

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K22/50

- Applicant** : Health Link Investment Limited represented by KTA Planning Limited
- Site** : 8 Lam Chak Street, Kowloon
- Site Area** : About 6,541m²
- Lease** : New Kowloon Inland Lot No. 6215 (the Lot)
- (a) To expire on 30.6.2047;
- (b) held under Conditions of Sale No. 12446 dated 7.3.1997 as varied/modified by a Modification Letter dated 22.10.2009; and
- (c) restricted to non-industrial (excluding residential, godown and petrol filling station) purposes; maximum gross floor area (GFA) of 63,186m²; maximum building height (BH) restriction of 136.45m above Hong Kong Principal Datum (mPD); and maximum site coverage (SC) of 95.3% up to 17.35mPD and 65% above 17.35mPD.
- Plan** : Draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/9
(*currently in force*)
- Approved Kai Tak OZP No. S/K22/8
(*at the time of submission*)
- Zoning** : “Commercial (2)” (“C(2)”) subject to the following restrictions:
- (a) maximum plot ratio (PR) of 9.5 for a non-domestic building, or the PR of existing building, whichever is the greater;
- (b) maximum PR not exceeding 5.0 for a domestic building or a building that is partly domestic and partly non-domestic on the site;
- (c) maximum SC of 65% (excluding basement(s)), or the SC of the existing building, whichever is the greater; and
- (d) maximum BH of 100mPD, or the BH of the existing building, whichever is the greater.
- Application** : Proposed Flat with Permitted Eating Place, Shop and Services and Social Welfare Facilities, and Minor Relaxation of PR Restriction

1. The Proposal

- 1.1 The applicant seeks planning permission to redevelop the existing 30-storey commercial development (excluding one level of basement), known as Harbourside HQ, at 8 Lam Chak Street (the Site) into a composite development providing flats, eating place, shop and services and social welfare facilities, with minor relaxation of PR from 5.0 to 7.0 (+40%). The Site is zoned “C(2)” on the draft Kai Tak OZP No. S/K22/9 (**Plan A-1**). According to the Notes of the OZP for “C” zone, ‘Flat’ is a Column 2 use requiring planning permission from the Town Planning Board (the Board), while ‘Eating Place’, ‘Shop and Services’ and ‘Social Welfare Facility’ are always permitted. On land designated “C(2)” zone, the maximum PR for a domestic building or a building that is partly domestic and partly non-domestic shall not exceed 5.0. Any minor relaxation of PR restriction may be considered by the Board on application under section 16 (s.16) of the Town Planning Ordinance (the Ordinance) based on the individual merits of the proposal.
- 1.2 The Site is currently occupied by a commercial building completed in 2010. Under the approved building plans (BPs), the development has total GFA of about 63,127m² (PR of 9.65) and total SC of about 95% (up to 17.35mPD) and 58% (above 17.35mPD), with a BH of 136.45mPD (main roof). According to the Notes of the OZP for the subject zone, the Site is subject to a maximum BH restriction of 100mPD or the BH of the existing building, whichever is the greater. The proposed maximum BH at 136.45mPD (main roof) matches the existing building and minor relaxation of BH does not form part of the application.
- 1.3 The redevelopment proposal (the proposed scheme) has a total PR of 7.0 (domestic PR of 6.5 and non-domestic PR of 0.5), SC of about 65% under 15m, and BH variations at main roof level at 110mPD, 126mPD and 136.45mPD. The total GFA is 45,787m² (domestic 42,516.5m² and non-domestic 3,270.5m²). The proposed scheme comprises Towers 1A, 1B, 2A and 2B, providing about 1,140 flats. The residential towers (with domestic storeys of 26 (Towers 1B and 2B), 31 (Tower 1A) and 34 (Tower 2A), each including a refuge floor) are over a 3-storey podium for retail, eating places, social welfare facilities, recreational facilities and E&M facilities and 2 levels of basement carpark. Amongst the non-domestic uses, about 490m² GFA is dedicated for Government, institution or community (GIC) use including (i) an Office Base of Transitional Support Service for Persons in Mental Recovery (TSS for PMR) and (ii) a Sub-base for Support Centre for Persons with Autism (SPA Sub-base), both required by Social Welfare Department (SWD)¹. Separate entrances are provided for respective GIC users and residents. Vehicular ingress/egress is proposed at Kai Hing Road, connecting to an internal drop-off area and an internal road to the basement levels. The submitted Master Layout Plan (MLP), floor plans and section plans are shown at **Drawings A-1 to A-7**.

¹ While these two facilities will be handed over to SWD, the applicant commits that the remaining GFA dedicated to GIC uses will be operated by non-governmental organizations (NGOs), which could be youth centre, childcare centre, nursery, etc.. The applicant also confirms that the remaining GFA for GIC uses will be subject to GFA calculations and will not be Government-funded.

Building Design

- 1.4 The proposed building design features are intended to address gas safety considerations from the nearby Liquefied Petroleum Gas (LPG) Filling Station (zoned “Other Specified Uses” annotated “Petrol Filling Station” on the OZP, **Plan A-2**) and enhance visual permeability and pedestrian environment. These include: (i) a 15m-wide building setback along the site boundary abutting Pacific Trade Centre (**Drawing A-4**); (ii) low-level setbacks (up to 14.5mPD) of about 2.5m on Kai Hing Road and Lam Chak Street (**Drawing A-2**); (iii) a Splayed Corner of about 230m² as publicly accessible landscape area at the junction of Lam Chak Street and Kai Hing Road (**Drawing A-2**); (iv) a SC of not more than 65% below 15m, and 40% above 15m, which is lower than the SC of the existing building with an almost full podium coverage; and (v) a 3-tier stepped height building design at 110mPD, 126mPD and 136.45mPD to minimise encroachment onto the “20% Building Free Zone (BFZ)” of the Kowloon Ridgeline when viewed from Strategic Viewing Point 4 (SVP4) at Quarry Bay Park, except for a small portion of Tower 2A overlapping with an existing high-rise in the background (i.e. Manhattan Place) that has already breached the BFZ (**Drawings A-5 to A-7 and A-11**).

