

Section 16 Planning Application for Proposed Minor Relaxation of Domestic Plot Ratio and Building Height Restrictions for the Permitted Residential Development with Commercial / Retail uses of the URA Ma Tau Wai Road/ Lok Shan Road Development Project (KC-020), and Proposed Public Vehicle Park (Planning Application No. A/K10/280)

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Nos.	Comments received from:
1.	Kowloon District Planning Office, Planning Department (KDPO, PlanD)
2.	Chief Estate Surveyor/Urban Renewal, Lands Department (CES/UR, LandsD)
3.	Chief Town Planner/Urban Design & Landscape (CTP/UD&L)
4.	Chief Architect/Advisory and Statutory Compliance Division, Architectural Services Department (CA/ASC, ArchSD)
5.	Chief Engineer/Construction, Water Supplies Department (CE/C of WSD)
6.	Antiquities and Monuments Office, Development Bureau (AMO, DevB)
7.	Director of Environmental Protection (DEP)
8.	Chief Estate Surveyor/ Railway Development Section, LandsD (CES/RDS, LandsD)
9.	Chief Engineer/ Mainland South, Drainage Services Department (CE/MS,DSD)

- Appendix 1:** Replacement pages of the Planning Statement
Appendix 2: Replacement pages of the Application Form
Appendix 3: Replacement pages of the Visual Impact Assessment
Appendix 4: Response to Public Comments

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1. Kowloon District Planning Office, Planning Department (KDPO, PlanD)	
<i>Received via email dated 10 June 2026</i>	
Planning Report 1. Statement of Undertaking: Regarding paragraph 3.1.2 in the planning statement, it is noted that a “site subdivision study” will be conducted, and that the architectural layout, building blocks, and overall massing will be configured during the detailed design stage to ensure compliance with the development restrictions of the application site. Please further elaborate on the underlying principles that may be used to determine these development restrictions. This elaboration should demonstrate that compliance can be verified and substantiated during the detailed design stage (i.e. General Building Plan (GBP) submission). For instance, whether Gross Floor Area (GFA) calculations within the application site may be presented with diagrammatic breakdowns and detailed calculations - similar to the standard GFA diagrams for accountable, non-accountable, and exempted areas currently required for GBP submissions. Alternatively, other approaches or rationales may be proposed to demonstrate the feasibility of meeting these restrictions within the application site boundary.	The URA undertakes in the subject S16 Planning Application that the portion of the future combined development within the Application Site will not exceed maximum domestic plot ratio (DPR) of 8.0 and total plot ratio (PR) of 9.0, thereby sharing the same development controls with the adjoining CBS-2:KC upon the approval of this S16 Planning Application. The undertaking will be substantiated and incorporated by an Authorised Person in the subsequent GBP submissions and land grant stipulation in appropriate form to be liaised and agreed with relevant Government departments at detailed design stage.
2. Non-domestic Plot Ratio (PR) Noting that the increase in domestic PR from 7.5 to 8 generating the need for additional domestic floors is one of the major justifications to relax BHR, please consider to revise the planning statement.	The concerned paragraph has been deleted, please refer to the replacement page of the Planning Statement provided in Appendix 1.

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3. Modular Integrated Construction (MiC) Please clarify/confirm if MiC shall not be adopted in the subject application, i.e. the proposed minor relaxation of the building height restriction (BHR) is not a result of using MiC.	Please be clarified that the proposed minor relaxation of the building height restriction (BHR) under the subject S16 Planning Application is not as a result of using MiC.
4. Floor-to-Floor Height (FTFH) According to Figure 3.2, the typical floor-to-floor height (FTFH) proposed for the indicative scheme is 3.3m to 3.5m, stated to be consistent with private residential developments in Hong Kong. Given that an FTFH of 3.15m or below is typically adopted across the industry including in several URA projects; please provide examples of developments that support your proposed 3.3m to 3.5m range.	The proposed typical FTFH of 3.3m to 3.5m has taken reference to many recent residential developments in HK, examples including the following private residential developments in To Kwa Wan: • 80 Maidstone Road (翰政), located to west of the Application Site, with a typical FTFH of 3.3m; • The Vantage (啟岸), located at 63 Ma Tau Wai Road, with typical FTFH of 3.5m; and • Highwood (壹沐), located at 70 To Kwa Wan Road, with a typical FTFH of 3.3m. Besides, the following developments in other districts also adopt similar high ceilings, examples include: • One Park Place (柏景峰), Yau Tong, with typical FTFH of 3.3m; and • The Paddington (曉柏峰), Cheung Sha Wan, with typical FTFH of 3.5m.
5. Proposed BH of the indicative scheme Although indicative, the proposed notional scheme should generally present a worst-case scenario to ascertain the technical feasibility and justify the proposed minor BHR relaxation. The current proposal includes three basement levels, two aboveground podium storeys, and two	The originally provided Figure 3.2 in the Planning Statement was to demonstrate the possible design flexibilities of the future development. To demonstrate the genuine technical necessity for the proposed minor relaxation of BHR, a

