re-radiating it as thermal heat; and

v) **Greening:** the provision of more potted plants and soft landscaping on the building façade and at the ground level.

Exploration of community benefits

- the applicant is exploring the provision of community benefits with support from non-governmental organisations. The applicant has a strong track record of providing community services and fulfilling other social responsibilities, as demonstrated in its annual reports on Environmental, Social and Governance. However, such services will not be included in the upcoming land exchange process, as the Site is subject to an "unrestricted lease". Voluntary community services will be provided through different joint-partner projects. For example, the applicant, in collaboration with Pok Oi Hospital, will organise the latest charitable initiative, the Central Charity Run 2027, scheduled for 14.2.2027;

Planning gains

- further to the planning gains and design merits provided in the original S.16 planning application submission, as well as the subsequent submission for the captioned S.17 review application, the applicant supplements the following:

i) the applicant has ascertained his commitments to implement the above-mentioned traffic improvement schemes, which could favourably bring enhancement to the local traffic condition whilst ensuring pedestrian safety. The improvement is also envisaged to ameliorate the existing road furniture and bring convenience to pedestrian and road users. Should the application be approved, the applicant will continue to liaise with TD in relation to the proper implementation of the measures; and

ii) being a major real estate developer in the territory, the applicant strives to reconcile its commercial objectives with the long-term imperatives of sustainable growth, social prosperity and well-being. The applicant has long been committed to integrating people-oriented principles and community integration into its project planning, architectural design, and property management into various development projects. The applicant will continue to explore every opportunity to make contribution to the community via the development projects, such that mutual benefits can be achieved with the society as a whole; and

Meetings, incentives, conventions and exhibitions (MICE) tourism

- Capitalising on TST's prime geographic advantage
  - **Targeting high-density visitor hubs:** TST remains Hong Kong's flagship tourist destination, capturing about 32% of all overnight visitors in 2025. By locating high-quality hotel accommodation at the Site, the proposed development directly caters

to existing visitor movement patterns and provides crucial room inventory right where tourist demand is highest; and

- **Synergy with surrounding tourism anchor infrastructure:** the Site enjoys seamless access to TST's premier commercial, cultural, and transport hubs (e.g. West Kowloon Cultural District, Avenue of Stars, Harbour City, and the High-Speed Rail Terminus). Increasing room capacity and providing function facilities at this location leverages and strengthens TST's position as Hong Kong's leading tourism core;

- Direct Alignment with Strategy for MICE Tourism Growth
  - **Servicing high-value MICE visitors:** with MICE visitor arrivals reaching 2.5 million in 2025 (+7% year-over-year) and 1.43 million being overnight visitors, there is an accelerating demand for specialised, well-equipped hospitality spaces. MICE visitors consistently demonstrate higher average spending and longer length of stay compared to general leisure tourists;

  - **Flexible function facilities & executive support:** the proposed conference and multi-function rooms are designed to host corporate meetings, seminars, break-out workshops, networking events, and business receptions; and

  - **Decentralised MICE support nodes:** major convention centres, such as the Hong Kong Convention and Exhibition Centre and Asia-World Expo, cater primarily to large-scale tradeshows. The flexible function spaces within the proposed hotel act as essential complementary nodes, catering to corporate functions, smaller-scale forums, and business delegates who require high-quality meeting spaces in the heart of Kowloon's business district;

- Fulfilling key government tourism & development objectives
  - **Response to the Commissioner for Tourism's (C for Tourism) direction:** C for Tourism has explicitly acknowledged that the expansion of hotel capacity and provision of dedicated function facilities directly respond to government policy objectives aimed at boosting overall visitor capacity and enhancing Hong Kong's competitiveness as a premier MICE destination; and

  - **Upgrading hospitality quality through site renewal:** replacing an aging/ underutilised building in TST with a modern, high-spec hotel development elevates the local built environment and diversifies the spectrum of international-standard accommodation options in the district.