Pedestrian Connectivity

- 1.5 The Site is located at the South Apron Area, close to the waterfront and surrounded by planned residential developments and GIC facilities including Kai Tak Hospital (**Plans A-1 and A-2**). To enhance the walking environment at ground level, the proposed scheme has the following urban design elements: (i) active retail frontages along Kai Hing Road and Lam Chak Street with no fence wall, complemented by low-level setbacks of about 2.5m-wide (up to 14.5mPD) and a Splayed Corner, allowing public access at least during the operation hours of the non-domestic portion of the proposed development; (ii) 1.5m-wide canopy projecting from 1/F within the 2.5m setback areas²; and (iii) a 4m-wide public passage along the northeastern boundary within the 15m-wide setback for public access 24 hours daily between Kai Tak Hospital and the developments at Kai Hing Road (**Drawings A-2**). According to the applicant, the Splayed Corner will be managed by the non-domestic portion of the proposed development. The setback areas, Splayed Corner and the 4m-wide public passage will not be surrendered to Government.

Landscape Design and Greenery Provision

- 1.6 In the Landscape Proposal, a total of 56 heavy standard trees and an area of 1,957.9m² for shrubs, groundcover and lawn are proposed within the development on G/F to 2/F. On G/F, a water feature is proposed at the drop-off area within the green boulevard extending from the main entrance at Kai Hing Road; an outdoor sitting area with landscaping is proposed within the Splayed Corner. For the 4m-wide public passage, a vertical green wall is proposed along the boundary abutting Pacific Trade Centre, while landscaping and seat benches are proposed and no fence wall will be erected along the side abutting the internal driveway (**Drawing A-8**). On 1/F a viewing platform facing Lam Chak Street is proposed with edge planters and creeping plants to soften the building’s hard lines (**Drawing A-9**).

² Its design and implications to GFA calculations would be subject to detailed design during BP submission stage.

- 1.7 Private open space of not less than 2,850m² is provided on G/F to 2/F (**Drawing A-10**). A total greenery area of not less than 30% of the site area is proposed, including at least 20% at pedestrian/primary zone and at least 20% of roof area at roof level, to meet the higher greenery requirements within Kai Tak Development (KTD).

Technical Feasibility

- 1.8 Technical assessments indicate the proposed scheme is feasible, including Traffic Impact Assessment (TIA), Environmental Assessment (EA), Quantitative Risk Assessments (QRA) (on potential impacts from the LPG Filling Station at Chung Yip Street and Kerry Dangerous Good (D.G.) Warehouse at 7 Kai Hing Road), Visual Impact Assessment (VIA), and etc. With appropriate mitigation measures, including a noise barrier (i.e. solid fence wall which could be made of glass, brick, concrete, 23mPD) fronting Cheung Yip Street (**Drawing A-6**) and other measures for affected residential units regarding traffic noise; insulated glazing unit or single frame double-pane windows regarding helicopter noise; and upgrading works to the existing sewer, no adverse impacts are expected. Despite the separation distance of the proposed residential tower and LPG Filling Station is less than 55m and the distance between the Site and Kerry D.G. Warehouse is about 40m, societal risks are within the 'acceptable' region and no mitigation measure is required. Moreover, as critical junctions and road links will operate within capacity, no adverse traffic impacts are anticipated. To support future population at pm peak hour, more buses and green mini buses would be required.
- 1.9 The submitted MLP, floor plan, section plan and landscape master plan are shown in **Drawings A-1 to A-9**. The proposed key development parameters are summarised as follows:

Major Development Parameters	
Site Area (about)	6,541m ²
Total PR (maximum)	7.0 • <i>Domestic: 6.5</i> • <i>Non-domestic: 0.5</i>
Total GFA (about)	45,787m ² • <i>Domestic: 42,516.5m² (93%)</i> • <i>Non-domestic: 3,270.5m² (7%)</i> ➤ <i>Retail: 2,780.5m²</i> ➤ <i>GIC Use: 490m² [a]</i>
No. of Flats (about)	1,140 (average flat size: 37.3m ²)
BH (main roof)	110mPD to 136.45mPD [b]
SC • <i>Under 15m</i> • <i>Above 15m</i>	<i>not more than 65%</i> <i>not more than 40%</i>
Estimated Population (about)	2,850 (2.5 persons per flat)
Private Open Space	2,850m ² (1m ² per person on G/F to 2/F)
Car Parking Spaces	354 • <i>Private: 263</i> • <i>Motorcycle: 15</i> • <i>Bicycle: 76</i>

Major Development Parameters	
Loading/Unloading Bays for Goods Vehicles	7 • <i>Light Goods Vehicle</i> :3 • <i>Heavy Goods Vehicle</i> : 4
Anticipated Completion Year	2033

Notes:

- [a] includes an Office Base of TSS for PMR and a SPA Sub-base, having a total net operational floor area (NOFA) of about 178.6m² or a GFA of 321.48m² by adopting a conversion ratio of 1:1.8.
- [b] height of rooftop structures on the residential towers varying from 5m to 9m with the highest level at 119mPD, 131mPD and 145.45mPD. Floor-to-floor height for non-domestic storeys from G/F to 2/F are 4.85m to 5m; and for domestic storeys are 3.15m, 3.3m and 3.85m (for the highest floor of Tower 2A only) respectively.

1.10 In support of the application, the applicant submitted the following documents:

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|---|--------------------|
| (a) Application Form received on 16.6.2026 | Appendix I |
| (b) Supporting Planning Statement (SPS) received on 16.6.2026 | Appendix Ia |
| (c) Further Information (FI) received on 23.7.2026* | Appendix Ib |
| (d) FI received on 14.8.2026 [#] | Appendix Ic |
| (e) FI received on 31.8.2026 [#] | Appendix Id |
| (f) FI received on 15.9.2026 [#] | Appendix Ie |

* *Accepted but not exempted from publication and recounting requirements*

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1.11 On 28.8.2026, 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 the submission at **Appendices Ia to Ie** are summarised as follows:

Government's Policies

- 2.1 The redevelopment is in line with Government's policy to increase housing supply and intention to rezone some commercial sites for residential use as announced in the Financial Secretary's Budget Speech 2025-2026. The proposal would provide about 1,140 flats.

