

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K1/273

- Applicant** : Hong Kong Island Development Limited represented by KTA Planning Limited
- Premises** : K11 ARTUS, 18 Salisbury Road, Tsim Sha Tsui (TST), Kowloon
- Floor Area** : About 33,358m²
- Lease** : Kowloon Inland Lot (KIL) No. 9844 (the Lot)
(a) held under Conditions of Exchange No. 11172 dated 23.12.1977 as varied or modified by seven Modification Letters dated 2.5.1978, 31.1.1980, 25.7.1996, 10.10.1998, 18.4.2008, 20.4.2022 and 23.4.2025 (collectively referred to as the Conditions)
(b) non-industrial purpose as shown on the Master Plans, which shall not be amended without the written consent of the Lands Department (LandsD)
(c) development in accordance with Master Plans
(d) maximum gross floor area (GFA) of 324,078m², under which not less than 145,000m² shall be used for hotel purposes
(e) parking and loading/unloading (L/UL) requirements for residents or occupiers of the buildings erected on the Lot
(f) delineate buildings for hotel use as “Hotel Portion”
(g) restriction of alienation of the Hotel Portion, except as a whole
- Plan** : Approved Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/30
- Zoning** : “Commercial (7)” (“C(7)”)
- maximum GFA of 324,078m²
- maximum building heights ranging from 30 to 265 metres above Principal Datum (mPD)
- Application** : Proposed Flat (In-situ Conversion of Existing Hotel-like Service Apartment)

1. The Proposal

- 1.1 The applicant seeks planning permission for proposed in-situ conversion of an existing hotel-like service apartment, namely K11 ARTUS, to ‘Flat’ use at the application premises (the Premises) (**Plan A-1**). According to the Town Planning Board’s (the Board) Definition of Terms, service apartments developed as part of and/or operated within a hotel establishment (i.e. hotel-like service apartments)

are considered as ‘Hotel’, while conventional residential flats (i.e. apartments) and residential flats with central services/management (i.e. apartment-like service apartments) are regarded as ‘Flat’ use. According to the Notes of the OZP for the “C” zone, ‘Flat’ is a Column 2 use which requires planning permission from the Board.

1.2 The applicant proposes to convert K11 ARTUS, a 287-guestroom 14-storey (8/F to 21/F) hotel-like service apartment, into a maximum of 205 apartment units/ apartment-like service apartment units. According to the applicant, the change in use is intended to enrich accommodation choices by tailoring to the needs of the long-term stay market. The eastern and western entrance lobbies at G/F will be converted for the exclusive use of residents, while the common area and ancillary recreation facilities on the 10/F and 11/F of the Premises will be converted into clubhouse and ancillary uses (**Drawings A-1 to A-7**). The applicant has also proposed various landscaping measures, such as vertical green walls and edge plantings near the western entrance lobby, which will be subject to review at the detailed design stage (**Drawing A-8**).

1.3 The key development parameters of the existing and proposed uses are summarised as follows:

Major Development Parameters	Existing Development (K11 ARTUS)	Proposed Development (No. A/K1/273)
GFA ^(a)	Non-domestic GFA of 33,358m ²	Domestic GFA of 33,358m ²
Rooms/Units	287 guestrooms	Not more than 205 units
Average Room/Unit Size	116m ² ^(b)	163m ² ^(c)
Estimated Population	--	636 ^(d)
Private Open Space	--	Not less than 636m ²
Private Car Parking Spaces associated with the Premises ^(e)	24 ^(f)	189
L/UL Bays associated with the Premises ^(e)	3	1

Notes:

