

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 STATEMENT

May 2026

Urban Renewal Authority

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 current indicative proposal in the S16 Planning Application does not form part of the application. 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;
- Enhance development flexibility and project’s market attractiveness;

- Comparable with Government's strategies for allowing greater flexibility for residential and commercial land uses allocation;
- 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，所載的初步概念方案並不構成本規劃申請的一部分。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；
- 提升項目發展彈性及市場吸引力；
- 符合政府在住宅及商業用途分配上更具彈性的現行方向；
- 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。

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1. INTRODUCTION

- 1.1 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) (S16 Planning Application), 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 Project) and proposed Public Vehicle Park (PVP). The application site of the subject S16 Planning Application comprises only the area zoned “Residential (Group A)” (“R(A)”) within the Project boundary, excluding the adjoining area shown as “Road” on the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/31 (the Application Site) (**Figure 1.1** refers). The subject S16 Planning Application is a “non-scheme-based” submission, the design of the future development will not be bounded by the notional design submitted herein.
- 1.2 The Project was commenced on 9 August 2024 by way of a development project in accordance to Section 26 of the Urban Renewal Authority Ordinance (URAO). The Secretary for Development (SDEV) has authorized the URA to proceed with the project without any amendment on 26 August 2025, the decision was subsequently gazetted on 5 September 2025.
- 1.3 Pursuing a district-based approach, KC-020 is intended to be holistically planned and designed to create synergy with the adjoining URA Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC) to optimize planning gains. The two projects are intended to be integrated for a cohesive design, enhancing walkability and connectivity in the vicinity, and combined for the preparation of land grant(s), and phased implementation.
- 1.4 Notwithstanding that both sites are under “Residential (Group A)” zoning, they are controlled by two different statutory plans under the planning regime. The Application Site within KC-020 is controlled by the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/31 (OZP) 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 (approved DSP) with maximum DPR of 8.0 and BHR of 140mPD.
- 1.5 To facilitate design flexibility for a cohesive combined development for the Application Site and the adjoining CBS-2:KC, this S16 Planning Application seeks TPB’s approval on minor relaxation of 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. PVP use is also proposed for the Application Site, which is currently a Column 2 use requiring planning permission from TPB, to facilitate design flexibility for accommodating the required PVP parking spaces by CBS-2:KC in the future combined development, if necessary.

- 1.6 The current indicative proposal of the subject S16 Planning Application does not form part of the application. It 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.

2. SITE AND PLANNING CONTEXT

2.1 Site Context

2.1.1 The Application Site is located at the junction of Ma Tau Wai Road and Lok Shan Road in To Kwa Wan of Kowloon City District, which is broadly bounded by Ma Tau Wai Road to the east, a back lane to the south, CBS-2:KC to the west and Lok Shan Road to the north (**Figure 2.1** refers). It comprises private buildings at Nos. 324 – 354 Ma Tau Wai Road (even nos. only) and part of a government lane at the western boundary. Subject to site survey and detailed design, the Application Site with an area of about 1,566 sq.m., will be the net site area for Plot Ratio (PR) calculation (**Figure 1.1** refers).

2.1.2 The Application Site is currently occupied by a group of tenement buildings with 3 – 9 storeys high, mainly for domestic use on upper floors and for non-domestic use on ground floors (**Figure 2.3** refers).

2.1.3 The Application Site is well served by a range of public transport options, with To Kwa Wan MTR Station Exit B located next to its northern boundary and Exit C located to further south at Kiang Su Street, which is planned to be connected with the commercial portion of CBS-2:KC via underground connection. It is also served by numerous bus routes operating along Ma Tau Wai Road providing convenient access throughout the city.

2.2 Planning Context

2.2.1 The Application Site, as indicated in **Figure 2.2**, falls within an area zoned “R(A)” on the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/31, which is intended primarily for high-density residential developments with commercial uses always permitted on the lowest three floors of a building and is subject to a maximum DPR of 7.5¹ and total PR of 9.0, with BHR of 120mPD. To provide design/architectural flexibility, minor relaxation of PR and BHR may be considered by the TPB on application under Section 16 of the Town Planning Ordinance (TPO) based on individual merits of the development proposal.