2) The applicant provides the following supplementary information in support of the captioned application:

Foreword

- the applicant notes that the proposed relaxation of PR to 15 times has been described as lacking support from the policy perspective. Nonetheless, the applicant respectfully invites Members to comprehensively examine the development context of the planning density in Kowloon's core commercial areas, the significant advancements in Hong Kong's current overall transport infrastructure, and the Government's latest strategy for urban renewal; and

- the applicant considers that the existing development restriction imposed on the Site i.e. PR of 12 times, as stipulated in the Notes of the Outline Zoning Plan (OZP), was originally a product of specific historical constraints from decades ago, which is no longer appropriate under the current urban development environment;

Justifications

i) Uncovering the truth behind the "down-zoning" history in 1993 — Existing restrictions are purely historical burdens

- **Historical background:** prior to 1993, the *Buildings (Planning) Regulations* permitted commercial PR in Kowloon's core commercial areas to reach up to 15 times. In 1993, the TPB implemented large-scale amendments to the OZPs, forcibly reducing commercial PR to 12 times ("down-zoning");

- **Core rationale at the time:** the sole and most compelling reason the Government adopted this extraordinary measure at the time was due to "extreme concern over traffic capacity and road network saturation in urban Kowloon", fearing that allowing developments with the PR of 15 times would completely paralyse Nathan Road and the MTR Tsuen Wan Line; and

- **Planning off-focus:** the PR restriction of 12 times was never a permanent standard established in response to the "landscape or visual aesthetics" in the area, but rather an "administrative constraint" imposed due to inadequate transport infrastructure;

ii) Fundamental changes in transport infrastructure over decades — The fears of the past have been completely eliminated

- the mass transit infrastructure in Kowloon's core commercial areas has undergone an earth-shaking transformation since 1993. The rationale of "overburdened traffic" back then has now completely lost the support of scientific data;

- **Surge in MTR network:** in 1993, TST relied solely on a single MTR line—the Tsuen Wan Line. Today, the vicinity of the Site enjoys comprehensive coverage from the Tuen Ma Line (East TST Station and Austin Station) and the East Rail Line (providing direct access to the commercial districts on Hong Kong Island), alongside close proximity to the Hong Kong West Kowloon Station of the High Speed Rail connecting the Mainland;

- **Road network diversion:** with the full opening of strategic trunk roads—including the Western Harbour Crossing, the Central–Wan Chai Bypass, and the Central Kowloon Bypass in recent years—inter-district and cross-harbour traffic have long been substantially diverted. The macro-level traffic capacity along Nathan Road and Kimberley Road is vastly different from that of 1993; and

- **Advantages of hotel land use:** the Site will be redeveloped into a boutique hotel featuring 159 guest rooms. Individual business travellers and tourists heavily rely on the MTR and High Speed Rail networks. Consequently, the actual private vehicle traffic generated is expected to be far lower than that of traditional high-density retail shopping malls or purely commercial office buildings;

iii) Policy comparison with the Yau Mong District Study (YMDS) — PR of 15 Times has become the new planning norm for Kowloon's core commercial areas

- **Policy shift ("up-zoning"):** to tackle the aging of urban Kowloon, the Urban Renewal Authority has comprehensively launched the YMDS in recent years, and the Chief Executive in Council has also formally approved amendments to the relevant OZPs. The new policy explicitly relaxes and raises the maximum PR along the Nathan Road commercial spine from 12 times back to 15 times (or up to 30% increase through PR transfer); and

- **Breaking the geographical barrier:** although it is claimed that the recent "Bonus PR Pilot Scheme" currently excludes the TST area, the Yau Mong and TST areas are merely separated by only a single street and face identical challenges regarding urban decay, crime, and hygiene hazards. Given that the Government has acknowledged that "the core commercial axis of Kowloon (Nathan Road) possesses the technical feasibility and necessity to restore a PR of 15 times to incentivise redevelopment", it is undesirable to apply double standards or exclude the urban renewal of TST area from such progressive planning concepts; and

iv) Drawing lessons from the Government's latest proposal in Hung Hom area — Government implementation of substantial "up-zoning" in traffic-sensitive areas

- **Evident in the latest precedent:** the Government's latest refined development proposal of sites around Hung Hom Station and waterfront areas submitted to the Legislative Council in October 2026 serves as the strongest planning declaration;

- **Shattering the height and density myth:** at the Kowloon side of the Cross-Harbour Tunnel—the most congested and controversial core location in Hong Kong—the Government, rather than imposing restrictions, proactively proposed relaxing the BH limit to construct the ultra-tall commercial-residential twin towers reaching up to 184 m and 236 m. Furthermore, the total gross floor area is proposed to be increased for 3% to 206,500 m^2 rather than reduced; and

- **Self-contradiction in planning logic:** the Government's confidence to "up-zone" and construct a 236 m giant tower right at the exit of the Cross-Harbour Tunnel stems precisely from the full commissioning and capacity of new railway networks. Given that the Government itself actively leverages the dividends of new infrastructure to promote "ultra-high-density, mixed-use landmarks" in the Hung Hom area to drive urban revitalisation, it would be clearly contrary to the Government's current top planning paradigm to restrict the proposed minor relaxations of the proposed development with outdated thinking; and