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lobby/clubhouse floors requires justifications about the genuine need for a BHR relaxation to accommodate above-ground carparking. If this need cannot be demonstrated for a single site, it is even less convincing for a combined development, where a larger site area offers more flexibility to accommodate the site constraints and reduce the building height. Considering that up to 100% site coverage may be utilized for the non-domestic podium below 15m as mentioned in the planning statement, please explicitly demonstrate that the aboveground storeys have been fully optimized. Additionally, the provision of two storeys for a lobby/clubhouse requires justification.	revised Figure 3.2 is included as replacement page of the Planning Statement in Appendix 1 can illustrate a “worst-case scenario”, which incorporates the following changes: 1. Reduction of nos. of basement storeys and the extent from three storeys to slightly more than one storey; 2. Consolidate nos. of lobby/clubhouse floors from 2 storeys into 1 single storey; and 3. Fully optimise the building footprint and site coverage of 100% across the 3-storey above-ground podium to accommodate essential Commercial/ Retail Carpark/ E&M use. Relevant replacement pages of the Application Form are also provided in Appendix 2 to reflect the above minor changes.
6. Justifications for relaxation of BH Paragraph 4.4.5 of the planning statement states that “the proposed increase in BHR from 120mPD to 140mPD can facilitate the necessary design flexibility to accommodate the aboveground carparks if required...”, which may misleadingly imply that the entire 20m BH increase is dedicated solely to accommodating aboveground carparks, whereas the submitted notional scheme indicates otherwise. Please clarify and amend.	Para. 4.4.5 has been updated and provided as replacement page of the Planning Statement in Appendix 1. Please be clarified that the proposed minor relaxation of BHR from 120mPD to 140mPD is not solely to allow flexibility for accommodating aboveground carparks, but also as stated in the “Planning Merits and Justification” in Section 4 of the Planning Statement that: for aligning the building height control to provide the essential design flexibility needed to materialize a holistic planning for combined development with CBS-2:KC, overcoming existing site constraints with a compact net site area and elongated configuration and to deliver key planning gains that enhance the walkability and accessibility of the area. With the increase of BHR, it will further facilitate the design flexibility in future to consider adoption of above-ground carpark at the detailed design stage after capturing the above stated merits.

