

Appendix 1:

Replacement pages of the Planning Statement

EXECUTIVE SUMMARY

This planning application is submitted by the Urban Renewal Authority (URA) to the Town Planning Board (TPB) pursuant to Section 16 of the Town Planning Ordinance (Cap. 131), for minor relaxation of maximum domestic plot ratio (DPR) and building height restrictions (BHR) for the permitted residential development with commercial / retail uses of the URA Ma Tau Wai Road/ Lok Shan Road Development Project (KC-020 / the Application Site) and proposed Public Vehicle Park (PVP).

The Application Site, with an area of about 1,566 sq.m., falls within an area zoned “Residential (Group A)” (“R(A)”) on the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/31 (OZP). It is subject to a maximum DPR of 7.5 and total plot ratio (PR) of 9.0, with BHR of 120mPD. In accordance to the development restrictions of subject “R(A)” zone, KC-020 was commenced by way of a development project pursuant to Section 26 of the Urban Renewal Authority Ordinance (URAO) on 9 August 2024 and was authorized without amendment by the Secretary for Development (SDEV) on 26 August 2025, with the decision first gazetted on 5 September 2025.

Pursuing a “district-based” approach, the Application Site is intended to be holistically planned and designed to create synergies with the adjoining URA Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC) to optimize planning gains. To facilitate design flexibility for a cohesive combined development, it is proposed to align with the development controls of CBS-2:KC. As such, this S16 Planning Application seeks TPB permission of the following:

- (i) minor relaxation of maximum permissible DPR from 7.5 to 8.0, with total permissible plot ratio remains the same as 9.0;
- (ii) minor relaxation of BHR from 120mPD to 140mPD; and
- (iii) proposed PVP use.

The proposed relaxation in the S16 Planning Application can facilitate a more flexible layout across the two sites (i.e. the Application Site and CBS-2:KC) which are under same permissible BHR and PR controls upon this S16 approval. Nevertheless, despite that a combined development will be proposed, the URA undertakes that the portion of the future combined development within the Application Site would not exceed maximum DPR of 8.0 and total PR of 9.0.

This S16 Planning Application is a “non-scheme-based” submission. The notional design and indicative development parameters provided are solely for illustration purpose and for conducting necessary technical assessments. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

The main justification in support of the S16 Planning Application are listed as follows:

- Materialize holistic planning and implementation for combined development of two URA projects under “district-based” urban renewal approach;
- Accommodate site constraints through a combined development with CBS-2:KC;
- Enhance walkability and accessibility of the area;
- Relaxation of BHR to facilitate flexible building design and potential accommodation of aboveground carpark design;
- Maintain design flexibility and project implementability;
- Enhance flexibility for residential and commercial land uses allocation in response to market needs;
- Retain the previously committed planning gains; and

- No Insurmountable technical impacts.

In light of the justifications presented in this planning statement, the TPB is respectfully requested to give favourable consideration to the application.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異時，應以英文原文為準。)

是項規劃申請由市區重建局（市建局）向城市規劃委員會（城規會）提交，旨在根據《城市規劃條例》（第131章）第16條就市建局馬頭圍道／落山道發展項目（KC-020 / 申請地點）申請略為放寬最高住用地積比率及建築物高度限制以作准許的住宅發展及商業/零售用途及擬議公眾停車場(本規劃申請)。

申請地點的面積約1,566平方米，在現時的馬頭角分區計劃大綱草圖編號S/K10/31（大綱圖）上劃為「住宅（甲類）」地帶，並受限於最高住用地積比率7.5 倍、最高總地積比率9倍及主水平基準以上120米的建築物高度限制。按上述「住宅（甲類）」地帶的限制，KC-020項目已於2024年8月9日根據《市區重建局條例》第26條以發展項目形式開展，並於2025年8月26日獲發展局局長在不作任何修訂的情況下授權市建局推行項目，相關決定已於2025年9月5日首次刊憲。

透過「地區為本」的市區更新模式，申請地點將與毗鄰的市建局靠背壟道／浙江街發展計劃（CBS-2:KC）作整體性規劃及設計，以發揮協同效應，為該區帶來更大的規劃裨益。為提升設計彈性以實現一體化發展，本規劃申請擬議將申請地點的發展參數限制與 CBS-2:KC 調整一致，因此向城規會提出以下申請：

- (i) 將最高住用地積比率由 7.5 倍略為放寬至 8.0 倍，最高總地積比率維持在 9.0 倍；
- (ii) 將建築物高度限制由主水平基準以上 120 米略為放寬至 140 米；及
- (iii) 擬議公眾停車場用途。