2.2.2 In compliance with the development restrictions for the subject “R(A)” zone on the OZP (i.e. maximum permissible DPR of 7.5, total PR of 9.0 and BHR of 120mPD), the Application Site forms the URA’s Ma Tau Wai Road / Lok Shan Road Development Project (KC-020) proposed for residential and commercial/ retail uses, which was commenced on 9 August 2024 by way of a development project in accordance to Section 26 of the Urban Renewal Authority Ordinance (URAO). SDEV authorized the URA to proceed with the project without any amendment

¹ According to the Schedule of Use of the subject “R(A)” zone, no development shall exceed PR of 7.5 for a domestic building, or PR of 9.0 for a building that is partly domestic and partly non-domestic in which the domestic part of the building shall not exceed plot ratio of 7.5, or the plot ratio of the existing building, whichever is the greater.

on 26 August 2025 and the decision was first gazetted on 5 September 2025.

2.3 Surrounding Context

- 2.3.1 The Application Site and its immediate surroundings located at the western side of Ma Tau Wai Road are predominantly characterised by residential use under “R(A)”. **Figure 2.3** shows the site and surrounding context.
- 2.3.2 Adjoining the western boundary of the Application Site is URA’s Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC), which involves redevelopment of a cluster of Civil Servants’ Co-operative Building Society (CBS) buildings, being one of the two pilot CBS redevelopment projects by URA. CBS-2:KC was implemented by way of a development scheme in accordance with Section 25 of the URAO and has been approved by CE in C in February 2024. According to the Approved DSP, CBS-2:KC is planned for high density residential development with Government, institution or community (GIC) facilities and commercial/ retail uses, at-grade pedestrianised avenue/ event plaza, public open space (POS) and PVP. As per the Paper for Legislative Council’s (LegCo) Panel on Development dated 13 October 2025, with the support of the Development Bureau (DEVB), the Housing Bureau had no objection to URA’s conversion of the originally proposed Starter Home (SH) units in DSP into private residential units to improve URA’s cash flow position, noting that there are other SH projects in the pipeline that would be sufficient to meet the prevailing demand.
- 2.3.3 Apart from CBS-2:KC, the vicinity of the Application Site comprises a mixture of low to medium rise tenement buildings and some recent high-rise residential developments, such as the Lucky Mansion and 51 – 57 Maidstone Road (under constructions) located to the north, 80 Maidstone Road and City 151 located to the west, as well as Celestial Heights located to the northwest. To the further west and southwest of the Application Site across Kau Pui Lung Road is Lok Man Sun Chuen, which is a large-scale public rental estate developed by The Hong Kong Housing Society (HKHS) (**Figure 2.1** refers).
- 2.3.4 To the east of the Application Site across Ma Tau Wai Road is a Government, Institution or Community (GIC) and Open Space cluster with the Lok Shan Road Sitting-out Area, To Kwa Wan Complex Playground, To Kwa Wan Market and Government Offices, and a number of schools such as S.K.H. Good Shepherd Primary School, ELCHK Hung Hom Lutheran Primary School and Po Leung Kuk Lam Man Chan English Primary School.

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 The S16 Planning Application will not propose any restriction on the non-domestic PR, which allows flexibility in adjusting the final GFA mix and the provision of non-domestic PR at detailed design stage, subject to the maximum DPR of 8.0 and a total PR of 9.0 of the Application Site.
- 3.1.4 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.
- 3.1.5 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 - Application Site Area (for PR Calculation) (m ²)	About 1,578	About 1,566 ⁽²⁾	-12 (-0.8%)
Maximum PR ⁽³⁾ - Total PR - Domestic PR	9.0 7.5	9.0 8.0 ⁽³⁾	No change +0.5 (+6.7%)
GFA ⁽³⁾ Total GFA (m ²) Domestic GFA (m ²)	About 14,202 About 11,835	About 14,094 ⁽²⁾ About 12,528 ^{(2) (3)}	-108 (-0.8%) +693 (+5.9%)
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 ⁽⁴⁾	Not more than 3 storeys	Not more than 3 storeys	No change
Average Flat Size (m²)	About 51	About 45 ⁽⁵⁾	-6 (-11.8%)
No. of Flats	About 232 ⁽⁶⁾	About 279 ⁽⁷⁾	+47 (+20.3%) ⁽⁹⁾
Anticipated Population ⁽⁸⁾	About 626	About 753	+127 (+20.3%) ⁽⁹⁾
Site Coverage ⁽¹⁰⁾	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

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.
- (2) According to the latest land boundary survey, the net site area is 1,566m² resulting to corresponding adjustment in total GFA, subject to agreement with LandsD in the land grant application stage.
- (3) The domestic and non-domestic PR/GFA are for illustrative purpose only. To allow flexibility and optimum use of development potential, development at the Application Site is subject to a maximum domestic PR and total PR. The actual domestic and non-domestic PRs and GFAs would be worked out at detailed design stage.
- (4) Including 2 retail floors located on podium and 1 retail floor located on basement level.
- (5) Minor reduction of the average flat size in response to the market needs.