- (a) According to the applicant, the existing hotel GFA of 33,358m² excludes about 1,797m² of exempted back-of-house (BOH) facilities. The proposed flat would correspondingly have about 1,797m² of GFA for ancillary recreational facilities (e.g. clubhouse) and other disregarded E&M facilities for which GFA exemption will be sought. The eligibility for GFA exemption will be subject to detailed assessment by the Building Authority at the general building plans submission stage. Nevertheless, the proposed conversion will be confined to the existing as-built floor area of the Premises and will not result in any increase in building bulk of the existing building.
- (b) Net area of around 74m² if excluding hotel common areas and BOH facilities.
- (c) Net area of around 125m².
- (d) Assuming 3.1 persons per flat with reference to the 2021 Population Census.
- (e) Under the lease requirements, the Victoria Dockside and Regent Hong Kong (i.e. the “C(7)” subzone) and the basement of Salisbury Garden at the adjacent lot KIL No. 10978 (referred herein as the combined site) are required to provide various types of car parking spaces, L/UL bays and lay-bys. According to the applicant, a total of 1,116 car parking spaces and 70 L/UL bays are currently found at the combined site. As part of the proposed conversion, car parking spaces and a L/UL bay currently reserved for commercial use at the combined site will be converted into ancillary car parking spaces and L/UL bay for use by the new residences so as to meet the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG). Even with the proposed conversion, the car parking and L/UL spaces reserved for commercial use at the combined site would still meet the upper-end standard under

the HKPSG. The proposed changes to the car parking and L/UL facilities at the combined site would need to be reflected in the lease by way of lease modification to be submitted by the lot owners.

- (f) 24 car parking spaces are designated under the lease for the “Hotel Portion” (which collectively includes K11 ARTUS, Rosewood Hong Kong and Rosewood Residences). Their future allocation will be subject to lease modification to be submitted by the lot owners.

1.4 The Premises (i.e. K11 ARTUS) is located within the low-rise block of the Victoria Dockside development (**Plan A-5a**). The low-rise and high-rise blocks¹ of the Victoria Dockside development, as well as the adjoining Regent Hong Kong (a hotel), are managed by the same operator, interconnected at the basement floors and collectively form the subject “C(7)” subzone (the Site) (**Plan A-2**). The proposal involves only a change of use of the K11 ARTUS portion, while all other developments within the Site will remain intact. There is also no change to the building bulk of the existing buildings within the Site. A summary of the GFA composition of the major uses within the “C(7)” subzone before and after the proposed conversion is summarised as below:

Major Uses	GFA (%) (about)		Difference ((b) – (a))
	Existing (a)	With Proposed Conversion (b)	
Hotel	60%	50%	-10%
Retail	28%	28%	--
Office	12%	12%	--
Residential	0%	10%	+10%
Total	100%	100%	--

Technical Feasibility

1.5 Technical assessments, including traffic impact assessment (TIA), environmental assessment (EA), air quality impact assessment (AQIA) and sewerage impact assessment (SIA), have been conducted based on a domestic GFA of 33,358m² to demonstrate the technical feasibility of the proposed scheme. On traffic aspect, the applicant pledges to upgrade the existing pedestrian crossing at the junction of Salisbury Road/Chatham Road South to a signalised pedestrian crossing to enhance pedestrian safety to the Premises and the Site (**Plan A-5e** and **Drawing A-9**). Designated car parking spaces and a L/UL bay would be provided in the Site for the proposed scheme in accordance with the provision standard of the HKPSG². Plans showing the proposed floor layout, section, landscaping measures and proposed junction improvement submitted by the applicant are at **Drawings A-1** to **A-9**.

1.6 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 10.11.2025 **(Appendix I)**

¹ Within the Victoria Dockside development, the low-rise block consists of the Premises (i.e. K11 ARTUS) and a shopping mall (i.e. K11 MUSEA), while the high-rise block consists of offices (i.e. K11 ATELIER) and hotels (i.e. Rosewood Hong Kong and Rosewood Residences).

² The applicant has also proposed the designation of four L/UL bays for tourist coaches as a separate traffic improvement measure for the local community. However, this is not related to the proposed use under application and its implementation would be subject to the applicant’s separate agreement with the Transport Department.

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| (b) Supporting Planning Statement (SPS) received on 10.11.2025 | (Appendix Ia) |
| (c) Further Information (FI) received on 23.1.2026 [@] | (Appendix Ib) |
| (d) FI received on 26.1.2026 [@] | (Appendix Ic) |
| (e) FI received on 30.1.2026* | (Appendix Id) |
| (f) FI received on 4.2.2026* | (Appendix Ie) |
| (g) FI received on 25.2.2026* | (Appendix If) |
| (h) FI received on 6.3.2026* | (Appendix Ig) |

[@] not exempted from publication and recounting requirements

* exempted from publication and recounting requirements

1.7 On 9.1.2026, the Metro Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months as requested by the applicant.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in **Appendices Ia** and **Ib**. The main justifications can be summarised as follows:

Aligning with the Government's policy initiatives

- (a) located within the iconic, arts-and-culture themed Victoria Dockside, the proposal will provide quality and upscale residences at a prime location adjacent to Victoria Harbour. It will help support the Government's policy initiatives to attract high-net-worth talents/creative talents and strengthen Hong Kong as an international asset and wealth management/global financial hub by enriching accommodation choices for affluent individuals and family offices;

Complementing the planning intention of the "C" zone and the wider TST area

- (b) the proposed conversion involves only about 10% of the total GFA of the "C(7)" subzone, leaving the arts, tourism, retail and commercial positioning of Victoria Dockside intact. Moreover, the proposed conversion is small in scale (about 287 guestrooms) and will unlikely disrupt the plentiful supply of serviced apartments or hotel accommodation in the TST area. Overall, the proposal is in line with the planning intention and the overall positioning of TST;
- (c) the proposal will complement TST's established mixed-use character (commercial uses at lower levels with residences above) and would sustain round-the-clock vibrancy along the harbourfront, synergising with the Government's direction for other waterfront projects such as the proposed transformation of the Hung Hom Station area into a mixed use commercial and residential hub (with residential use forming about 40% of the GFA mix). The proposal is also fully in line with the Harbour Planning Principles;

Tailored to the long-term stay market

- (d) the proposed conversion enriches the accommodation choices at Victoria Dockside by specifically catering to the long-term stay market. It would also obviate the need to comply with hotel licensing requirements under the Hotel and Guesthouse Accommodation Ordinance, allowing greater flexibility in room configurations and settings tailored for long-term accommodation (such as the provision of in-room kitchens); and

No adverse impacts

- (e) the proposal only involves in-situ conversion of existing floorspace without altering the building bulk. Moreover, the proposal will not create interface issues with the commercial uses in the subject building as the entrances are physically segregated with separate entrances and lift lobbies. Relevant technical assessments confirm that the proposal will not create any adverse impacts on the existing uses of the Site or the surrounding area, nor would the future residences be subject to any adverse environmental impacts.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is one of the “current land owners” and has complied with the requirements as set out in the Town Planning Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31B) by publishing notices in local newspapers and posting notice in a prominent position at or near the Premises. Detailed information will be deposited at the meeting for Members’ inspection.

4. Previous Application

There is no previous application covering the Premises.

5. Similar Application

- 5.1 There is no similar application for conversion of hotel use to flat use on the OZP.
- 5.2 There is one similar application (No. A/K1/269) (**Plan A-1**) for composite flat (about 29% of the GFA of the development) and commercial uses (about 71%) within the “C(6)” zone on the OZP. The application was approved by the Metro Planning Committee (the Committee) of the Board on 12.1.2024 mainly on the considerations that the land use mix was not incompatible with the surrounding area and would not result in any adverse impacts.

6. The Site and its Surrounding Areas (Plans A-1 to A-5e)

6.1 The Premises:

- (a) occupies a small portion of the G/F, part of the 8/F to 10/F and the entire 11/F to 21/F of the low-rise block of the Victoria Dockside development (**Drawings A-1 to A-7**). The rest of the low-rise block is occupied by a shopping mall known as K11 MUSEA; and
- (b) is served by two separate entrances/lift systems on the eastern and western wings of the Premises.

6.2 The Site (i.e. the subject “C(7)” subzone):

- (a) comprises Regent Hong Kong (a hotel) and Victoria Dockside (a comprehensive development with a high-rise office/hotel block (including K11 ATELIER, Rosewood Hong Kong and Rosewood Residences) and the aforesaid low-rise block);
- (b) is located at the southern tip of TST facing Victoria Harbour; and
- (c) is accessible via Salisbury Road to the north, Salisbury Garden to the west and the Avenue of Stars to the south and east.