本申請所擬放寬的限制，使該兩幅地盤（即申請地點及 CBS-2:KC）在獲得規劃許可後，受到相同的建築物高度及地積比率限制，使整體樓宇佈局更具靈活性。儘管兩個項目將採取整體發展，市建局承諾於未來的發展項目中座落於本申請地點範圍內之發展部分，其最高住用地積比率不會超過 8.0 倍，最高總地積比率亦不會超過 9.0 倍。

本規劃申請屬「非方案主導」(“non-scheme-based”) 性質。本申請所提供的初步概念設計及發展參數僅供參考及用於進行必要的技術評估。除任何施加於規劃許可的相關附帶條件外，未來項目的發展設計將不受本申請所提交的初步概念設計所限制。

以下為支持本規劃申請的主要理據：

- 實現以「地區為本」的市區更新模式，整體規劃與實施兩個市建局項目；
- 透過與 CBS-2:KC 整體發展，以克服地盤限制；
- 提升該區的行人暢達性與連接性；
- 放寬建築物高度限制，以促進樓宇設計的靈活性及容納可能設置的地面停車場；
- 保持設計彈性及項目可實施性；
- 提高住宅及商業用途分配的彈性以回應市場需求；
- 保留已承諾的規劃裨益；及
- 不會產生無法克服的技術問題。

基於以上的發展理據，現懇請城規會對本規劃申請予以贊同。

- 1.6 The subject S16 Planning Application is a “non-scheme-based” submission and the notional design and indicative development parameters provided are solely for illustration purpose and for conducting necessary technical assessments. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

3. THE INDICATIVE DEVELOPMENT PROPOSAL

3.1 Proposed minor relaxation of Domestic Plot Ratio (DPR) and Building Height Restriction (BHR)

- 3.1.1 With the planning intention for holistic and integrated development for KC-020 and CBS-2:KS, this S16 Planning Application proposes to relax the maximum permissible DPR from 7.5 to 8.0 and BHR from 120mPD to 140mPD for the Application Site, to align with the DPR and BHR controls of CBS-2:KC. With both projects having the same maximum DPR of 8.0, a total PR of 9.0 and BHR of 140mPD, it can facilitate a more flexible layout across the two sites (i.e. the Application Site and CBS-2:KC) which are under same permissible BHR and PR controls upon this S16 approval.
- 3.1.2 Notwithstanding the intention for a combined development, the URA undertakes that the portion of the future combined development within the Application Site would not exceed maximum DPR of 8.0 and total PR of 9.0. To ensure adherence during the detailed design stage, the URA will conduct site sub-division study of the combined site and carefully configure the architectural layout, building blocks, and overall massing. Compliance with these prescribed limits will be clearly indicated in future GBP submissions.
- 3.1.3 A comparison between the OZP Compliant Proposal authorized by SDEV in August 2025 (OZP Compliant Proposal) and the Current Indicative Proposal of the S16 Planning Application (Current Indicative Proposal) is provided in **Table 3.1** below.
- 3.1.4 While the subject S16 Planning Application is a non-scheme-based submission, the notional block plan and section plan are provided in **Figure 3.1 and Figure 3.2** for illustration purpose and for conducting necessary technical assessments only. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

Table 3.1: Comparison of the OZP Compliant Proposal and Current Indicative Proposal

Development Parameters	OZP Compliant Proposal ⁽¹⁾ [A]	Current Indicative Proposal (Subject S16) [B]	Difference [B]-[A] (% change)
Site Area⁽²⁾ - Application Site Area (for PR Calculation) (m ²)	About 1,566	About 1,566	No change
Maximum PR - Total PR - Domestic PR	9.0 7.5	9.0 8.0	No change +0.5 (+6.7%)
GFA⁽²⁾ Total GFA (m ²) Domestic GFA (m ²)	About 14,094 About 11,745	About 14,094 About 12,528	No change +783 (+6.7%)
Max. BH (mPD)	120	140	+20 (+16.7%)
Under Notional Design:			
No. of Residential Towers	1	1	No change
No. of Residential Floors	About 29 floors	About 31 floors	+2 (+6.9%)
No. of Retail Floors	Not more than 3 storeys	Not more than 3 storeys ⁽³⁾	No change
Average Flat Size (m²)	About 45 ⁽⁴⁾	About 45	No change ⁽⁴⁾
No. of Flats	About 263 ^{(4) (5)}	About 279 ⁽⁶⁾	+16 (+6.0%) ⁽⁴⁾
Anticipated Population ⁽⁷⁾	About 710 ⁽⁴⁾	About 753	+43 (+6.0%) ⁽⁴⁾
Site Coverage ⁽⁸⁾	Domestic portion: Not more than 37.5% Non-domestic portion below 15m: Not more than 100%	Domestic portion: Not more than 37.5% Non-domestic portion below 15m: Not more than 100%	No change
Ancillary Car Parking and L/UL Spaces ⁽⁹⁾ - Private Car Parking Spaces - Motorcycle Parking Spaces - L/UL Bays	55 ⁽¹⁰⁾ 5 ^{(10) (11)} 4 ⁽¹⁰⁾	58 5 3	+3 (+5.5%) No change -1 (-25%)
PVP for Private Cars	0	Not more than 80 ⁽¹²⁾	N/A