- (6) *Estimated based on average flat size, the actual no. of flats would be worked out at detailed design stage.*
- (7) *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.*
- (8) *Derived by assuming 2.7 occupants as per the average domestic household size in Kowloon City District based on Population Census 2021.*
- (9) *To facilitate a hypothetical like-for-like analysis, if applies the average flat size of 51sq.m.as adopted in the OZP Compliant Proposal to divide the proposed domestic GFA of 12,528 sq.m (i.e. PR=8).of the Current Indicative Proposa,it will provide about 246 no. of flats (i.e., +14 flats / +6% when compared with the OZP Compliant Proposal. An anticipated population is about 664 (i.e., +38 persons / +6% when compared with the OZP Compliant Proposal).*
- (10) *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.*

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.

3.3 Retain planning gains of the original OZP Compliant Proposal

3.3.1 The Current Indicative Proposal will retain the planning gains under the original OZP Compliant Proposal, including:

- Adopting holistic site planning and urban design with the adjoining CBS-2:KC to create a cohesive and integral built environment, with proposed shared-use of vehicular run in/out(s) to maintain street vibrancy along Ma Tau Wai Road;
- Capitalizing the existing pedestrian-crossing facilities at Ma Tau Wai Road and CBS-2:KC to enhance linkage between the east and west

of Ma Tau Wai Road, i.e. from the Lok Man Sun Chuen residential cluster to the POS and GIC clusters at the eastern side of Ma Tau Wai Road, enhancing spatial connectivity at-grade; and

- Subject to further technical feasibility study, explore to integrate with To Kwa Wan MTR station and the commercial portion of CBS-2:KC via underground connection to enhance overall accessibility and connectivity to the proposed underground connection.

3.4 Access, Ancillary Parking and Servicing Facilities

3.4.1 The Application Site is fronting to a section of Ma Tau Wai Road, which is a primary distributor with busy vehicular traffic and is close to the Lok Shan Road junction; while Lok Shan Road frontage is relatively short, both roads are not desirable for vehicular access.

3.4.2 Through adopting holistic site planning with the adjoining CBS-2:KC, shared-use of vehicular run in/out(s) at Kau Pu Lung Road is proposed, which could maintain retail street frontage and vibrancy along Ma Tau Wai Road and Lok Shan Road, which are currently main footpaths for pedestrians.

3.4.3 The proposed car parking and internal transport provision for the Current Indicative Proposal is summarised in **Table 3.2**. For details, please refer to the Traffic Impact Assessment (TIA) report provided in **Appendix A**.

Table 3.2 Proposed Ancillary Car Parking and Internal Transport Provision

Facilities	Proposed Total Provision ⁽¹⁾
Private Car Parking Spaces ⁽²⁾	58 (Including 3 accessible parking spaces)
Motorcycle Parking Spaces ⁽³⁾	5
L/UL Bays ⁽³⁾	3

Remarks:

- (1) For the detailed breakdown of the provisions for the residential and retail uses, please refer to the TIA report provided in Appendix A.
- (2) A GPS of 1 : 5.5 (mid-range) is adopted in the assessment
- (3) Benchmarking 2021 HKPSG high-end requirement

3.4.4 The proposed location of the car park may reference to the latest Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2² published in November 2025, which permits full GFA exemption for up to two levels of aboveground car parks. Details will be worked out at detailed design stage.

² PNAP APP2: Calculation of Gross Floor Area and Non-accountable Gross Floor Area, Building (Planning) Regulation 23(3)(a) and (b)

3.5 Tentative Completion Year

- 3.5.1 Upon approval of this S16 Planning Application by TPB, the URA will continue with the detailed design and go through the required submission/ procedures for implementation of KC-020 and CBS-2:KC as combined development. The tentative completion year is anticipated by 2033/34.