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7. Comparison of OZP Compliant Proposal and Current Indicative Proposal (Table 3.1) Noting that the average flat sizes in the OZP compliant proposal and that for the indicative proposal, the comparison is not like-for-like and lacks a meaningful basis. Please adopt the same average flat size in both scenarios to show the net increase in the number of flats accurately.	Noted. Table 3.1 has been updated and provide as replacement page of the Planning Statement in Appendix 1. For a like-to-like analysis, an average flat size of about 45sq.m. under the Current Indicative Proposal has been applied to both the OZP compliant scenario and current S16 scenario in the comparison table in Table 3.1. This revised comparison provides a consistent and meaningful basis to demonstrate the net increase in number of flats and corresponding population.
<i>Received via email dated 13 July 2026</i>	
8. Noting that there is a pedestrian connection to the south of the Site between Ma Tau Wai Road and the adjoining CBS-2:KC site, please provide the relevant dimensions (i.e. in terms of width and height) and indicate on the relevant block and section plans.	With the aim of enhancing the walkability and accessibility of the area, the Project will provide a pedestrian connection linking Ma Tau Wai Road to the Public Open Space (POS) and at-grade pedestrian avenue/event plaza network planned under the approved DSP of CBS-2:KC to create a cohesive and integrated spatial network for the two projects. The proposed pedestrian connection, as indicatively shown in the Notional Design under Figures 3.1 and 3.2 of the replacement pages of the Planning Statement in Appendix 1, are not drawn to scale, it is approximately 10m (width) x 8m (height) subject to detailed design.
2. Comments of the Chief Estate Surveyor/Urban Renewal, Lands Department (CES/UR, LandsD)	
<i>Received via email dated 25 June 2026</i>	
1. The KC-020 Development Project (the Project) should be self-sustainable subject to planning intention. Otherwise, policy support/steer from DEVB should be sought and obtained where appropriate in the land grant application stage.	At the commencement of the KC-020 Project in August 2024, the Project stated with the planning objectives to adopt holistic site planning and integrated design with the adjoining URA CBS-2:KC Development Scheme to create a cohesive built environment, with proposed shared-use of vehicular run in/ out to maintain street vibrancy along Ma Tau

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	Wai Road to bring greater planning gain. Such planning objectives and intention have been clearly explained in the Public Inspection Document at commencement. The intention is also stated in the URA's planning submission to the SDEV under s.24 of URAO, which was subsequently authorized by SDEV without amendment in August 2025. In line with the planning intention of the Project as authorised by SDEV, the purpose of the subject S.16 planning application is to seek for minor relaxation of the PR and the BHR for KC-020, such that it can align with the permitted parameters of the adjoining URA's CBS-2:KC development Scheme for a holistic design and integrated development, facilitating a more flexible and cohesive design of developments across the two sites. Subsequent to approval of the S.16 Planning Application, URA will apply for a land grant to cover the subject Application Site and part of the project area of the adjoining CBS-2:KC, such that the future combined development can be developed under same parameters on the land within the new land grant. Nevertheless, URA has undertaken in the subject S16 Planning Application that upon the approval of the S.16 planning application, the portion of the future combined development within the Application Site will not exceed maximum DPR of 8.0 and total PR of 9.0.
2. Should SDEV subsequently decide to proceed with the Project, URA is required to submit the land grant application to LandsD for implementation of the Project including the planning intention contained in the OZP and the captioned s.16 planning application. There is no guarantee that the application will be approved, and the maximum GFA and other development	Please be clarified that SDEV had authorized the URA to proceed with the Project without any amendment on 26 August 2025, the decision was gazetted on 5 September 2025. The current S.16 planning application is to seek TPB's approval on the minor relaxation of the PR and BHR of the Project. Upon approval of the S.16, URA will follow the established land

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parameters will be incorporated into the future land grant conditions. If the land grant application is approved by LandsD acting in its capacity as the landlord, it will be subject to such terms and conditions (including payment of premium and administrative fee) as considered appropriate by LandsD at its absolute discretion.	administration procedures to submit land grant application to LandsD at detailed design/ project implementation stage.
3. Comments of the Chief Town Planner/Urban Design & Landscape (CTP/UD&L)	
<i>Received via email dated 29 June 2026</i>	
<u>General Comments</u> 1. The Applicant seeks planning permission for proposed minor relaxation of domestic plot ratio restriction from 7.5 to 8.0 and building height restriction (BHR) from 120mPD to 140mPD for permitted residential development with commercial/retail uses, and proposed 'Public Vehicle Park' use at the subject site (the Site). The Applicant has submitted a Visual Impact Assessment (VIA) in support of the application. However, no design merits have been provided in the subject application.	Please be clarified that the primary objective of the subject S16 Planning Application is to align the development controls of the Application Site (KC-020) with those of the adjoining CBS-2:KC, to facilitate combined development of the two projects to optimised planning and design merits. From urban design perspective, the following design merits can be achieved through the subject S16 Planning Application (for aligning the development controls of the two projects): • Overcoming site constraints of the Subject Application Site for a more desirable building disposition: The Application Site is elongated and narrow (with site width only about 21m). A standalone redevelopment would necessitate an undesirable, single-aspect, elongated slab-like block. Combining the sites under same development control parameters in one land grant can allow for flexible building design and layouts across the two project boundaries and avoid the design constraints between boundaries such as prescribed window consideration. The building block design can be more diverse and flexible to avoid for building a single aspect and wall-like effect building on the narrow Application site.