Remarks:

- (1) As per the notional design under the URA Ma Tau Wai Road/ Lok Shan Road Development Project (KC-020) authorized by SDEV in August 2025 (the DP authorised by SDEV).
- (2) Based on the net site area under the latest land boundary survey, subject to agreement with LandsD in the land grant application stage. For reference, the net site area under the DP authorised by SDEV was about 1,578sq.m., the corresponding total GFA was about 14,202sq.m. and domestic GFA was about 11,835 sq.m.
- (3) Not more than 3 storeys of commercial / retail uses will be accommodated within the basement and/or podium levels. Details will be worked out at detailed design stage.
- (4) For a like-to-like analysis, an average flat size of about 45 sq.m. under the Current Indicative Proposal has been applied to both the OZP compliant and current S16 scenarios in the comparison table to show the net increase in the number of flats and population. For reference, the notional design for the DP authorised by SDEV had adopted an average flat size of about 51 sq.m. with about 232 no. of flats and an estimated population of about 626.
- (5) Estimated based on average flat size, the actual no. of flats would be worked out at detailed design stage.
- (6) Estimated based on notional design with 9 nos. of domestic units per typical floor, the actual no. of flats would be worked out at detailed design stage.
- (7) Derived by assuming 2.7 occupants as per the average domestic household size in Kowloon City District based on Population Census 2021.
- (8) Assumed in accordance with the First Schedule of Building (Planning) Regulation that for a Class B site with building height over 61m, the site coverage shall not exceed 37.5% for a domestic building or for the domestic part of a composite building. The non-domestic podium does not exceed 15m in height, a site coverage of not more than 100% shall be permitted. The actual site coverage for the development at the Application Site will be determined at detailed design stage.
- (9) Fulfilled HKPSG high-end car parking requirements.
- (10) As per car parking provision proposed under the TIA for the DP authorised by SDEV.
- (11) Adjusted based on the high-end car parking requirements under the HKPSG.
- (12) The PVP provision at the Application Site could be zero or not more than 80 numbers of PVP spaces. In any case, a total number of about 164 numbers of PVP spaces would be provided within the combined site of the Application Site and CBS-2:KC as required by TD in CBS-2KC. For details, please refer to Section 3.2 below.

3.2 Proposed Public Vehicle Park (PVP) use

3.2.1 Under the “R(A)” zoning of the Application Site, “PVP” is under Column 2 use requiring planning permission from TPB. Under the approved DSP of the CBS-2:KC, about 164 numbers of PVP parking spaces are required to be provided. To allow design flexibility for the layout and disposition of PVP spaces in the future combined development, the subject S16 Planning Application also seeks planning permission to include not more than 80 numbers of PVP spaces for private cars at the Application Site, with actual location and number to be determined in detailed design stage.

3.2.2 The intention to seek planning permission for PVP use under the subject S16 Planning Application is to allow design flexibility and to avoid further S16 planning permission to be sought in case some PVP spaces as required in CBS-2:KC might need to be provided within the Application Site area due to site constraints and/or integrated design consideration under the combined site development. Hence, it does not necessarily mean that there must be certain amount of PVP provision in the Application Site (i.e. PVP provision at the Application Site could be zero or not more than 80 numbers of PVP spaces). In any case, a total number of about 164 numbers of PVP spaces would be provided within the combined site of the Application Site and CBS-2:KC as required by Transport Department (TD) in CBS-2KC.

fulfill prescribed window requirement on the west side of the boundary. The single-aspect building design would severely compromise overall site efficiency and layout desirability. From a visual and urban design perspective, this would result in a single, elongated slab-like block along the site's frontage which is not conducive to effective tower disposition and desirable urban space.