4. PLANNING MERITS AND JUSTIFICATIONS

4.1 Materialize holistic planning and implementation for combined development of two URA projects under “district-based” urban renewal approach

4.1.1 The subject S16 Planning Application is essential to materialise the holistic planning and implementation of the two URA projects, i.e. the Application Site (KC-020) and the adjoining CBS-2:KC, under “district-based” urban renewal approach to optimise planning gains for the community.

4.1.2 By aligning the permissible DPR and BHR controls of both projects, the two projects can be integrated and developed under a combined site with more design flexibilities across the two project boundaries. The block layout at KC-020 would no longer be restricted by the KC-020 project boundaries but can have a more flexible layout crossing the two project boundaries within the same land grant³.

4.1.3 Under the combined site development intention, the S16 Planning Application would enable an overall and comprehensive site planning, layout design and implementation phases to maximise development potential of the combined site. Proposed building within the combined site can cross the two project boundaries without the different height limits of 140mPD at CBS-2 side and 120mPD at KC-020 side. Podium design can also be more flexible to cross the boundaries so that more efficient layout and circulation can be made.

4.1.4 As illustration purpose, a master layout and section plan of the combined development of KC-020 and CBS-2:KC are provided in **Figures 4.1** and **Figure 4.2**, which are subject to changes at detailed design stage.

4.2 Accommodate site constraints through a combined development with CBS-2:KC

4.2.1 The Application Site is constrained by its compact net site area of about 1,566sq.m. in an elongated configuration. It poses significant constraints to the flexibility and efficiency of the building layout. As the site faces a primary distributor traffic road and another road with only short frontage, it also poses high constraints on the provision of appropriate vehicular access point as well as internal parking provision and circulation alone as mentioned in paragraph 3.4.1 above (**Figure 3.1** refers).

4.2.2 Besides, the Application Site itself is an elongated site immediately adjoins to the CBS-2:KC on the west. It has a site width of only about 21m, redeveloping the site alone would necessitate a single-aspect building design as the width of the site cannot allow sufficient space to

³ In any event, the URA undertakes that the portion of the future combined development falls within the Application Site would not exceed maximum DPR of 8.0 and total PR of 9.0.

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 KC-020 open space network 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. Despite the current notional layout did not include the aboveground carpark which require detailed design on the layout and connection with CBS-2:KC, the proposed increase in BHR from 120mPD to 140mPD can facilitate the necessary design

flexibility to accommodate the aboveground car parks if required, which would subject to detailed design.

4.5 Enhance development flexibility and project's market attractiveness

4.5.1 The Current Indicative Proposal enhances the marketability and attractiveness of the project by offering flexibility in the adjustment of domestic and non-domestic PR at detailed design stage to meet the market situation. Such adjustment can offer flexibility and potential to accommodate more housing supply. The corresponding impact on reduction in non-domestic PR will be minimal, as the area is served with various existing retail facilities within walking distance.

4.6 Comparable with Government's strategies for allowing greater flexibility for residential and commercial land uses allocation

4.6.1 In view of the high vacancy rates and ample supply of commercial properties in recent years, the Financial Secretary in his 2025-2026 Budget Speech set out a strategic response with the suspension of commercial land sales in the coming year to allow the market to absorb the existing supply, and will consider rezoning some of the commercial sites into residential use and allowing greater flexibility of land use.

4.6.2 In line with the Government's strategies to re-allocate commercial use to residential use, the subject S16 Planning Application proposes to increase DPR from 7.5 to 8.0, while keeping the maximum total PR at 9.0 could enhance flexibility on the mix of residential and commercial GFAs and potentially enable an increase in housing supply.

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.

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 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.

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

4.8.8 A Quantitative Risk Assessment (QRA) has been conducted (**Appendix E** refers) to assess the risk impact of the existing Liquefied Petroleum Gas (LPG) Compound at Lok Man Sun Chuen to the Application Site and its surroundings' population. The study concluded that the individual risks of the LPG Compound are in compliance with the Hong Kong Risk Guidelines (HKRG) and the societal risk level is insignificant. The Study concluded that no mitigation measure is required and no adverse quantitative risk impact is anticipated.

No Adverse Drainage Impact

4.8.9 Assessment on the potential drainage impact has been included in the Drainage and Sewerage Impact Assessment (DSIA) report (**Appendix F** refers) and the findings concluded that no adverse impact to the public drainage system is anticipated, no upgrading work is required.