Market Considerations for Office/Commercial Use

- 2.2 The Hong Kong Property Review 2025 by Rating and Value Department indicates that, as at end-2024, the vacancy rate of commercial properties in Kwun Tong District (22.1%) exceeded Hong Kong's overall vacancy rate (16.36%). This suggests an oversupply of commercial floor space in Kwun Tong and questions the need to retain commercial use at the Site. The current vacancy rate of the existing commercial development is about 25%.

- 2.3 The reduction in office floor space from the redevelopment is limited compared with the new supply in Kwun Tong under Government's 'Revitalisation Scheme of Industrial Buildings', which facilitates redevelopment and conversion of industrial buildings.

Land Use Compatibility

- 2.4 The composite development is compatible with the surrounding uses. There are planned residential developments to the southwest across Lam Chak Street (zoned "Residential (Group B)2" ("R(B)2")) and east/southeast across Kai Hing Road (zoned "C(2)", with valid s.16 planning approval). Although Pacific Trade Centre located next to the Site is mainly occupied by warehouses and godown, a 15m-wide building setback is proposed along the boundary.

Appropriate Development Quantum

- 2.5 The overall PR of 7.0 is considered reasonable and appropriate. The domestic PR of 6.5 is in line with the maximum permissible domestic PR under the Hong Kong Planning Standard and Guidelines (HKPSG) for sites in new urban development areas. The non-domestic PR of 0.5 would provide supporting commercial and social welfare facilities, including the two facilities required by SWD.
- 2.6 The maximum BH would not exceed 136.45mPD, which is consistent with the existing BH. Given potential visual impact, an approval condition is proposed to ensure a sensitive design in relation to the ridgeline should the application be approved.

Planning Gains

- 2.7 The proposed scheme offers various design merits as mentioned in paragraphs 1.4 to 1.6 above.

Compliance with the Harbour Planning Principles

- 2.8 The development is visually compatible with the surrounding developments when viewed from SVP4 at Quarry Bay Park. Retail frontages, setbacks and greenings across different levels would enhance the pedestrian experience at the waterfront area.

No Insurmountable Impacts

- 2.9 Technical assessments, including TIA, EA, QRA, VIA, Drainage and Sewerage Impact Assessment (DSIA), indicate that the proposed development would not cause adverse impacts to the surrounding areas and the future population would not be subject to adverse impacts from adjacent uses.

3. Compliance with the "Owner's Consent/ Notification" Requirements

The applicant is the sole current landowner. Detailed information would be deposited at the meeting for Members' inspection.

4. **Background**

Zoning History

- 4.1 The Site was originally zoned “Industrial” (“I”) on the first Ngau Tau Kok and Kowloon Bay OZP No. S/K13/1 gazetted on 22.8.1986 (subject to a maximum PR of 12.0 with no BH restriction). On 4.9.1998, with reference to the recommendations from the ‘Feasibility Study for South East Kowloon Development’ with a total development area of about 580 ha (including reclamation area of about 299 ha), the Site was incorporated into the draft Kai Tak (South) OZP No. S/K21/1, and its zoning and development restrictions remained unchanged.
- 4.2 As the extent of reclamation scale was not supported by the public, in late 1999, a ‘Comprehensive Feasibility Study for the Revised Scheme of South East Kowloon Development’ (the Study) was commissioned to further revise development plan for Kai Tak. Following the Study’s recommendations, including a proposed reduction in total development area to about 460 ha and reclamation area to about 133 ha, the draft Kai Tak (South) OZP No. S/K21/2 was gazetted on 24.8.2001. Part of the Site and its adjoining lots were rezoned to “Comprehensive Development Area (2)” (“CDA(2)”) intended for residential development, subject to maximum domestic PR of 5.5, non-domestic PR of 1.0 and maximum BH ranging from 120mPD to 140mPD. In response to an objection on the draft OZP No. S/K21/2 related to BH and PR restrictions, the Board agreed to amend the Notes of the “CDA(2)” zone with maximum domestic PR of 6.0 and non-domestic PR of 0.5, while the BH restrictions remained unchanged. The amendments were reflected on the approved Kai Tak (South) OZP No. S/K21/3 gazetted on 25.6.2002.
- 4.3 On 9.1.2004, in respect of the Court of Final Appeal’s clarification on the legal principles behind the Protection of the Harbour Ordinance, the Kai Tak Planning Review (the Review) was commissioned with “no reclamation” as a starting point. Following the Review’s recommendations, the Site and its surrounding sites were further rezoned to “C(2)” under the new draft Kai Tak OZP No. S/K22/1 gazetted on 24.11.2006, intended to serve as an extension of the existing/planned business developments in Kowloon Bay and Kwun Tong Business Areas. The land use zone was so drawn up taking into account the environmental concerns in the area, including the air and noise impacts from Kwun Tong Bypass. Developments within the zone were subject to maximum non-domestic PR of 9.5, or maximum PR not exceeding 5.0 for a domestic building or a building that is partly domestic and partly non-domestic (upon planning approval for ‘Flat’ use), maximum BH of 100mPD (with respect to the Kowloon Ridgeline) and maximum SC of 65%. The lot owner of the Site did not raise adverse representation to the “C(2)” zone during the exhibition of the draft Kai Tak OZP. The zoning and development restrictions for the Site have remained unchanged since then.

Development History

- 4.4 According to the Building Covenant (BC), the Site was sold for industrial or godown purpose in March 1997 for completion by March 2001. The first set of BPs for an industrial building was approved by the Building Authority in June 1998 at PR of 11.996 and BH up to 172.75mPD. Foundation works commenced in the same year. But noting the continuous changes in the planning direction for the Site as mentioned

in paragraphs 4.1 to 4.3 above, the lot owner (which is also the applicant of the current application) made various requests for extension of BC. In September 2006, foundation works for an industrial building were resumed in accordance with the approved BPs, prior to the gazetting of the draft Kai Tak OZP No. S/K22/1 in November 2006 rezoning the Site to “C(2)”.