Conclusion

- the captioned application for minor relaxations of PR and BH is fully aligned with the current infrastructure capacity of the core area of Kowloon. It conforms to the prevailing trend of the Government of "up-zoning" to revitalise old urban districts;

- to address Members' concerns regarding specific details, the applicant is willing to commit to the following:

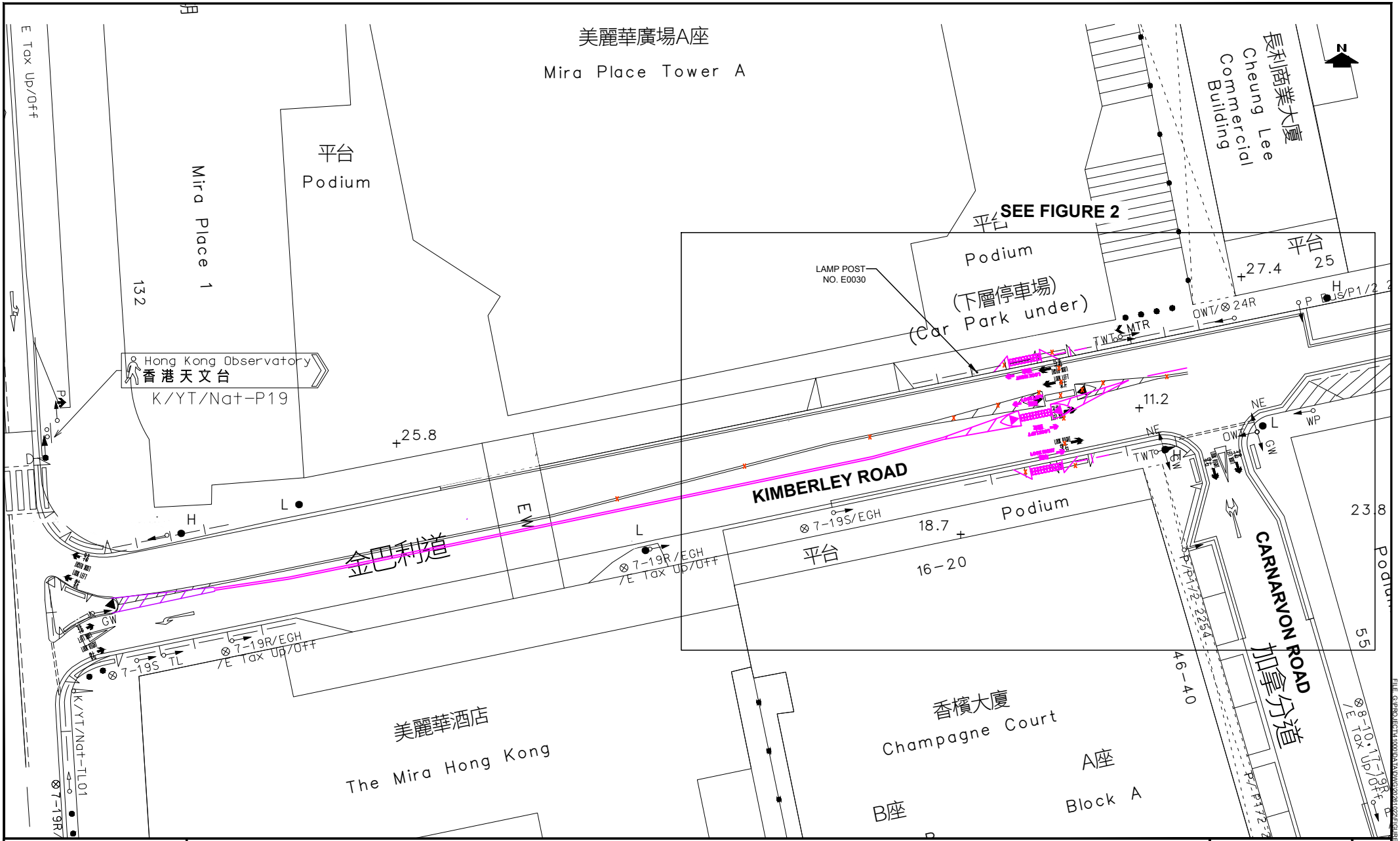
  i) the recommended measures mentioned above; and

  ii) further enhancements at the GBPs submission stage, should opportunities arise; and

- in view of the above, the applicant cordially invites the respective Members to support this review application.