No Adverse Sewerage Impact

4.8.10 Assessment on the potential sewerage impact has been included in the DSIA report (**Appendix F** refers), in which two potential sewerage discharge options have been proposed for the Project, each with respective upgrading and new construction of sewers, manholes and terminal manholes. The decision on which discharge option to be adopted will be addressed in subsequent detailed design stage. No adverse impact to the sewerage system is anticipated.

5. CONCLUSION

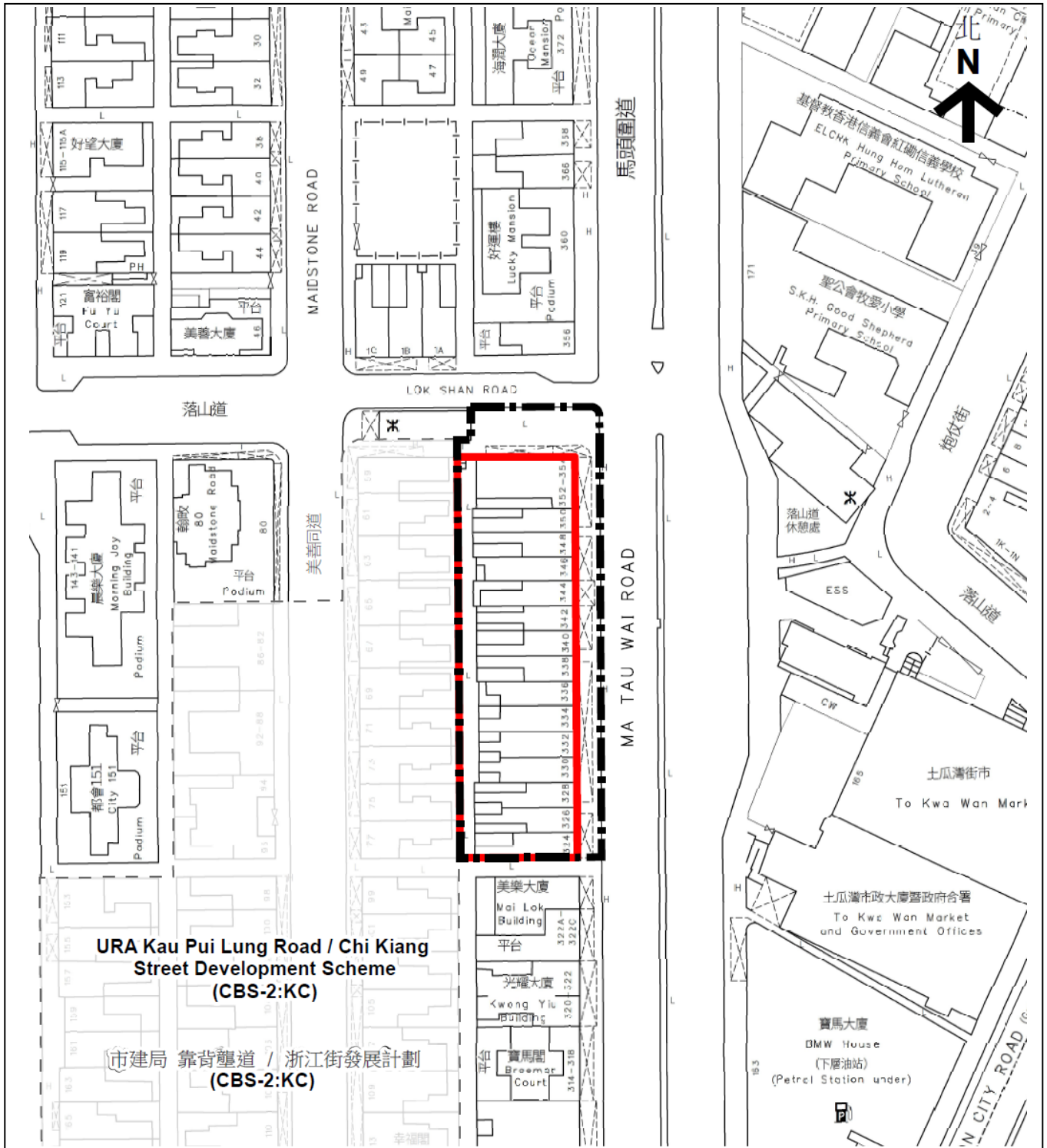
- 5.1 The Application Site is the subject site of URA Ma Tau Wai Road/ Lok Shan Road Development Project (KC-020). Pursuing a district-based approach, it is intended to be holistically planned and designed to create synergy with the adjoining CBS-2:KC to optimize planning gains.
- 5.2 Notwithstanding 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. 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.
- 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;
 - Enhance development flexibility and project’s market attractiveness;
 - Comparable with Government’s strategies for allowing greater flexibility for residential and commercial land uses allocation;
 - Retain the previously committed planning gains; and

- No Insurmountable technical impacts.