- 4.2.3 The subject S16 Planning Application is a pragmatic response to these site constraints, which allows for a more flexible and efficient block layout across the project boundaries under integrated design of the combined site (**Figure 4.1** refers). Without increasing the overall development intensity of the Application Site, the Current Indicative Proposal in **Figure 4.1** demonstrates that the minor relaxation would facilitate a viable layout with better urban design for a site with inherent physical limitations.

4.3 Enhance walkability and accessibility of the area

- 4.3.1 As planned in the approved DSP of CBS-2:KC, there will be at-grade pedestrian avenue / event plaza connecting with the surrounding pedestrian network. With the same permissible PR controls upon the S16 approval of the Application Site, the two projects, i.e. KC-020 and CBS-2:KC, can be holistically planned on the podia layout and the at-grade spaces for better integration and connection between the two sites.
- 4.3.2 Under the combined site development of the Application Site and CBS-2:KC, the planning intention to enhance walkability and accessibility of the area can be further enhanced by integrating the at-grade space network and podia design. For example, podium design can be more flexible to across the two sites with better internal circulation and efficiency, with footbridges/linkages to connect the retail/commercial podia between the two projects to enhance connectivity. It will facilitate an early and comprehensive planning on integrated pedestrian linkage between the east and west, i.e. from the Lok Man Sun Chuen residential cluster at the western side of Kau Pui Lung Road to the POS and GIC clusters at the eastern side of Ma Tau Wai Road, via the spatial connection and podia at the future combined site of KC-020 and CBS-2:KC, and the existing pedestrian-crossing facilities at Ma Tau Wai Road (**Figure 4.1** refers).
- 4.3.3 This east-west pedestrian connection will not only benefit the local circulation adjoining the two projects, but will also bring a combined effect to enhance the overall walkability and accessibility of the surrounding wider area through connecting with To Kwa Wan MTR Station concourse and its exits (**Figure 4.3** refers). Detailed design on the spatial connection and pedestrian network in the combined site will be worked out at detailed design stage.
- 4.3.4 Notwithstanding the combined design, the network of POS and at-grade pedestrian avenue / event plaza as planned under the approved DSP of CBS-2:KC will remain unaffected by the subject S16 Planning

Application. The 400sq.m. POS as committed in CBS-2:KC will be designed at appropriate locations at detailed designed stage, together with the 2,400sq.m. pedestrian avenue/ event plaza committed in CBS-2:KC will be holistically **designed together with the proposed pedestrian connection at KC-020** to enhance spatial connectivity, walkability, and overall accessibility between the two sites, forming a cohesive and integrated spatial network (**Figure 4.1** refers).

4.4 Relaxation of BHR to facilitate integrated design with CBS-2:KC and potential accommodation of aboveground carpark design

- 4.4.1 Under the intention of a combined development for the Application Site and CBS-2:KC, the proposed relaxation of BHR from 120mPD to 140mPD of the Application Site can align the height controls of the two projects, which provides the same building height profile for the two projects for holistic design, and the necessary vertical spatial flexibility to achieve a cohesive and optimised urban design across the project boundaries under a unified height limit.
- 4.4.2 The proposed minor relaxation of BHR at the Application Site allows for same maximum building height as of CBS-2:KC upon planning approval. It will “extinguish” the physical gap of 20mPD difference created by the project boundaries and thus allow greater design flexibility in building block layout and disposition under the same BHR of the two projects.
- 4.4.3 The relaxation can facilitate better urban design outcomes. For instance, it enables the adoption of slimmer residential building blocks, enhanced building separation and staggered building design, thereby allowing more flexibility in building form that could enhance visual comfort. The relaxation can also facilitate a less bulky podium design such as staggered-form podium with some outdoor event space on some floors. It can enhance the visual comfort and sunlight penetration at pedestrian level.
- 4.4.4 The proposed minor relaxation of BHR from 120mPD to 140mPD is comparable with the existing and planned surrounding context. It aligns with the adjoining CBS-2:KC, Lok Man Sun Chuen and Celestial Height, all with the same BHR of 140mPD. The proposed 140mPD shall fit harmoniously with the building height gradation of the area, which steps down gradually from 140 mPD to 100mPD from inland area near Lok Man Sun Chuen to the waterfront. (**Figure 2.3** refers).
- 4.4.5** Meanwhile, in line with the latest Government’s incentives to facilitate the provision of aboveground carpark in development projects, the proposed location of the carparks under the notional design may reference to the latest PNAP APP-2 published in November 2025, which permits full GFA exemption for up to two levels of aboveground carparks for both private and public car parks. **The proposed increase in BHR can facilitate the necessary design flexibility to accommodate the aboveground carparks if required, which would subject to detailed design.**