6.3 The surrounding areas have the following characteristics:

- (a) to the north and northwest are a mix of commercial, hotel and commercial/residential (C/R) buildings along Nathan Road and Middle Road. For the C/R buildings, the domestic GFA split generally ranges from about 40% to 90% of the total GFA (**Plan A-4**). A similar mix of buildings is also found to the further northeast of the Site in the TST East area;
- (b) as a popular tourism hub of Hong Kong, there is a wide variety of hotel accommodations in the vicinity (including Regent Hong Kong, Sheraton and Kowloon Hotel) and throughout TST. According to the Hong Kong Tourism Board’s “Hotel Room Occupancy Report – Dec 2025”, there are currently over 18,000 hotel guestrooms in TST;
- (c) a number of new hotel developments are also under planning in the TST area, including 43-49A Hankow Road (the site of planning application No. A/K1/269, with hotel use subsequently proposed in a building plan submission) and 16 Kimberley Road (approved building plans for hotel use) (**Plan A-1**);
- (d) to the further west is a cluster of museums (Hong Kong Museum of Art and Hong Kong Space Museum) and performing venue (Hong Kong Cultural Centre); and
- (e) well served by various modes of public transport, including MTR Tsim Sha Tsui Station and East Tsim Sha Tsui Station, franchised buses, public light buses and ferry services.

7. **Planning Intention**

7.1 The planning intention of the “C” zone is primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as a territorial business centre and regional or district commercial/shopping centres. The areas under this zoning are major employment nodes.

7.2 According to the Explanatory Statement (ES) of the OZP, the Planning Scheme Area (i.e. TST) has been developed as an important commercial, tourist, education,

cultural and recreation centre of territorial importance. The area to south of Austin Road (including the Site) is predominantly for office, commercial and hotel uses, as well as cultural uses to the south of Salisbury Road. The Site (i.e. the “C(7)” subzone) has been developed in a comprehensive manner comprising hotels, service apartments, shopping arcades, offices and car-parking facilities.

8. Comments from Relevant Government Bureau/Departments (B/Ds)

8.1 The following Government B/Ds have been consulted and their views on the application are summarised as follows:

Harbourfront Development

8.1.1 Comments of the Commissioner for Harbourfront, Development Bureau (C for Harbourfront, DEVB):

- (a) no objection to the application provided that the applicant can properly address any interface issues between the existing commercial development and the proposed residential portion, including but not limited to noise and traffic arrangements; and
- (b) the applicant should ensure that the vibrancy, attractiveness and accessibility of this prime waterfront location will not be adversely affected by the proposal.

Tourism

8.1.2 Comments of the Commissioner for Tourism (C for Tourism):

- (a) no adverse comment on the application;
- (b) to support and sustain the growing momentum of the tourism industry and maintain the city’s attractiveness to visitors, a stable and sufficient supply of hotel rooms is very important. For reference, Hong Kong received about over 41 million visitors, of which over 19 million are overnight visitors, from January to October of 2025, representing a year-on-year increase of 12% and 6% respectively. In the first ten months of 2025, the hotel occupancy rate was 86%, representing a year-on-year increase of 2 percentage points. In anticipation of further post-pandemic recovery of inbound tourism with time, she expects that there will be increasing demand of hotel rooms; and
- (c) the proposed conversion of the existing hotel into residential purpose may reduce the overall supply of hotel rooms and facilities. That said, the operation of hotels is a matter of commercial decision and it would be up to hotel owners/operators to decide whether or not to continue their business.

Land Administration

8.1.3 Comments of the District Lands Officer/Kowloon West, Lands Department (DLO/KW, LandsD):

- (a) no objection to the application;
- (b) if the planning application is approved by the Board, the Lot owners have to apply to her department for: (i) consent to amend the approved Master Plans under the Conditions; (ii) approval to amend the delineation of the 'Hotel Portion' under the Conditions; and (iii) a lease modification to accurately reflect the intention of designating the concerned parking spaces and L/UL bay solely for residential use. This modification would ensure that such space and bay are reserved exclusively for residential purposes, thereby excluding use by buildings for non-industrial purposes (other than residential); and
- (c) her other detailed comments are set out at **Appendix II**.