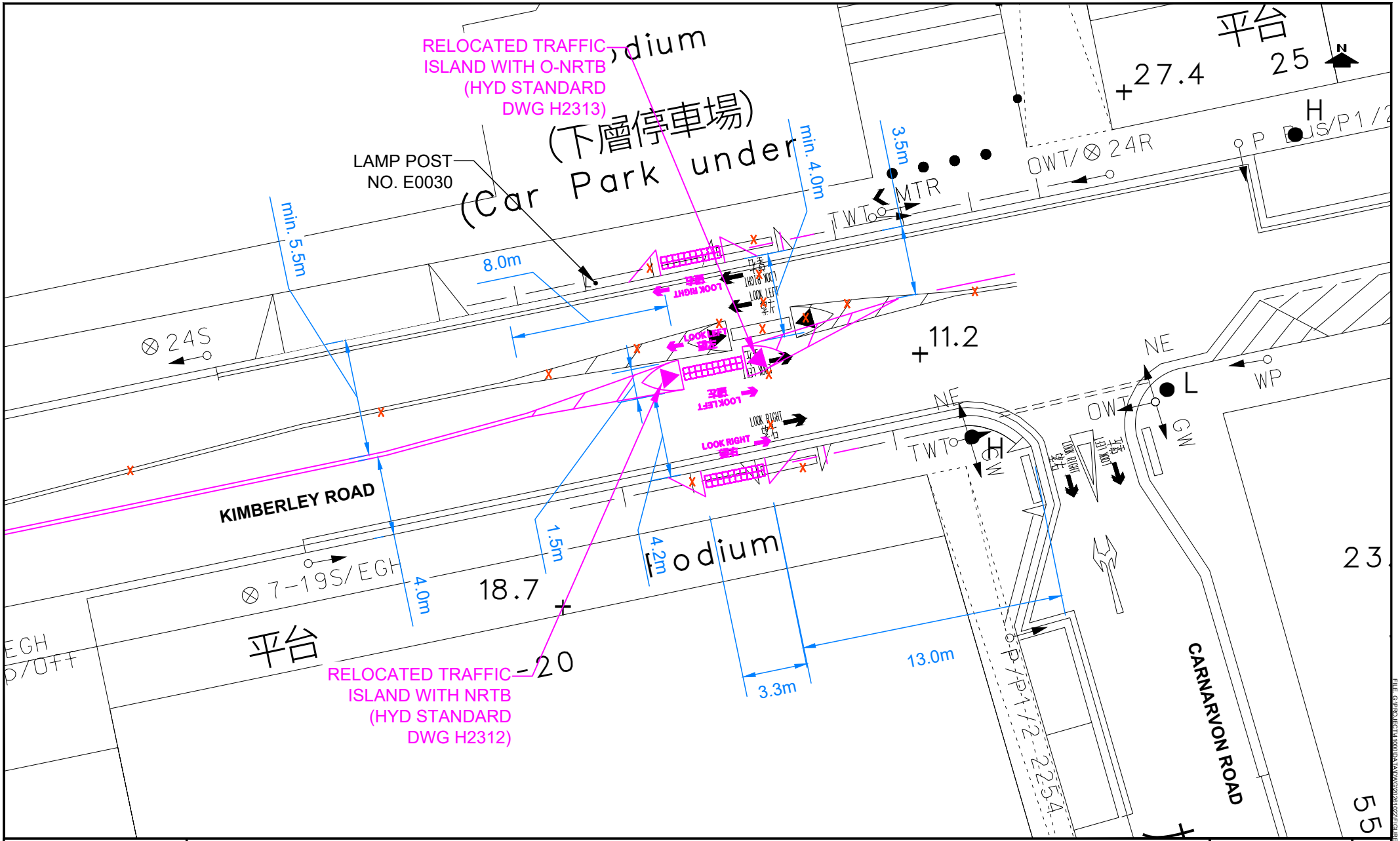
Annex 1

Traffic Improvement Scheme



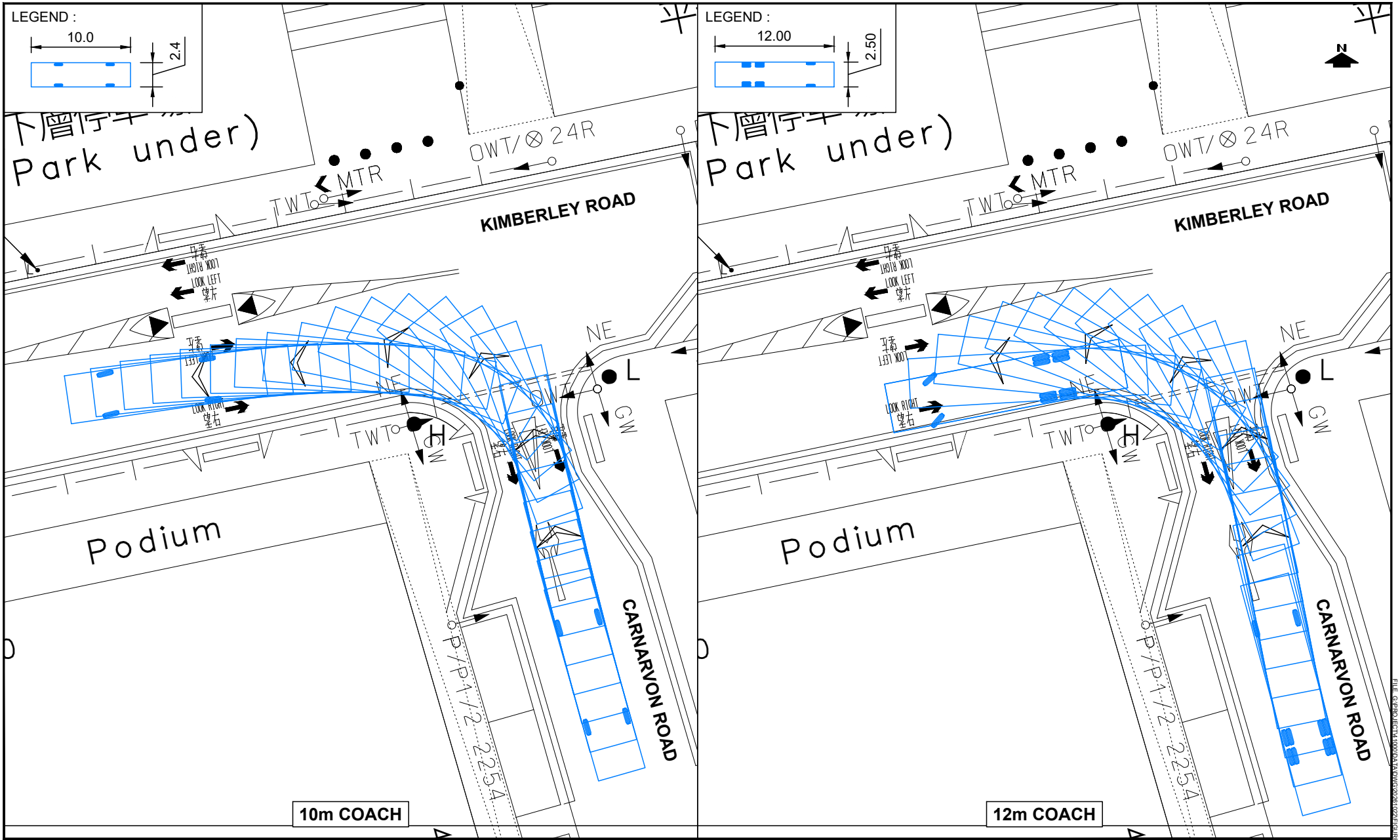
PROJECT NO. 41000	PROJECT TITLE PROPOSED HOTEL BUILDING AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, (A/K1/272)		DRAWING NO. FIGURE 1 / REV. -
DESIGNED SLN / DATE OCT 2026	DRAWING TITLE		
DRAWN HHW / SCALE 1:500 @ A4	**PROPOSED LOCAL TRAFFIC IMPROVEMENT WORKS AT KIMBERLEY ROAD (1 OF 2)**		LLA 顧問有限公司 Consultancy Limited
CHECKED SLN			