- 4.5 In October 2008, a s.16 application (No. A/K22/6) was submitted by the same applicant for minor relaxation of BH, PR and SC restrictions for a permitted commercial development. By the time of the application, the 13m high podium up to 17.35mPD had already been built with a SC up to 95.3%. The applicant proposed to relax the BH from 100mPD to 136.45mPD (+36.45m); PR from 9.5 to 9.66 (+0.16); and SC from 65% to 95.3% up to 17.35mPD. The application was approved with conditions by the Committee of the Board on 21.11.2008. To take forward the Committee’s decision, the Site was then developed into the current commercial building in accordance with the approved development parameters, and the building was completed in 2010.

5. Previous Application

The Site is the subject of a previous approved s.16 application (No. A/K22/6) as mentioned in paragraph 4.5 above (**Plan A-1** and **Appendix II**). The application was approved by the Committee mainly because (i) the Site had a unique background warranting special consideration; (ii) the proposed development parameters represented a reasonable compromise, i.e. while there would a slight increase in PR, the SC increase was confined to the as-built podium structure up to 17.35mPD and a BH at 136.45mPD was considered more compatible with the surroundings than an industrial building at 172.75mPD; and (iii) there was no in-principle objection from relevant Government bureaux/departments (B/Ds).

6. Similar Applications

- 6.1. There are four similar applications (Nos. A/K22/9, A/K22/11, A/K22/13 and A/K22/31) applying for ‘Flat’ use within the “C(2)” zone, covering two sites along Kai Hing Road³, and one similar application (No. A/K22/43) seeking for minor relaxation of PR and BH restrictions for residential development with eating place, shop and services and social welfare facilities within the “R(B)2” zone to the southwest of the Site (**Plan A-1** and **Appendix III**).
- 6.2. The four applications for ‘Flat’ use within “C(2)” zone were approved with conditions by the Committee between 2010 and 2022 mainly because (i) the proposed residential developments complied with the PR restriction (domestic PR not exceeding 5.0) and BH restriction (not exceeding 100mPD) on the OZP; (ii) the proposals would facilitate transformation by replacing existing godown and open yards and enhance vibrancy of the waterfront; and (iii) relevant Government B/Ds had no adverse comments. The residential development at 1-5 Kai Hing Road is currently under

³ The two development sites include: (i) 1-5 Kai Hing Road, related to application Nos. A/K22/9, A/K22/11 and A/K22/31; and (ii) 7 Kai Hing Road, related to application No. A/K22/13 applying also for minor relaxation of PR restriction (from 5.0 to 5.12) to include the residents’ club house ancillary to the proposed residential development.

construction for completion by end of 2028⁴. The proposed residential development at 7 Kai Hing Road has not been pursued. Its relevant planning approval (No. A/K22/13) has lapsed and the site is currently occupied by Kerry D.G. Warehouse.

- 6.3. There is another similar application (No. A/K22/43) falling within the adjacent “R(B)2” zone, seeking for minor relaxation of PR restriction from 4.5 to 7.0 (domestic PR of 6.5 and non-domestic PR of 0.5) and BH restriction from 80mPD and 100mPD to 101mPD and 107mPD (including rooftop structures) for a composite development to provide funding support for the development of the Smart and Green Mass Transit System (GTS)⁵. The application was approved with condition by the Committee on 2.5.2025 mainly because (i) policy support was given for proposed minor relaxation of development restrictions to support the development of GTS; (ii) the proposed development parameters were compatible with surrounding developments and commensurate with the overall development intensity in KTD, with the BH profile in relation to the 20% BFZ of the ridgeline be controlled by the approval condition requiring a refined BH profile (including rooftop structures) submission; and (iii) the proposals were technically feasible and relevant Government B/Ds had no adverse comment.

7. The Site and Its Surrounding Areas

(Plans A-1 and A-2, Aerial Photo on Plan A-3 and Site Photos on Plans A-4 and A-5)

- 7.1. The Site is:

- (a) bounded by Cheung Yip Street, Lam Chak Street and Kai Hing Road, accessible via a vehicular ingress/egress along Kai Hing Road;
- (b) currently occupied by a 30-storey commercial building (excluding one level of basement) known as Harbourside HQ with the Occupation Permit (OP) issued in 2010. The building is held under single ownership and has a total GFA of about 63,127m² (PR of 9.65) for office use, and a SC of about 95% (up to 17.35mPD); and
- (c) the Site is accessible by green mini buses with stations at Cheung Yip Street and franchised buses with stations at Shing Cheong Road and Hoi Bun Road.

- 7.2. The surrounding areas have the following characteristics:

- (a) a mix of commercial, industrial and GIC uses, and some sites under construction;
- (b) to its immediate northeast is a 16-storey industrial building (known as Pacific Trade Centre) (51mPD) with OP issued in 1990; further northeast are Kwun Tong Promenade and some new commercial/office developments across Kwun

⁴ It comprises 7 residential blocks with a domestic PR of 4.96, one retail block with a non-domestic PR of 0.04 and a public open space of 3,821m².

⁵ The application is a package that also involves minor relaxation of PR, SC and BH restrictions for two other commercial sites zoned “C(5)” and “C(7)” along the Runway. Notional schemes were prepared for technical assessment purposes within these application sites.

Tong Bypass, including The Quayside, Manulife Tower; and to its north is an LPG Filling Station at the junction of Chung Yip Street and Hoi Bun Road;

- (c) to its southeast at 1-5 Kai Hing Road is a site currently under construction for planned residential development covered by a s.16 application;
- (d) to its south are a temporary construction site for Trunk Road T2 with an ancillary electricity substation at the junction of Kai Hing Road and Lam Chak Street and a Community Liaison Centre at the junction of Lam Chak Street and Cheung Yip Street, the Public Works Central Laboratory Building (to be relocated) and Kerry D.G. Warehouse with OP issued in 1983 at 7 Kai Hing Road (6-storey, 20.4mPD); to further south is a planned open space to be connected to the waterfront promenade in front of Hong Kong Children's Hospital; and
- (e) to its west is Kai Tak Hospital currently under construction and Kai Tak Fire Station. Hong Kong Children's Hospital is located to its further southwest across Cheung Yip Street at Shing Cheong Road.