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	Enhancing design flexibility for the Combined Development and create cohesive built environment: Aligning the building heights "extinguishes" the physical vertical gap of 20mPD difference created by the project boundaries and thus allow greater design flexibility in building block and site layout across the two sites. With the combined development on a combined bigger site, it enables more flexible disposition between buildings, slimmer residential towers, wider building separation, and a staggered podium design and spatial connection, thereby enhance visual comfort and cohesive built environment of the combined site development. Enhancing walkability and connectivity: Aligning the DPR and BHR controls allows the podia and at-grade spaces of both sites to be planned and designed holistically. For instance, integrated podium design spanning across both sites could optimize internal circulation and efficiency, and footbridges/linkages to connect the retail/commercial podia maybe included to further enhance the physical linkage across the two sites. Meanwhile, the at-grade pedestrian avenue / event plaza and POS of CBS-2:KC could be holistically designed with KC-020 to form an open space network in which the proposed at-grade pedestrian connection at the Application Site will connect with the at-grade pedestrian avenue/ event plaza and at-grade Public Open Space (POS) provided under CBS-2:KC to enhance spatial connectivity, walkability, and overall accessibility, forming a cohesive and integrated pedestrian network linking the east and west, i.e. from the Lok Man Sun Chuen residential cluster at the western side

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	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. • Preserving streetscape vibrancy: The combined development enables shared use of the vehicular access at Kau Pui Lung Road with CBS-2:KC, eliminates the need for vehicular access along Ma Tau Wai Road and Lok Shan Road, thereby maintaining retail street frontage and vibrancy along Ma Tau Wai Road and Lok Shan Road and safeguarding pedestrian safety along these primary walking routes.
2. The Site is located within a cluster of residential developments to the west of Ma Tau Wai Road zoned “R(A)” with BHRs ranging from 120mPD to 140mPD. The URA Kau Pui Lung Road/Chi Kiang Street Development Scheme (CBS-2:KC) with BHR of 140mPD is situated to its immediate west. On the other side of Ma Tau Wai Road, there is another cluster of residential developments sandwiched between Ma Tau Wai Road to the west and To Kwa Wan Road to the southeast zoned “R(A)” with BHR of 120mPD. According to the Explanatory Statement of the draft Ma Tau Kok Outline Zoning Plan No. S/K10/31, there are four main building height bands – 80mPD, 100mPD, 120mPD and 140mPD in the Area for the “C”, “CDA”, “R(A)”, “R(B)” and “R(E)” zones – increasing progressively from the waterfront to the inland and foothill areas. The proposal with a proposed BH of 140mPD may weaken the intended stepped height profile descending towards the waterfront. Notwithstanding that, it would generally be compatible with the prevailing	Noted. The proposed minor relaxation of BHR from 120mPD to 140mPD under the subject S16 Planning Application fully respect and responsive to the stepped height profile of the area. Being located next to CBS-2:KC, Lok Man Sun Chuen, and Celestial Heights (all of which are subject to a BHR of 140mPD), the Current S16 Planning Proposal logically aligns with the 140mPD height limit of these adjoining developments and thus consolidates the highest building height cluster in the inland area to form a cohesive urban backdrop, from which the building height profile will continue to systematically step down from 140 mPD to 100mPD from inland area near Lok Man Sun Chuen to the waterfront.