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PROJECT NO. 41000	PROJECT TITLE PROPOSED HOTEL BUILDING AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, (A/K1/272)	DRAWING NO. FIGURE 2	REV. -
DESIGNED SLN / DATE OCT 2026	DRAWING TITLE **PROPOSED LOCAL TRAFFIC IMPROVEMENT WORKS AT KIMBERLEY ROAD (2 OF 2)**	LLA 顧問有限公司 Consultancy Limited	
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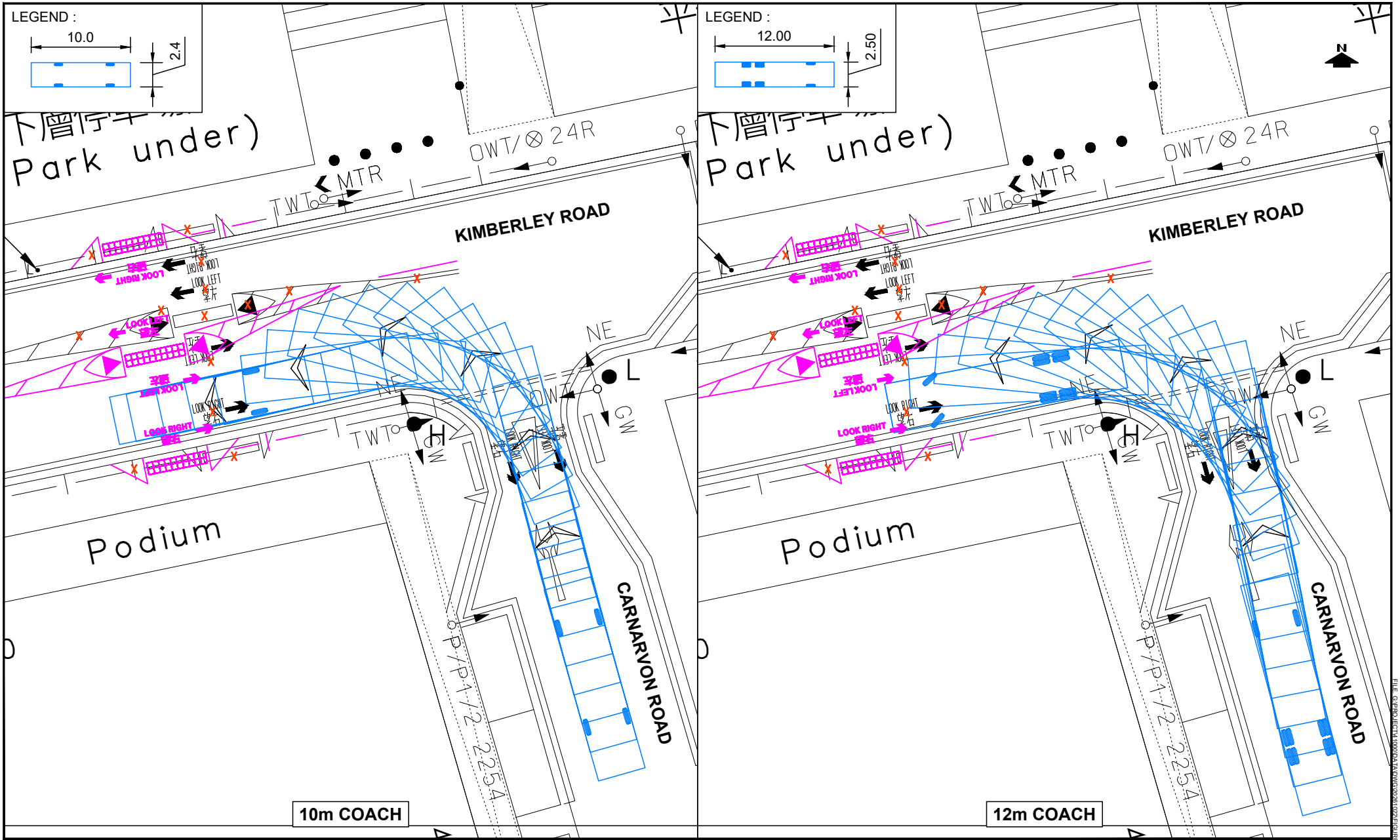
FILE: G:\PROJECT\41000\DATA\DWG\20261022\FIGURE 2.DWG PLOT SCALE : 1 = 1



PROJECT NO. 41000	PROJECT TITLE: PROPOSED HOTEL BUILDING AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, (A/K1/272)	DRAWING NO. FIGURE 3	REV. -
DESIGNED SLN / DRAWN HHW / CHECKED SLN	DATE OCT 2026 / SCALE 1:250 @ A4	DRAWING TITLE: SWEPT PATH ANALYSIS - EXISTING LAYOUT	LLA 顧問有限公司 Consultancy Limited