Traffic

8.1.4 Comments of the Commissioner for Transport (C for T):

- (a) no comment on the application from traffic engineering perspective subject to the following:
 - (i) the existing mechanical car parking spaces at Level B4 of the Lot shall be utilised. A proportion of not less than 21% (189/887) of the total number of the existing mechanical car parking spaces at Level B4 of the Lot shall be allocated to the car parking spaces for residential use, unless otherwise agreed by her department. The detailed allocation and revised carpark layout plan shall be submitted to her department for approval in the subsequent stages before the conversion;
 - (ii) a detailed operation and management plan for opening up four L/UL bays for the use as picking-up / dropping-off for tourist coaches shall be submitted to her department for approval in the subsequent stages before the conversion; and
 - (iii) the final layout and design of the proposed signalised pedestrian crossing at Salisbury Road/Chatham Road South shall be agreed by her department. The works shall be funded and constructed by the applicant to her satisfaction.

8.1.5 Comments of the Chief Highway Engineer/Kowloon, Highways Departments (CHE/K, HyD):

- (a) no adverse comment on the application from highway maintenance perspective; and

- (b) his detailed comments are at **Appendix II**.

Urban Design and Landscape

8.1.6 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) no comment on the application from urban design and visual impact perspectives and no adverse comment from landscape planning perspective. Significant adverse landscape impact arising from the proposed development is not anticipated; and
- (b) her advisory comments are at **Appendix II**.

Building Matters

8.1.7 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

- (a) no in-principle objection to the application; and
- (b) his advisory comments are at **Appendix II**.

Fire Safety

8.1.8 Comments of the Director of Fire Services (D of FS):

- (a) no comment on the application subject to water supplies for firefighting and fire service installations being provided to his satisfaction; and
- (b) his detailed comments are at **Appendix II**.

8.2 The following departments have no objection to/no comment on the application:

- (a) Director of Environmental Protection (DEP);
- (b) Commissioner of Police;
- (c) Chief Engineer/Construction, Water Supplies Department;
- (d) Chief Engineer/Mainland South, Drainage Services Department;
- (e) District Officer (Yau Tsim Mong), Home Affairs Department (HAD); and
- (f) Chief Officer (Licensing Authority), HAD.

9. Public Comments Received During the Statutory Publication Periods

9.1 During the statutory public inspection periods, two public comments were received from individuals, including one supporting comment and one adverse comment.

- 9.2 The supporting comment (**Appendix IIIa**) considers that the proposal would meet the needs for high-end, upscale and primely-located long-term residences demanded by high-net-worth individuals and family offices.
- 9.3 The adverse comment (**Appendix IIIb**) objects to the application mainly on the grounds that the proposed conversion is not in line with the planning intention of the “C” zone and TST’s commercial positioning; it would reduce the supply of luxury-style hotel accommodation in the area; and the proposal would worsen the existing traffic congestion and parking shortages in the area.

10. Planning Considerations and Assessments

- 10.1 The application is to seek planning permission for proposed conversion of an existing hotel-like service apartment to flat use at the Premises within the “C(7)” subzone. As part of the proposal, about 33,358m² of non-domestic GFA (approximately 10% of the total GFA of the Site) will be converted into domestic GFA, equivalent to a domestic PR of about 0.85 at the Site. The proposal will not lead to a change in building bulk, building height or development intensity of the Site.

Planning Intention, Land Use Compatibility and Overall Positioning

- 10.2 The TST area, and in particular the harbourfront area (including the Site), is a prime tourist location and a cultural centre of territorial importance. Apart from the planning intention for commercial developments, the ES of the OZP elaborates that the Site (i.e. the “C(7)” subzone) has been developed with hotels, shopping arcades and offices, etc., which complements the aforesaid positioning. Although the proposed ‘Flat’ use is not in line with the planning intention, the proposal is for conversion and only involves about 10% of the GFA of the Site. The remaining 90% of the Site’s GFA will remain predominantly as commercial uses (including office, hotel and retail), and would not diminish the Site’s primary commercial function that befits its prime location as part of a wider tourism and cultural destination. Furthermore, the introduction of a small residential element into a predominantly commercial site is not considered incongruous with the general characteristic of the TST area, typified by a mixture of commercial, hotel and C/R buildings (**Plan A-4**). The Premises will be served by two designated entrance lobbies/lift systems separated from commercial uses, adverse interface issues with the commercial uses within the same development are not anticipated.
- 10.3 Notwithstanding the loss of 287 hotel guestrooms as part of the proposed conversion, the apartment-like service apartment units under the proposal will also cater to the accommodation needs of visitors albeit on a longer-term stay basis. Furthermore, there are over 18,000 hotel guestrooms in the TST area and a number of new hotel developments are also under planning (**Plan A-1**), further boosting the supply of hotel guestrooms in the area. Overall, the proposal will have insignificant impact on the overall supply of hotel guestrooms in the area. In this connection, C for Tourism has no adverse comment on the application.