5.7 In light of the merits and justifications of S16 Planning Application of the Application Site presented in this planning statement, the TPB is respectfully requested to give favourable consideration to the application.

URBAN RENEWAL AUTHORITY

May 2026



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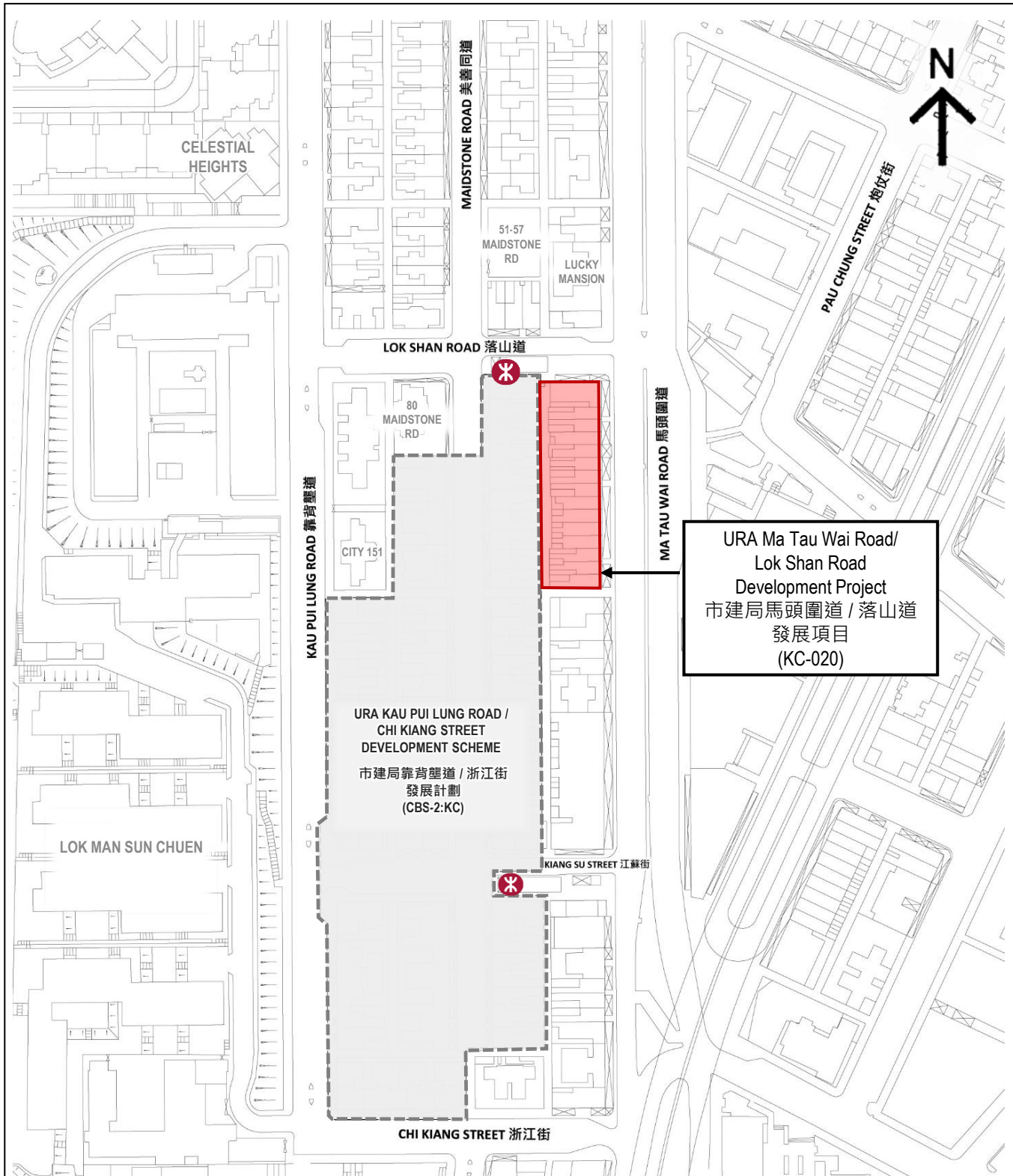
-  Development Project (DP) Boundary
-  Application Site (i.e. Area zoned "R(A)")