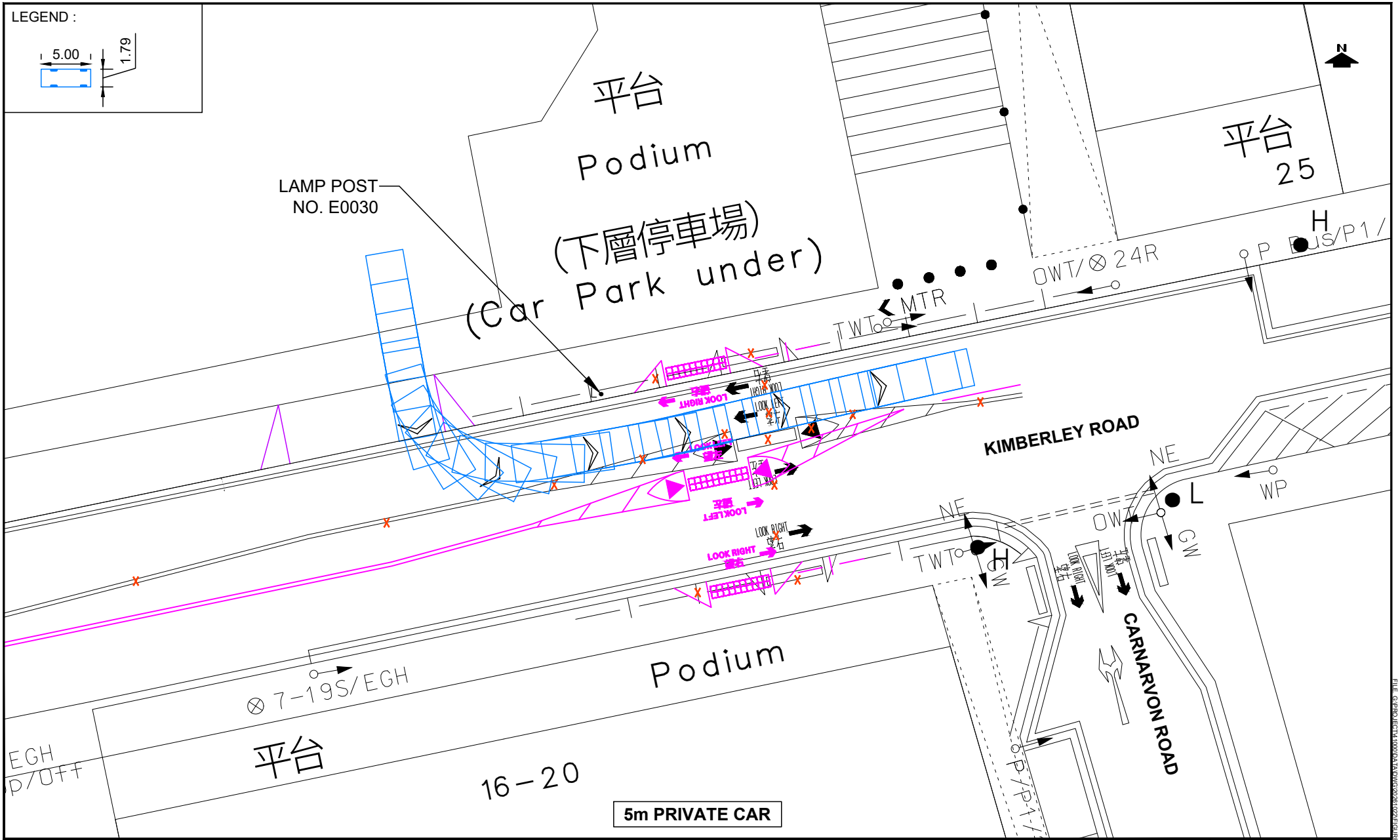
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PROJECT NO. 41000	PROJECT TITLE: PROPOSED HOTEL BUILDING AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, (A/K1/272)	DRAWING NO. FIGURE 4	REV. -
DESIGNED SLN / DATE OCT 2026	DRAWING TITLE: SWEPT PATH ANALYSIS - PROPOSED LAYOUT (RELOCATION OF TRAFFIC ISLAND)	LLA 顧問有限公司 Consultancy Limited	
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PROJECT NO. 41000	PROJECT TITLE PROPOSED HOTEL BUILDING AT 16 KIMBERLEY ROAD, TSIM SHA TSUI, (A/K1/272)	DRAWING NO. FIGURE 5	REV. -
DESIGNED SLN / DATE OCT 2026	DRAWING TITLE SWEPT PATH ANALYSIS - PROPOSED LAYOUT (RELOCATION OF TRAFFIC ISLAND)	LLA 顧問有限公司 Consultancy Limited	
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Annex 2