4.5 Enhance development flexibility and project's implementability

4.5.1 The Application Site is zoned "R(A)" under the OZP. There is no change of the zoning of the Application Site under the subject S16 Planning Application. The planning intention of the subject "R(A)" zone is to facilitate high-density residential development with commercial uses always permitted on the lowest three floors. The R(A) zone also controls the maximum domestic PR, maximum total PR, and maximum BHR; while minor relaxation of such may be considered by the TPB. The "R(A)" zone provides design flexibility of the development without control on the specific form and layout of the future development, which is considered necessary to facilitate project implementability to meet the market needs. The subject S16 Planning Application is a "non-scheme-based" submission, which tallies with the "R(A)" zone which controls mainly on the planning intention, uses and development parameters but not the specific building design.

4.5.2 Aligning the development controls of the Application Site with those of the adjoining CBS-2:KC is technically essential to materialize a holistic, "district-based" combined development across the two sites, as it enhances development flexibility, enabling a more cohesive layout that is vital to overcoming individual site constraints, optimizing pedestrian connectivity, and achieving a well-integrated urban design that benefits the wider neighborhood. Upon the subject S.16 planning approval, the Project will proceed with detailed design and subsequent GBP submissions for relevant government departments' approval, a concrete scheme layout can only be developed at the detailed design stage/ GBP submission stage for implementation.

4.6 Enhance flexibility for residential and commercial land uses allocation in response to market needs

4.6.1 In view of the high vacancy rates and ample supply of commercial properties, contrasted with the prevailing housing demand in recent years, the subject S16 Planning Application proposes to increase DPR from 7.5 to 8.0, while keeping the maximum total PR at 9.0. This minor relaxation could enhance the flexibility to optimise the mix of residential and commercial GFAs and potentially enable an increase in housing supply, while without increasing the overall development intensity of the Project.

4.7 Retain previously committed planning gains

4.7.1 The key planning gains and urban design features as proposed under the OZP Compliant Proposal, as mentioned in **Section 3.3** will be retained.

4.8 No Insurmountable technical impacts anticipated

4.8.1 Technical assessments have been conducted based on the notional design for the Application Site, the findings concluded that the Current Indicative Proposal would not induce any insurmountable technical impact in all aspects, including traffic, visual, air quality, noise, waste management, quantitative risk, drainage, sewerage, and water supply aspects. Relevant mitigation measures have been recommended where necessary.

No Adverse Traffic Impact

4.8.2 A Traffic Impact Assessment (TIA) (**Appendix A** refers) has been conducted and the findings shows that the Current Indicative Proposal will not induce any adverse traffic impact. Traffic improvements measures previously proposed for CBS-2:KC⁴ could cater for the traffic flow arising from this S16 Planning Application. All identified junctions will continue to operate with ample capacity in design year 2036 (i.e. 3 years after the tentative completion year of 2033).

No Adverse Visual Impact

4.8.3 A Visual Impact Assessment (VIA) (**Appendix B** refers) has been conducted for the Current Indicative Proposal. Comparing with the OZP Compliant Proposal, the anticipated changes in building mass will be limited, as the total PR remains unchanged at 9.0. The proposed minor increase in building height from 120mPD to 140mPD will only result in minor magnitude of visual change, as the Current Indicative Proposal generally blends in with the adjacent CBS-2:KC with 140mPD and no adverse visual impact is anticipated. **Table 4.1** below summarizes the visual sensitivity and impact of the selected VPs.

Table 4.1 – Summary of Visual Impacts

Viewing Points	Visual Sensitivity	Resultant Overall Visual Impact
VP 1: Lok Shan Road Sitting-out Area	High	Negligible
VP 2: To Kwa Wan Market at the Junction of Kowloon City Road and Lok Shan Road	Medium	Negligible
VP 3: Footpath of Ma Tau Wai Road opposite to Kiang Su Street	Medium	Slight

⁴ Traffic improvement measures for CBS-2:KC are recapped / outlined in the TIA report dated January 2025 for KC-020 OZP Compliant Proposal submitted to SDEV for consideration and the TIA report dated July 2025 for combined development of CBS-2:KC and KC-020, which the Transport Department (TD) had no in-principle objection on the assessments and the proposals provided in these two reports.