8. Planning Intention

- 8.1. 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 territorial business/financial centre(s) and regional or district commercial/shopping centre(s).
- 8.2. According to the Explanatory Statement (ES) of the OZP, the subject "C(2)" zone located in the South Apron Corner near the Kowloon Bay waterfront is planned as an extension of Kowloon Bay Business Area, intended to create a more coherent cluster of commercial developments in the area. This land use zone is so drawn up taking into account the environmental concerns in the area, including the air and noise impacts from the Kwun Tong Bypass. Any domestic or partly domestic and partly non-domestic development within this zone would require planning permission from the Board and such development shall not exceed a maximum PR of 5.0. These planning applications should include assessments on the relevant technical and environmental concerns and demonstrate that the proposal would not result in incoherent developments in the area.

9. Comments from Relevant Government Bureaux/Departments

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

Policy Perspectives

- 9.1.1. Comments of the Head of Energising Kowloon East Office, Development Bureau (Head of EKEO, DEVB):

- (a) the proposed demolition of the existing building, which was constructed only in the 2010, will lead to actual loss of commercial (including office) GFA in Kowloon East (KE) and may set an undesirable precedent of demolishing newly redeveloped commercial uses for turning into other uses in KE within short period of time. This is contrary to Energising Kowloon East's policy objective of ensuring a steady supply of commercial floor space in KE and promoting environmental sustainability; and
- (b) she trusts the Board will assess the application in balancing other important factors, such as demand for additional housing supply in the area, lot owner/developer's initiation with reference to the current market situation, and technical feasibility including compatibility of the proposed residential use with the surroundings, etc. based on the advice from other concerned Government B/Ds.

9.1.2. Comments of the Commissioner for Harbourfront, DEVB:

- (a) the Site falls within the harbourfront area under the purview of Harbourfront Commission's Task Force on Kai Tak Harbourfront Development (KTTF). The project should be considered having regard to the Harbour Planning Principles and Guidelines; and
- (b) the applicant's consultant consulted the KTTF on 3.4.2026, during which KTTF has expressed support for the project, including the provision of retail uses, as well as the proposed setbacks in enhancing the pedestrian walking experience.

Land Administration

9.1.3. Comments of the District Lands Officer/Kowloon East, Lands Department (LandsD):

- (a) the Lot is held under Conditions of Sale No. 12446 dated 7.3.1997 as varied/modified by a Modification Letter dated 22.10.2009. The Lot is restricted to non-industrial (excluding residential, godown and petrol filling station) purposes;
- (b) the proposed development is in contravention with the user restriction under lease; and
- (c) if the planning application is approved by the Committee, the Lot owner has to apply to LandsD for a lease modification to implement the proposal. However, there is no guarantee that the lease modification application will be approved. Such application, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the

payment of premium and administrative fee as may be imposed by LandsD.

Urban Design, Visual and Landscape Perspectives

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

- (a) no in-principle objection from urban design, visual, ridgeline protection, air ventilation and landscape perspectives;
- (b) the Site is located at the South Apron Area and is currently occupied by an existing commercial building with a maximum BH of 136.45mPD. The area is characterised by a mix of commercial, industrial and hospital uses as well as some planned residential developments. The planned residential developments in the surroundings have a proposed BH ranging from 100mPD (main roof) at 1-5 Kai Hing Road to 101mPD and 107mPD (including roof-top structures) within the “R(B)2” zone to the southwest. The proposed development at the Site has a stepped BH ranging from 110mPD to 136.45mPD is relatively higher than the BH of the planned residential developments in the surroundings, though it maintains the same maximum BH as the existing commercial building;

Urban Design and Visual

- (c) according to the submitted VIA, the visual impact identified from selected viewing points range from “negligible” to “slight”. Based on the submitted photomontages, the proposed development is not anticipated to cause significant adverse visual impacts to the surrounding areas, while the adoption of a stepped BH from 110mPD to 136.45mPD would create visual interest to the skyline;
- (d) several design measures are proposed, including (i) provision of low-level 2.5m-wide setbacks (up to 14.5mPD) with landscaping along Kai Hing Road and Lam Chak Street and provision of a canopy of 1.5m-wide along the setbacks (publicly accessible during the operation hours of the non-domestic portion of the proposed development); (ii) provision of 15m-wide building setback along the northeastern boundary abutting Pacific Trade Centre, including a 4m-wide 24-hour landscaped public passage; (iii) a Splayed Corner with an area of 230m² at the intersection of Lam Chak Street and Kai Hing Road (publicly accessible during the operation hours of the non-domestic portion of the proposed development); and landscape treatments at G/F to 2/F including a vertical green wall at G/F facing the 24-hour public passage along boundary with Pacific Trade Centre;
- (e) these measures are considered to have design merits, particularly in improving the pedestrian environment;

Ridgeline Protection

- (f) a stepped BH profile has been adopted in the proposed scheme with BHs descending from 136.45mPD to 110mPD (main roof) or from 145.45mPD to 119mPD (including roof structures) from the west to east. As shown in the photomontage from SVP4 at Quarry Bay Park (**Drawing A-11**), while Tower 2A would largely overlap with Manhattan Place in the building backdrop, its tiny portion (main roof and rooftop structures) would still encroach onto the 20% BFZ. For Tower 1A, a tiny portion of the rooftop structures would also encroach onto the 20% BFZ when viewed from SVP4;
- (g) since the applicant has undertaken to refine the proposed scheme to ensure no encroachment onto the 20% BFZ at the detailed design/BP submission stage, should the application be approved, the following approval condition should be imposed:

the submission of a refined building height profile including rooftop structures to ensure that the building height of the proposed development would not encroach onto the 20% building free zone of the ridgeline as far as possible to the satisfaction of the Director of Planning or of the Board.