SITE PLAN
 MA TAU WAI ROAD /
 LOK SHAN ROAD
 DEVELOPMENT PROJECT
 (KC-020)



EXTRACT PLAN PREPARED ON 12/06/2024
 BASED ON SURVEY SHEET No.
 11-NW-20B & 11-NW-20D

Figure 1.1



EXTRACTED PLAN PREPARED ON 11.12.2024 BASED ON SURVEY SHEET NO. 11-NE-16A, 11-NE-16C, 11-NW-20B, 11-NW-20D

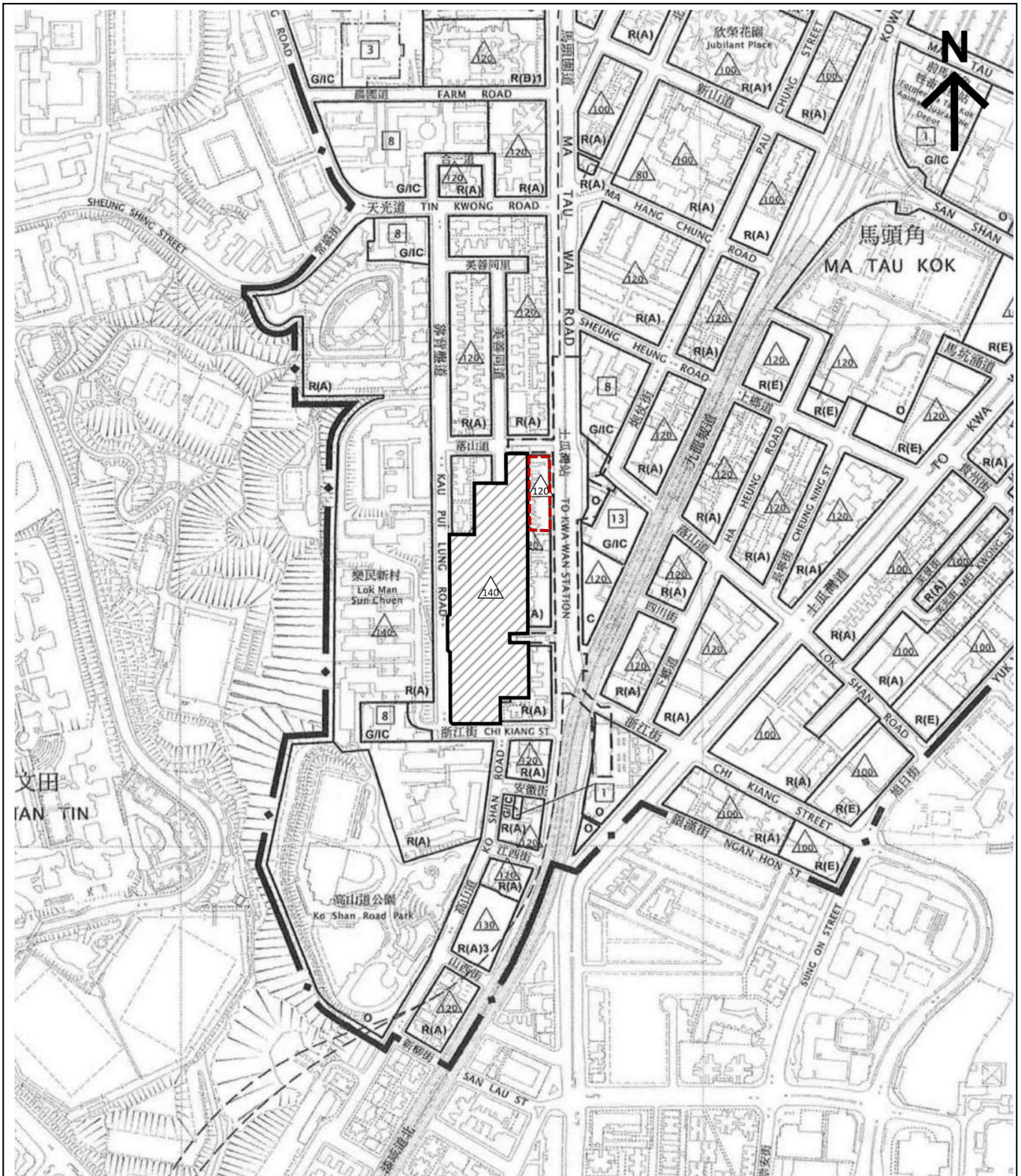
- Application Site (KC-020)
- URA Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC)