Supplementary Information on Heat Island Effect

Further Information on Members' Concerns

Planning Application A/K1/272

Heat-Island Effect

This is the further information to address TPB members' concern during the hearing of the subject Review application. The issues discussed during TPB meeting are summarised in the following Table:

Concerns	Planning Gains
Heat-island effect improvement	Reduce heat-island effect by building design elements
Traffic congestion (section in Kimberly Road)	Road marking and pedestrian crossing revamped to improve the existing traffic congestion

Mitigation Measures for Heat-island Effect

By orientating building geometry, it may also increase sky exposure and support nighttime radiative cooling. The HKGBC guidance identifies increased sky view as a strategy for improving nighttime cooling, and the benefit for this Project should be established through site-specific analysis. In addition, water features will be deployed at the footing of the green wall to absorb heat and some mist will be produce in some high level to improve site building temperature in the detailed design stage.

Research indicates that increasing greenery coverage near the lower parts of street canyons can enhance pedestrian-level cooling and thermal comfort (Cui et al., 2022). Sun-exposed façades could be identified through solar radiation analysis to target locations where vegetative shading would be most beneficial. (hkgbc.org.hk)

The HKGBC Guidebook on Urban Microclimate Study identifies the following indicative benefits:

- Façade surface cooling: approximately 3–6°C with 100% leaf coverage, as vegetation reduces solar heat transfer to the building surface. (hkgbc.org.hk)
- Localised air cooling: approximately 1°C near the green wall with full leaf coverage, supported by evapotranspiration. (hkgbc.org.hk)

Solar radiation analysis would be undertaken to guide green-wall placement, with adequate leaf coverage maintained to support thermal performance. (hkgbc.org.hk)

Incorporating the basic and voluntary setbacks reduces the proposed ratio to 7.17, moderating the additional street enclosure while retaining the proposed building height.

Development scenario	*Street H/W ratio
Original building-height scenario	6.55
Increased building height without setbacks	8.34
Increased building height with setbacks	7.17

* The street aspect ratio (H/W) is calculated by dividing the representative building height (H) by the corresponding façade-to-façade street width (W), using a consistent measurement basis for each design scenario. It describes street-canyon enclosure, which influences shading, sky exposure and ventilation.

The setback achieves an approximately 14.0% reduction in H/W compared with the increased-height scheme without setbacks. Assuming the same building height and a consistent definition of street width, this corresponds to an approximately 16.3% increase in effective street width.

The proposed setbacks provide a design response to the increased street enclosure. Hong Kong's Sustainable Building Design Guidelines identify building setbacks as a means of improving air ventilation, enhancing pedestrian-level environmental quality and mitigating the street canyon effect.

Conclusion

Retain the proposed setbacks and integrate targeted vertical greening to help mitigate the potential microclimatic impacts of the increased building height. The reduction in H/W from 8.34 to 7.17 demonstrates reduced geometric enclosure relative to the no-setback option. With appropriately designed setbacks and targeted vertical greening, these measures can help mitigate potential heat retention and ventilation impacts while supporting a more comfortable pedestrian environment.

Reference:

1. Buildings Department (2023). Sustainable Building Design Guidelines. Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers, APP-152. September 2023 revision. Hong Kong: Government of the Hong Kong Special Administrative Region. (bd.gov.hk)
2. Cui, D., Zhang, Y., Li, X., Yuan, L., Mak, C. M. and Kwok, K. (2022). Effects of different vertical façade greenery systems on pedestrian thermal comfort in deep street canyons. Urban Forestry & Urban Greening, 72, Article 127582. doi: 10.1016/j.ufug.2022.127582. (ira.lib.polyu.edu.hk)
3. Hong Kong Green Building Council (2017). HKGBC Guidebook on Urban Microclimate Study. Revised version printed in 2018. Hong Kong: Hong Kong Green Building Council Limited. (hkgbc.org.hk)
4. Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau (2006). Air Ventilation Assessments. Joint Technical Circular No. 1/06, 19 July. Includes Annex A: Technical Guide for Air Ventilation Assessment for Developments in Hong Kong. Hong Kong: Government of the Hong Kong Special Administrative Region. (devb.gov.hk)
5. Oke, T. R. (1988). Street design and urban canopy layer climate. Energy and Buildings, 11(1–3), pp. 103–113. doi: 10.1016/0378-7788(88)90026-6.