Air Ventilation

- (h) compared to the existing commercial building on the Site, the building bulk of the proposed development has been reduced. As such, no significant adverse impact on the pedestrian wind environment is anticipated;

Landscape

- (i) no adverse comments from landscape planning perspective. The Site is located in a mixed urban landscape characterised by high-rise residential/commercial developments and GIC facilities. The proposed development is considered not incompatible with the landscape character of the area;
- (j) with reference to the site photos, the Site is occupied by an existing commercial building. No existing tree is observed within the Site;
- (k) according to the Landscape Proposal, 56 new trees are proposed to be planted within the Site at various levels and a 24-hour landscaped public passage of 4m-wide will be provided along the northeastern boundary within the Site; and
- (l) the above proposals can be considered as a planning gain from landscape planning perspective. Should the application be approved, the following approval condition is suggested to be imposed:

the submission and implementation of a Landscape Proposal to the satisfaction of the Director of Planning or of the Board.

(m) Her advisory comments are provided in **Appendix VI**.

Building Matters

9.1.5. Comments of the Chief Building Surveyor/Kowloon (CBS/K), BD:

- (a) no in-principle objection under the Buildings Ordinance (BO); and
- (b) detailed comments under the BO on the individual site for private development, such as permissible PR, SC, means of escape, emergency vehicular access, private streets, and/or access roads, barrier free access and facilities, etc. will be formulated at the BP submission stage.

Transport and Traffic Aspect

9.1.6. Comments of the Commissioner for Transport (C for T):

- (a) no adverse comment from traffic viewpoint;
- (b) noted the applicant is proposing a 4m-wide 24-hour public passage along the northeastern boundary of the Site, following the comments from members of KTTF. It is also noted this provision is not traffic-driven and would not be surrendered to Government. The control of this provision would be subject to further liaison with appropriate B/Ds; and
- (c) noted that no parking space and loading/unloading space will be provided for the proposed GIC facilities required by SWD. The design, location and provision of the internal transport facilities (e.g. vehicular access, parking spaces and loading/unloading spaces) would be further checked in future BP submissions.

Environmental Aspect

9.1.7. Comments of the Director of Environmental Protection (DEP):

- (a) based on the planning submission (including SPS, EA, sewerage impact assessed in DSIA and QRA (on D.G. Warehouse)), insurmountable environmental impacts associated with the proposed development are not anticipated;
- (b) his other detailed comments, including that the helicopter noise from emergency operation at the planned helipad at Kai Tak Hospital could be minimised by insulation in terms of insulated glazing unit or single frame double pane window, are provided in **Appendix IV**; and
- (c) to address the remaining comments and to cater for the potential revision of the proposed development in future, as well as to ensure implementation of the proposed mitigation measures, the following

approval conditions are suggested to be imposed should the application be approved by the Board:

- *the submission of a revised noise impact assessment and the implementation of the environmental mitigation measures identified therein for the proposed redevelopment to the satisfaction of the DEP or of the Board;*
- *the submission of a revised sewerage impact assessment for the proposed redevelopment to the satisfaction of the DEP or of the Board; and*
- *the implementation of the local sewerage upgrading/sewerage connection works as identified in the revised sewerage impact assessment for the proposed redevelopment to the satisfaction of the Director of Drainage Services or of the Board.*

Risk Aspect

9.1.8. Comments of the Director of Electrical and Mechanical Services (DEMS):

- (a) no comment from risk perspective; and
- (b) in view of an LPG Filling Station in the vicinity of the Site, approval conditions should be imposed such that a revised QRA taking the Site revised layout/design/increase of design population into consideration shall be conducted, prior to the commencement of the construction work, to ascertain that the risk levels posed by the LPG Filling Station would comply with the Government Risk Guidelines.

Fire Safety Aspect

9.1.9. Comments of the Director of Fire Services (D of FS):

- (a) no specific comment subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the D of FS;
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general BPs or referral of application via relevant licensing authority; and
- (c) his other advisory comments are set out at **Appendix VI**.

Aviation Aspects

9.1.10. Comments of the Director-General of Civil Aviation (DGCA):

- (a) no comment from perspective of safeguarding operations of the Hong Kong International Airport as the highest rooftop structures at

145.45mPD at Tower 2A will not exceed the Airport Height Restriction (AHR) requirement as prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301); and

(b) no objection to the application from aircraft noise perspective. It is noted that noise mitigation measures have been proposed, i.e. proposed development designed to maximise separation from flight path and installation of acoustic window with better insulation than those recommended under Chapter 9 of HKPSG. Comments from DEP in relation to helicopter noise from emergency operation of the planned helipad at Kai Tak Hospital would be relevant; and

(c) his other advisory comments are set out at **Appendix VI**.

Provision of Social Welfare Facilities

9.1.11. Comments of the Director of Social Welfare (DSW):

- (a) the applicant has agreed to incorporate two welfare facilities, namely an office base of TSS for PMR (with a required NOFA of 112.4m²) and a SPA Sub-base (with a required NOFA of 66.2m²) proposed by DSW, and no ancillary parking facilities are required;
- (b) upon completion of construction of the bare-shell premises, they will be handed over to Government as Government Accommodation (GA); and
- (c) provision of GA will be handled when the applicant submits lease modification or land exchange application. All current and prevailing ordinances and regulations (if applicable) will be fulfilled.

9.2. The following government B/Ds have no objection to or no adverse comment on the application. Their relevant advisory comments are set out at **Appendix VI**.

- (a) Project Manager (East), Civil Engineering and Development Department;
- (b) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (c) Chief Highway Engineer/Kowloon, Highways Department (CHE/K of HyD);
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Commissioner of Police;
- (f) Controller, Government Flying Services;
- (g) Director of Food and Environmental Hygiene;
- (h) Director of Leisure and Cultural Services;
- (i) Director-general of Trade and Industry; and
- (j) District Officer (Kwun Tong), Home Affairs Department (DO(KT), HAD).

10. Public Comments Received During Statutory Publication Periods

10.1. During the statutory inspection periods, a total of 43 public comments from individuals were received, including 39 supporting comments (**Appendix Va**), one

opposing comment (**Appendix Vb**), and one providing views on the proposal (**Appendix Vc**). In addition, a member of Kwun Tong and Kowloon Bay Business Area Committee expressed his no comment on the captioned application as conveyed by DO(KT), HAD (**Appendix Vd**).