VP 4:	Entrance of Ko Shan Road Park	Medium	Negligible
VP 5:	Kau Pui Lung Road Playground	Medium	Negligible
VP 6:	Lok Man Sun Chuen at the Junction of Lok Shan Road and Kau Pui Lung Road	Medium	Negligible
VP 7:	Ma Tau Wai Road / Ma Hang Chung Road Rest Garden	Medium	Slight

No Adverse Air Quality Impact

- 4.8.4 An Air Quality Impact Assessment (AQIA) has been conducted (**Appendix C** refers) and the findings concluded that with the proposed fresh-air-intakes of the future development to be located above 4.55mAG (15.45mPD), it would comply with the prevailing Air Quality Objectives (AQOs). The future occupants are not anticipated to be subject to insurmountable air quality impact.

No Adverse Noise Impact

- 4.8.5 Assessment on the potential noise impact has been included in the EA report (**Appendix D** refers), which the assessment results indicated that with the proposed mitigation measures, such as provision of canopy, enhanced acoustic window, acoustic balcony, fixed glazing etc., a 96% compliance of HKPSG's road traffic noise standard of 70 dB(A) would be achieved and no adverse road traffic noise is anticipated. Furthermore, the assessment results also confirms that the subject S16 Planning Application would not be subject to adverse noise impact from fixed noise sources.

No Adverse Waste Management Impact

- 4.8.6 Assessment on the potential waste management impact has been included in the EA report (**Appendix D** refers) and the findings shows that with good site management and mitigation measures, no adverse waste management impact is anticipated.