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character and intended height profile of the surrounding area.	
<u>Detailed comments/observations</u> <i>Planning Statement</i> 3. para. 4.8.3 – the ratings of the visual impact to the selected VPs should be included;	Noted. A new Table 4.1 has been incorporated under Para. 4.8.3 of the replacement pages of the Planning Statement (Appendix 1 refers) to summarize the overall visual impact ratings for the selected Viewpoints (VPs) based on the findings of the Visual Impact Assessment (VIA).
<i>Visual Impact Assessment (VIA)</i> 4. the VIA should be prepared in accordance with the latest promulgated Town Planning Board Guidelines on Submissions of VIA for Planning Applications to the Town Planning Board (TPB PG-No. 41A);	Noted. The VIA has been updated in accordance with the latest promulgated Town Planning Board Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board (TPB PG-No. 41A). The relevant replacement pages of the VIA report have been provided in Appendix 3.
5. para. 3.2.1 – as per TPB PG-No. 41A regarding visual envelope, the extent of assessment area should be equal to three times of the actual BH of the proposed development instead of the proposed BH restriction;	Noted. Paragraph 3.2.1 of the Visual Impact Assessment (VIA) has been updated in accordance with TPB PG-No. 41A. The extent of the assessment area has been revised based on three times of the actual building height of the proposed development. Since the actual building height as per the notional design for the Current S16 Planning Proposal is about 130m (i.e. the proposed BHR of 140mPD minus the site formation level of 10.9mPD), the visual envelope (VE) is therefore covering a radial area of about 390m (i.e. 130m x 3). Figure 3.1, 3.3 and 5.1-5.7 have been revised and provided in replacement pages of the VIA report are provided in Appendix 3.
6. Tables 4.1 and 6.1 (VP4 and VP5) – having considered the visual quality and the popularity of VP4 (entrance of Ko Shan	Noted. The visual sensitivity of VP4 and VP5 has been updated to “medium” in Tables 4.1

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Road Park) and VP5 (Kau Pui Lung Road Playground), it would be more tenable to grade the visual sensitivity of these VPs as “medium” rather than “low”;	and 6.1 in the VIA report, please refer to the replacement pages provided in Appendix 3 .
7. Table 5.2 (VP3) – the second para. should read as “The open sky view and visual openness will only result in minor additional obstruction...”;	Noted. The relevant paragraph under Table 5.2 (VP3) has been updated and provided as replacement page of the VIA report in Appendix 3 .
8. para. 6.4 – the conclusion should read as “it is anticipated that the subject s.16 planning application would unlikely induce significant adverse visual impacts to the surroundings”.	Noted. Para. 6.4 has been updated and provided as replacement page of the VIA report in Appendix 3 .
9. Figure 5.1 (VP1) – the proposed development under the OZP Compliant Scheme and the Proposed Scheme should appear to be slimmer, and the podium should appear to be lower.	Noted. Figure 5.1 (VP1) has been updated and provided as replacement page of the VIA report in Appendix 3 .
10. Figure 5.6 (VP6) – the proposed development would be completely screened off by the adjoining CBS-2:KC.	Noted. Figure 5.6 (VP6) and the corresponding "Appraisal of Visual Impacts of Selected Viewpoints" in Table 5.2 (VP6) have been updated and provided as replacement pages of the VIA report in Appendix 3 .
4. Comments of the Chief Architect/Advisory and Statutory Compliance Division, Architectural Services Department (CA/ASC, ArchSD)	
<i>Received via email dated 29 June 2026</i>	
1. Based on the information provided, it is noted that the proposed development mainly consists of 1 tower with an overall plot ratio (PR) of 9 (including domestic PR of 8) and a maximum building height (BH) of 140mPD. The proposed overall PR and BH appears to be compatible with the adjacent approved Development Scheme Plan area ('CBS-2:KC'). From Figure 5.1 (Photomontages of VP1 - Lok Shan Road Sitting-out Area), Figure 5.2	Please be clarified that the viewpoints (VPs) adopted in the VIA report has consulted Urban Design & Landscape Section of Planning Department (UD&L, PlanD) earlier, who also indicated no comments/objections to the selected VPs as reflected in Section 3 of this R-to-C Table. For information, the VPs selection was made in accordance with TPB PG-No. 41A, covering “views from all four cardinal directions and