10.2. The supporting grounds are mainly as follows:

- (a) the proposed development could better utilise the land in response to market needs, provide additional housing supply and enhance vibrancy to the area;
- (b) it is in line with the planning intention of the area and will not generate adverse environmental, air and visual impacts; and
- (c) it is compatible with the surrounding neighbourhood and can improve the quality of life in the area. Local community can also benefit from the provision of retail shops and eating places and an improved pedestrian environment.

10.3. An individual opposes the application as the proposed development would create a wall effect to the surroundings, which is not desirable to the hospital cluster nearby; it would set an undesirable precedent as the developments nearby are restricted to the BH restrictions stipulated on the OZP; it would lead to a loss of parking spaces available for waterfront festivities and events in the future; and the proposed average flat size is not adequate for families.

10.4. An individual suggests there should be sufficient parking spaces and public transport connections.

11. Planning Considerations and Assessments

11.1. The applicant seeks planning permission to redevelop the existing commercial development at the Site into a composite development with proposed flat, and permitted commercial and social welfare facilities, together with minor relaxation of PR from 5.0 to 7.0 (+40%, comprising domestic PR of 6.5 and non-domestic PR of 0.5). The Site is the subject of a previous application (No. A/K22/6) for minor relaxation of PR, BH and SC restrictions for a permitted commercial development, which was approved with conditions by the Committee in 2008. The existing commercial building was developed in accordance with the approved development parameters. While the Site is subject to a maximum BH restriction of 100mPD or the existing building, whichever is the greater, the proposed maximum BH of 136.45mPD (main roof) is equivalent to that of the existing building. As such, applying for minor relaxation of BH is not required.

Planning Intention

11.2. The subject “C(2)” zone located in the South Apron Area near the Kowloon Bay waterfront is intended to create a coherent cluster of commercial developments in the area as an extension of the Kowloon Bay Business Area. The proposal which changes the Site to predominantly domestic use, is not entirely in line with the planning intention. Head of EKEO also expressed concerns regarding the actual loss

of commercial GFA (including office) in KE upon redevelopment. Nonetheless, it is considered that the proposal would not affect the integrity of the Kowloon Bay Business Area. Unlike the sites in core business area in which only commercial/business and related developments are permitted, the Notes of the OZP for the zone provides for residential development with a PR 5.0, provided that all the environmental and technical concerns have been properly addressed. Similar applications for 'Flat' use in the adjacent "C(2)" zone across Kai Hing Road were approved with conditions between 2010 to 2022 (Nos. A/K22/9, A/K22/11, A/K22/13 and A/K22/31). The area immediately south of the Site is also zoned "R(B)2" for residential developments.

Land Use Compatibility

- 11.3. From land use perspective, the proposed composite development is considered not incompatible with the existing and planned surroundings and the waterfront. The Site is located in an area mixed with commercial, industrial and GIC uses, and planned residential and open space developments. The proposed scheme would replace the existing commercial building that has an almost full podium site coverage. With the proposed building design measures, such as a 3-tier stepped BH profile, 15m-wide building setback, low-level setbacks (up to 14.5mPD) and a Splayed Corner, the proposed scheme would better integrate with the surrounding sites as compared to the existing commercial development which exceeds the OZP restrictions due to its unique development history. It would also improve the local environment with a smaller building bulk, more landscaped areas and new trees, and enhance vibrancy of the waterfront area.
- 11.4. The proposed maximum BH of 136.45mPD (main roof, equivalent to that of the existing BH) is a claim of BH of the existing building permissible under the OZP. Although the proposed BH is relatively higher than the BH of the planned residential developments nearby, it is not incompatible with the cityscape of the area as the maximum BH remains the same as the existing commercial building. CTP/UD&L of PlanD does not anticipate that the proposed development would cause significant adverse visual impacts to the surrounding areas. Moreover, adopting a 3-tier stepped BH from 110mPD to 136.45mPD would create visual interest to the skyline. However, on detailed examination of the photomontage (**Drawing A-11**), a tiny portion of Tower 2A (main roof and rooftop structures) and Tower 1A's rooftop structures would still encroach onto the 20% BFZ when viewed from SVP4 at Quarry Bay Park. Having regard to the issue, the applicant undertakes to refine the BH profile, including rooftop structures at the detailed design/BP submission stage. CTP/UD&L agrees to the imposition of an approval condition as set out in paragraph 12.2 condition (a) below.

Minor Relaxation of PR

- 11.5. The proposed minor relaxation of PR to 7.0 comprises domestic PR of 6.5 and non-domestic PR of 0.5. The proposed domestic PR of 6.5 is in line with the maximum domestic PR of 6.5 for new development areas of urban areas under the HKPSG. The proposed non-domestic PR of 0.5 could provide supporting non-domestic and GIC facilities to serve future residents and the neighbourhood. A similar application for minor relaxation of PR in the adjacent "R(B)2" zone from 4.5 to 7.0 was approved

in 2025 (No. A/K22/43), with the same composition of domestic and non-domestic PRs as the proposed scheme.

Planning and Design Merits - Pedestrian Connectivity

- 11.6. The proposed scheme has incorporated various design features to enhance pedestrian environment as detailed in paragraph 1.5 above. The 4m-wide landscaped public passage allowing public access 24 hours a day would facilitate pedestrian connection between Kai Tak Hospital and Kai Hing Road. Although the applicant only commits to allow public access to the 2.5m-wide low-level setbacks from Kai Hing Road and Lam Chak Street and the Splayed Corner during the operation hours of the non-domestic portion of the proposed development, the applicant commits that no fence wall would be erected within the setbacks and a 1.5m-wide canopy projecting from 1/F would be provided. CTP/UD&L of PlanD acknowledges these improvements and suggests to impose an approval condition as set out in paragraph 12 condition (b) below to ensure the implementation of the landscape treatments. Members of KTTF support the application with a view that it could enhance the pedestrian environment. The provision of these pedestrian facilities can be enforced at the detailed design/BP submission stage. Suitable enforceable measures, especially regarding the opening hours of these facilities, would be subject to further discussion and liaison with relevant Government B/Ds at the detailed design stage.