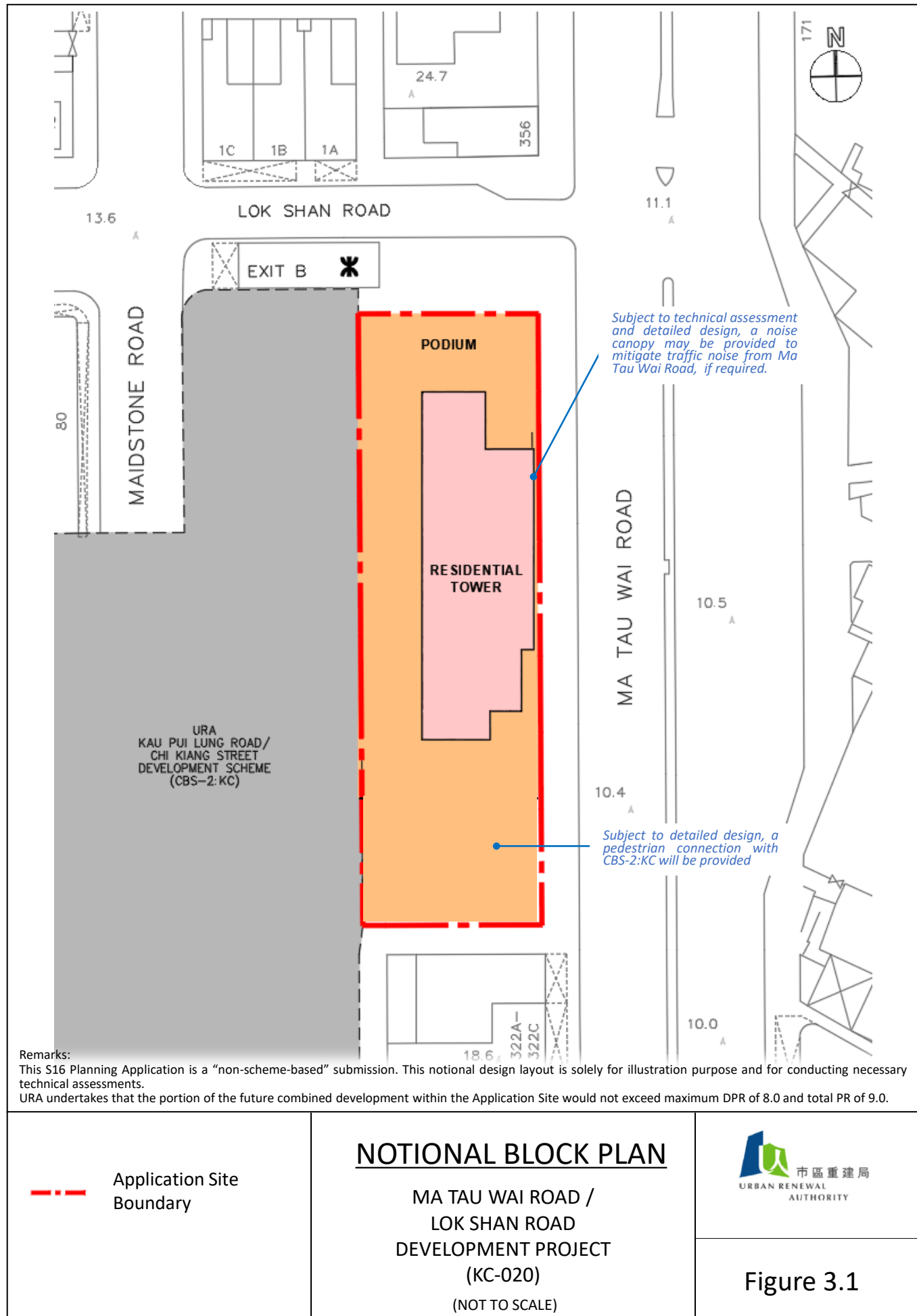
No Adverse Water Supply Impact

- 4.8.7 Assessment on the potential water supply impact has been included in the EA report (**Appendix D** refers) and the findings concluded that the planned / existing fresh and salt water supply systems in the vicinity are adequate to meet the demand arise from this S16 Planning Application.

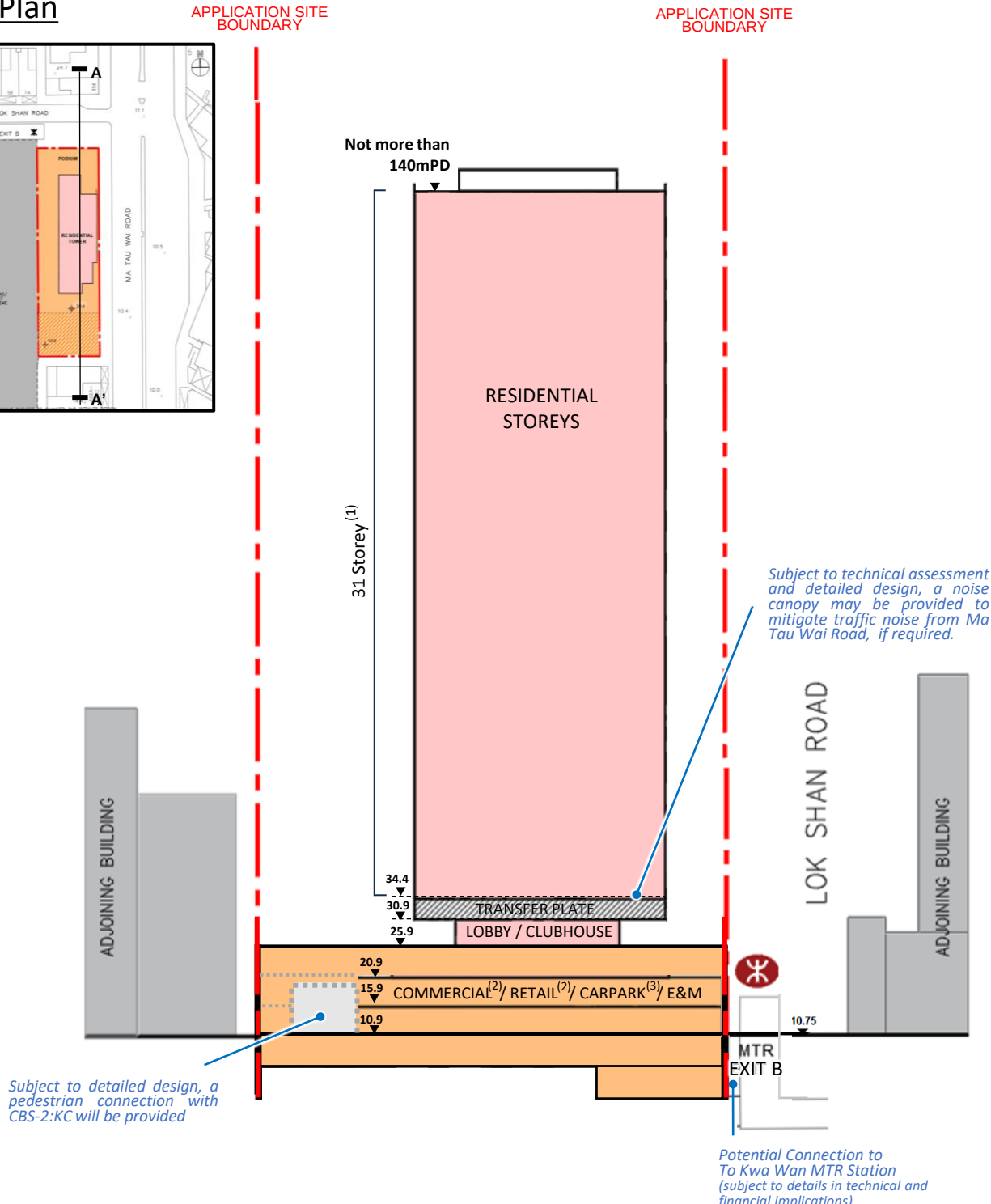
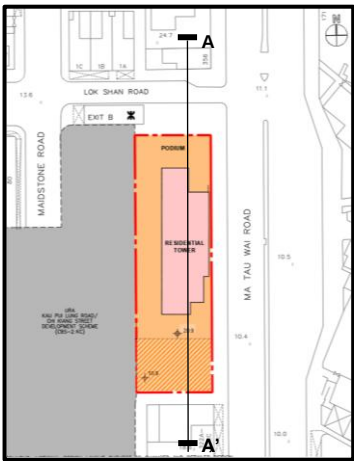
No Adverse Quantitative Risk Impact