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(Photomontages of VP2 - To Kwa Wan Market at the Junction of Kowloon City Road and Lok Shan Road) and Figure 5.6 (Photomontages of VP6 - Lok Man Sun Chuen at the Junction of Lok Shan Road and Kau Pui Lung Road), it is noted that the full extent of the proposal was not shown. In order to enable us to comment on the visual impact of the development, the Applicant may wish to review the viewing points for photomontages, subject to PlanD's view.	included short-to-long range views". VP1, VP2, and VP6 were intentionally selected to assess the visual impact from a short-range view. Due to their close proximity to the Application Site, they cannot capture the full extent of the development yet are essential for a comprehensive visual assessment.
5. Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C of WSD)	
<i>Received via email dated 29 June 2026</i>	
1. The applicant has submitted a Water Supply Impact Assessment (WSIA) for URA Projects CBS-2 and KC-020. WSD has reviewed the report and provided comments on the projected water supply and demand arising from the proposed development. However, these comments have not yet been addressed. The applicant is therefore required to submit an updated WSIA that fully addresses WSD's comments. Failure to finalise the WSIA may adversely affect the processing of the water supply application for the proposed development.	Please be clarified that the WSIA for URA Projects CBS-2 and KC-020 referred by WSD was submitted earlier for the purpose of detailed project implementation of CBS-2:KC and KC-020. That report is not the subject matter of the current S16 Planning Application. Nevertheless, WSD's comments will be addressed separately at detailed design and implementation stages subsequent to the approval of the subject S16 Planning Application. Please be informed that a WSIA is provided in the EA report in Appendix D of the Planning Statement of the Subject S16 Planning Application, which was submitted on 26 May 2026. The WSIA included was prepared specifically to demonstrate that the subject S16 Planning Application (i.e. minor relaxation of permissible DPR from 7.5 to 8.0 and BHR from 120mPD to 140mPD for KC-020) has no insurmountable technical impact from water supply aspects. The assessment has sufficiently demonstrated that the existing / planned fresh and salt water supply systems in the vicinity are adequate to meet the demands arising from the current S16 planning proposal.

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6. Comments of the Antiquities and Monuments Office, Development Bureau (AMO, DevB)	
<i>Received via email dated 29 June 2026</i>	
1. Given the comparatively long history of the pre-war building at No. 344 Ma Tau Wai Road, should there be any redevelopment plan affect it, we would appreciate if the project proponent could produce a photographic record of the interior and exterior of the building and share it with AMO for documentation purposes and for potential future use in research, exhibitions and educational programmes, so as to align with our previous comments provided via email dated 6 February 2025.	Noted. The subject building is not a declared monument nor a graded historic building. It is also not among the Antiquities and Monuments Office's list of 1,444 Historic Buildings and New Items. The subject site is currently under resumption process. Upon URA successfully completed acquisition of the subject property interests and clearance, URA will conduct necessary records. Continuous communication and liaison with AMO will be made in the subsequent implementation stages for appropriate records of the building if required.
7. Comments of the Director of Environmental Protection (DEP)	
<i>Received via email dated 30 June 2026</i>	
1. The applicant (Urban Renewal Authority (URA)) seeks planning permission for proposed minor relaxation of domestic PR and BH restrictions for permitted residential development with commercial/retail uses, and proposed "Public Vehicle Park" use for URA's Development Project (KC-020) at Ma Tau Wai Road/Lok Shan Road (the Site). Based on the supporting planning statement including the Air Quality Impact Assessment (AQIA), the Environmental Assessment (EA) and Drainage and Sewerage Impact Assessment (DSIA) submitted by the applicant. It is noted that the current proposal submitted under the captioned application is a Notional Design for illustration purpose for technical assessments. Based on the findings of the AQIA, EA and DSIA, insurmountable environmental impact associated with the Notional Design is not anticipated and summarized as follows: i) On air quality, quantitative AQIA has been	Noted.