Planning and Design Merits - Social Welfare Facilities

- 11.7. The proposed residential development, integrating retail and GIC facilities, would foster a lively atmosphere in the South Apron Area for both residents and visitors. Dedicated floor area of about 490m² for GIC uses with a separate entrance at Cheung Yip Street is proposed. The provision of the proposed social welfare facilities required by SWD, including an Office Base of TSS for PMR and a SPA Sub-base, account of about 70% of the dedicated floor area, is in line with Government's policy to build a caring and inclusive society through a multi-pronged approach. DSW has no adverse comment on the proposed provision of the social welfare facilities and taking over the facilities upon completion. Relevant approval conditions are proposed (as set out in paragraph 12.2 conditions (h) and (i) below) to ensure the design and provision of relevant premises would be to the satisfaction of DSW.
- 11.8. Although the provision of other GIC uses in the remaining 30% of dedicated floor area is uncertain, the applicant confirms that these floor areas would be operated by NGOs, subject to GFA calculation and would not be Government-funded.

Technical Aspects

- 11.9. The proposed redevelopment for 'flat' use and the proposed development parameters are supported by technical assessments on traffic, environment (including noise and air quality), drainage, sewerage, visual and risk aspects. These technical assessments indicate the proposed scheme with additional population would not create adverse impacts to the surrounding areas and the future population would not be subject to adverse impacts from adjacent uses. To address traffic noise, a noise barrier fronting Cheung Yip Street (**Drawing A-6**) and other measures for affected residential units are proposed; to address helicopter noise, insulated glazing unit or single frame double-pane windows for affected residential units are proposed. Regarding the potential risks from the LPG Filling Station at Cheung Yip Street and

Kerry D.G. Warehouse at Kai Hing Road, the QRAs have demonstrated that societal risks are within the ‘acceptable’ region and no mitigation measure is required. From sewerage perspective, upgrading works to the existing sewer are proposed. From traffic impact perspective, the proposed development is anticipated to generate and attract less vehicles during am and pm peak hours when compared to the existing commercial use. No junction improvement works are required and no adverse traffic impacts are anticipated. To support future population at pm peak hour, more buses and green mini buses are required. Concerned departments including DEP, C for T, CE/MS of DSD, DEMS and DGCA have no objection to/no adverse comments on the application. Relevant approval conditions related to noise, sewerage and QRA are set out in paragraph 12.2 conditions (c) to (g) below.

Similar Applications

- 11.10. There are four similar applications (Nos. A/K22/9, A/K22/11, A/K22/13 and A/K22/31) within the “C(2)” zone covering two sites at Kowloon Bay waterfront area for primarily ‘Flat’ use at on the Kai Tak OZP and a similar application (No. A/K22/43) for minor relaxation of PR within the “R(B)2” zone to the southwest of the Site (**Plan A-1**). The applications were approved with conditions by the Committee. Approval of the subject application is generally not inconsistent with the previous decisions of the Committee on similar applications.

Public Comments

- 11.11. Regarding the adverse public comments, the above planning assessments and comments of relevant B/Ds in paragraph 9 above are relevant. In respect of the flat size of the proposed development, the proposed average flat size needs to comply with the minimum flat size requirement of at least 26m².

12. Planning Department’s Views

- 12.1. Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2. Should the Committee decide to approve the application, it is suggested that the permission shall be valid until **25.9.2030**, 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 approval conditions and advisory clauses are also suggested for Members’ reference:

Approval Conditions

- (a) the submission of a refined building height profile including rooftop structures to ensure that the building height of the proposed development would not encroach onto the 20% building free zone of the ridgeline as far as possible to the satisfaction of the Director of Planning or of the Board;
- (b) the submission and implementation of a Landscape Proposal to the satisfaction of the Director of Planning or of the Board;

- (c) the submission of a revised noise impact assessment and the implementation of the environmental mitigation measures identified therein for the proposed redevelopment to the satisfaction of the Director of Environmental Protection or of the Board;
- (d) the submission of a revised sewerage impact assessment for the proposed redevelopment to the satisfaction of the Director of Environmental Protection or of the Board;
- (e) the implementation of the local sewerage upgrading/sewerage connection works as identified in the revised sewerage impact assessment for the proposed redevelopment to the satisfaction of the Director of Drainage Services or of the Board;
- (f) the submission of a revised quantitative risk assessment prior to the commencement of construction works should there be changes on the design population and/or the master layout plan to the satisfaction of the Director of Electrical and Mechanical Services or of the Board;
- (g) the implementation of the mitigation measures, if any, identified in the revised quantitative risk assessment prior to the occupation of building to the satisfaction of the Director of Electrical and Mechanical Services or of the Board;
- (h) the design and provision of an Office Base of Transitional Support Service for Persons in Mental Recovery to the satisfaction of the Director of Social Welfare or of the Board; and
- (i) the design and provision of a Sub-base for Support Centre for Persons with Autism to the satisfaction of the Director of Social Welfare or of the Board.

Advisory Clauses

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

- 12.3. Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the proposed composite redevelopment, with 'Flat' as the major use, is not in line with the planning intention of the "Commercial" zone intended primarily for commercial developments. There are no strong planning justifications in the submission for a departure from the planning intention and insufficient planning merits to support the proposed minor relaxation of plot ratio.

13. Decision Sought

- 13.1. The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

- 13.2. 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.
- 13.3. 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.

14. Attachments

Appendix I	Application Form received on 16.6.2026
Appendix Ia	SPS received on 16.6.2026
Appendix Ib	FI received on 23.7.2026
Appendix Ic	FI received on 14.8.2026
Appendix Id	FI received on 31.8.2026
Appendix Ie	FI received on 15.9.2026
Appendix II	Previous Application
Appendix III	Similar Applications
Appendix IV	Detailed Departmental Comments
Appendices Va to Vd	Public Comments
Appendix VI	Recommended Advisory Clauses
Drawing A-1	Master Layout Plan
Drawings A-2 to A-5	Floor Plans
Drawings A-6 and A-7	Section Plans
Drawing A-8	Landscape Master Plan
Drawing A-9	Landscape Section Plan
Drawing A-10	Private Open Space Provision
Drawings A-11 and A-12	Photomontages
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plans A-4 and A-5	Site Photos

**PLANNING DEPARTMENT
SEPTEMBER 2026**