5. CONCLUSION

- 5.1 The Application Site is the subject site of URA Ma Tau Wai Road/ Lok Shan Road Development Project (KC-020). Pursuing a district-based approach, it is intended to be holistically planned and designed to create synergy with the adjoining CBS-2:KC to optimize planning gains.
- 5.2 Notwithstanding that both the Application Site (i.e. KC-020) and the adjoining CBS-2:KC sites are subject to “R(A)” zoning, they are controlled by two different statutory plans under the planning regime. The Application Site is controlled by the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/31 with maximum DPR of 7.5 and BHR of 120mPD. The adjoining CBS-2:KC, is controlled by the approved DSP No. S/K10/URA2/2 with maximum DPR of 8.0 and BHR of 140mPD.
- 5.3 To facilitate design flexibility for a cohesive combined development, this S16 Planning Application seeks TPB’s approval for:
- minor relaxation of maximum permissible DPR from 7.5 to 8.0;
 - BHR from 120mPD to 140mPD for the Application Site; and
 - proposed PVP use, which is currently a Column 2 use requiring planning permission from TPB.
- 5.4 The subject S16 Planning Application is a “non-scheme-based” submission. The notional design and indicative development parameters provided are solely for illustration purpose and for conducting necessary technical assessments.
- 5.5 Relevant technical assessments on traffic, visual, air quality, noise, waste management, quantitative risk, drainage, sewerage, and water supply aspects have been conducted and the findings concluded that the Current Indicative Proposal of the subject S16 Planning Application is technically feasible and no insurmountable problem is anticipated.
- 5.6 The subject S16 Planning Application is supported by the following development planning merits and justifications:
- Materialize holistic planning and implementation for combined development of two URA projects under “district-based” urban renewal approach;
 - Accommodate site constraints through a combined development with CBS-2:KC;
 - Enhance walkability and accessibility of the area;
 - Relaxation of BHR to facilitate integrated design with CBS-2:KC and potential accommodation of aboveground carpark design;
 - Maintain design flexibility and project implementability;
 - Enhance flexibility for residential and commercial land uses allocation in response to market needs;
 - Retain the previously committed planning gains; and
 - No Insurmountable technical impacts.



Key Plan



- Remarks:
- This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.
- URA undertakes that the portion of the future combined development within the Application Site would not exceed maximum DPR of 8.0 and total PR of 9.0.
- (1) Reference to typical floor-to-floor height of 3.3m to 3.5m adopted in Hong Kong’s private residential development.
 - (2) Not more than 3 storeys of commercial / retail uses will be accommodated within the basement and/or podium levels. Details will be worked out at detailed design stage.
 - (3) The proposed location of the carpark may reference to the latest PNAP APP-2, which permits full GFA exemption for up to two levels of above-ground carparks. Details will be worked out at detailed design stage.

Application Site Boundary Residential Tower Podium and Basement for Commercial / Retail/ Carpark/ E&M uses	NOTIONAL SECTION PLAN MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020) (NOT TO SCALE)	 市區重建局 URBAN RENEWAL AUTHORITY Figure 3.2
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