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conducted for the Site. By properly locating the air sensitive uses including openable windows and fresh air intakes at above 1/F (4.55mAG/15.45mPD) and not be located within the AQO exceedance zone, adverse air quality impact is not anticipated. ii) On noise, a road traffic noise impact assessment has been carried out for the Notional Design and all practicable traffic noise mitigation measures have been adopted to achieve 96% compliance of road traffic noise standard. Also, the potential fixed noise impact has been assessed for the Notional Design and the predicted fixed noise level at all NSRs will comply with the relevant standard. In future detailed design stage, all the noisy facilities such as ventilation system for podium will be properly designed by various means such as selection of quiet equipment, use of shielding device, acoustic louvers silences, semi/full enclosure. iii) On sewage, the SIA has demonstrated that the capacity of existing sewerage system is sufficient to cater for the sewerage generated from the Notional Design. No sewerage upgrading works is required.	
2. On the above basis, we have no objection to the captioned application from the environmental perspective. As we understand from URA that the draft land grant for the Site will be circulated for departmental comments at later stage, we intend not to impose planning conditions on the captioned application. Nevertheless, we still have comments on the AQIA, EA, and DSIA as provided in Annex A for further consideration and refinement during detailed design stage.	Noted. EPD's 'no objection' to the subject S16 Planning Application is gratefully acknowledged. The technical comments on the AQIA, EA, and DSIA will be addressed accordingly at detailed design stage subsequent to the approval of the subject planning application.

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8. Comments of the Chief Estate Surveyor (Railway Development Section), LandsD (CES/RDS, LandsD)																																		
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1. According to our land status check, the Application Site and the Development Project Boundary fall within the following railway-related land status:- <table border="1"><thead><tr><th>Item</th><th>Land Status Affected</th><th>Remarks</th><th>Party Concerned</th></tr></thead><tbody><tr><td colspan="4">The Application Site</td></tr><tr><td>(a)</td><td>Control of Building Plan Boundary – Shatin to Central Link (“SCL”)</td><td>N/A</td><td>(i) RDO, HyD (ii) MTRCL</td></tr><tr><td colspan="4">The Development Project Boundary</td></tr><tr><td>(a)</td><td>Scheme Boundary – SCL</td><td>N/A</td><td>(iii) RDO, HyD (iv) MTRCL</td></tr><tr><td>(b)</td><td>Control of Building Plan and Commencement of Works Boundary – SCL</td><td>N/A</td><td>Ditto</td></tr><tr><td>(c)</td><td>Above Vesting Boundary – Shatin to Central Link – Tuen Ma Line (“TML”)</td><td>Blue Area (strata of underground land) as shown on Drawing No. SCL/B/SCL/MTR/P10/12 1 (Rev. A) of the Deed of Vesting dated 21.6.2021</td><td>(i) RDO, HyD (ii) KCRC</td></tr><tr><td>(d)</td><td>Easement of Vesting Boundary – SCL – TML</td><td>N/A</td><td>Ditto</td></tr></tbody></table>		Item	Land Status Affected	Remarks	Party Concerned	The Application Site				(a)	Control of Building Plan Boundary – Shatin to Central Link (“SCL”)	N/A	(i) RDO, HyD (ii) MTRCL	The Development Project Boundary				(a)	Scheme Boundary – SCL	N/A	(iii) RDO, HyD (iv) MTRCL	(b)	Control of Building Plan and Commencement of Works Boundary – SCL	N/A	Ditto	(c)	Above Vesting Boundary – Shatin to Central Link – Tuen Ma Line (“TML”)	Blue Area (strata of underground land) as shown on Drawing No. SCL/B/SCL/MTR/P10/12 1 (Rev. A) of the Deed of Vesting dated 21.6.2021	(i) RDO, HyD (ii) KCRC	(d)	Easement of Vesting Boundary – SCL – TML	N/A	Ditto	Noted. Subsequent to the approval of this S16 application, continuous coordination will be made with relevant government departments and/or parties during land grant submission stage to ascertain the detailed site survey and control plan boundaries to avoid any potential land matter implications.
Item	Land Status Affected	Remarks	Party Concerned																															
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2. In this connection, you are advised to seek comments from the above parties concerned as appropriate. Please ensure that the project would not encroach onto the vested area or the easement of SCL. Subject to no adverse comments from the above concerned parties, this office has no comment on the captioned application from railway land administration point of view.		Ditto.																																
9. Chief Engineer/ Mainland South, Drainage Services Department																																		
Received via email dated 8 July 2026																																		
1. Appendix 3.1 Table 2a – Please supplement the reference for the total number of residential units of 2324 units for CBS-2:KC.		Please note that the total number of residential units of 2,324 units for CBS-2:KC was adopted from the notional scheme for the Approved DSP for CBS-2:KC, with 1,374 units for the northern portion and 950 units for the southern portion (i.e. total 2,324 units).																																