Urban Design, Landscape Planning and Harbourfront Planning

- 10.4 As part of the proposal, the applicant pledges to enhance landscaping at the pedestrian level in the vicinity, including vertical greening at the western entrance of the Premises and additional landscaping along the nearby waterfront promenade, etc. (**Drawing A-8**). C for Harbourfront, DEVB has no objection to the application from harbourfront planning perspective. CTP/UD&L, PlanD also has no adverse comment on the proposal from urban design and landscape planning point of view.

Technical Aspect

- 10.5 The applicant has submitted TIA, AQIA, EA and SIA to demonstrate the technical feasibility of the proposal. On traffic aspect, the applicant will adjust the car parking space provision at the Site to meet the requirements of the proposed flat use by way of lease modification, as well as convert the cautionary pedestrian crossing at the junction of Salisbury Road/Chatham Road South into a signalised controlled crossing with staggered refuge island as a traffic enhancement measure (**Plan A-5e** and **Drawing A-9**). Relevant Government departments consulted, including C for T, CHE/K, HyD, DEP and CE/MS, DSD, have no objection to/no adverse comment on the application. Adverse traffic, environmental and sewerage impacts arising from the proposal are not anticipated. Furthermore, relevant approval condition and advisory clauses are outlined in paragraph 11.2 below to address the comments of concerned departments.

Similar Application

- 10.6 There is no similar application involving conversion of hotel use to flat use on the OZP. There is one similar application (No. A/K1/269) for composite development with flat use (accounting for 29% of the total GFA) within the "C" zone on the OZP, which was approved by the Committee mainly on the considerations that the proposed land use mix (with a small residential element included) was not incompatible with the surrounding area and the proposal would not result in any adverse impacts on the surrounding area. Such considerations are generally relevant for the current application.

Public Comments

- 10.7 Regarding concerns on departure from the planning intention, the planning assessment in paragraph 10.2 above is relevant. As for the concerns on hotel supply and traffic/car parking aspects, the planning assessment in paragraphs 10.3 and 10.5, as well as the comments of the C for Tourism, C for T and DLO/KW, LandsD's in paragraphs 8.1.2 to 8.1.4 above are also relevant. Relevant approval condition and advisory clauses are outlined in paragraph 11.2 below to address the traffic-related concerns and the comments of concerned departments.

11. **Planning Department's Views**

- 11.1 Based on the assessments made in paragraph 10 above and having taken into account the public comments mentioned in paragraph 9, the Planning Department has no objection to the application.
- 11.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 13.3.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following condition of approval and advisory clauses are suggested for Members' reference:

Approval Condition

the design and provision of signalised junction at Salisbury Road/Chatham Road South, as proposed by the applicant, to the satisfaction of the Commissioner for Transport or the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix II**.

- 11.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:
- the proposed development is not in line with the planning intention of the "C" zone, which is intended primarily for commercial development. There is no strong planning justification in the submission for a departure from such planning intention.

12. **Decision Sought**

- 12.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 12.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 12.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

13. **Attachments**

Appendix I	Application Form received on 10.11.2025
Appendix Ia	SPS received on 10.11.2025
Appendix Ib	FI received on 23.1.2026
Appendix Ic	FI received on 26.1.2026
Appendix Id	FI received on 30.1.2026

Appendix Ie	FI received on 4.2.2026
Appendix If	FI received on 25.2.2026
Appendix Ig	FI received on 6.3.2026
Appendix II	Recommended Advisory Clauses
Appendices IIIa and IIIb	Public Comments
Drawings A-1 to A-6	Comparison of Floor Plans between the Existing and Proposed Scheme
Drawing A-7	Section
Drawing A-8	Landscape Proposal
Drawing A-9	Proposed Signalised Pedestrian Crossing
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Existing Uses in the Surrounding Area
Plans A-5a to A-5e	Site Photos

**PLANNING DEPARTMENT
MARCH 2026**