LOCATION PLAN




MA TAU WAI ROAD /
LOK SHAN ROAD
DEVELOPMENT PROJECT
(KC-020)



Figure 2.1



EXTRACT PLAN BASED ON APPROVED MA TAU KOK OUTLINE ZONING PLAN No. S/K10/30 AND APPROVED URBAN RENEWAL AUTHORITY KAU PUI LUNG ROAD / CHI KIANG STREET DEVELOPMENT SCHEME PLAN No. S/K10/URA/2

-  Application Site
-  Boundary of the Ma Tau Kok OZP
-  Boundary of the Approved DSP of CBS-2:KC

EXTRACT OF THE EXISTING STATUTORY PLANS

MA TAU WAI ROAD /
LOK SHAN ROAD
DEVELOPMENT PROJECT
(KC-020)



Figure 2.2



Views of the Application Site from Ma Tau Wai Road and Lok Shan Road



Views of the Application Site from Ma Tau Wai Road



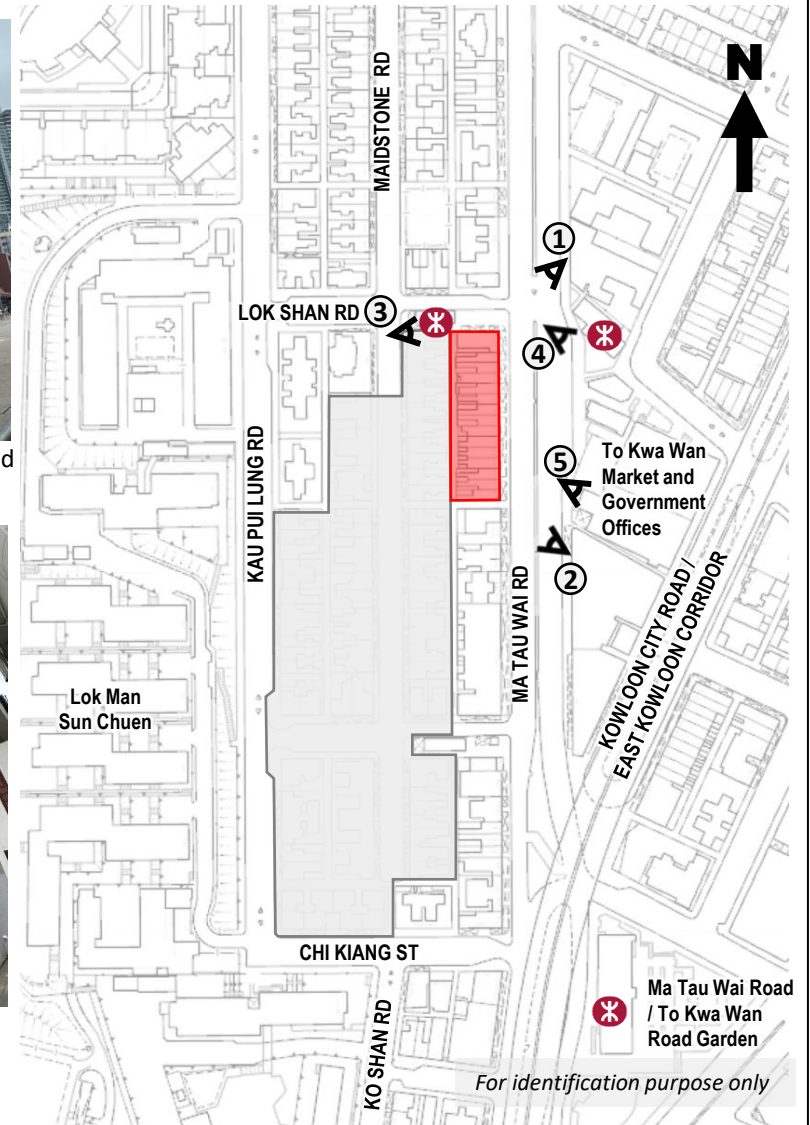
Exit B of To Kwa Wan MTR Station adjoining the northern boundary of the Application Site



Lok Shan Road Sitting-out Area



Tokwawan Market and Government Offices



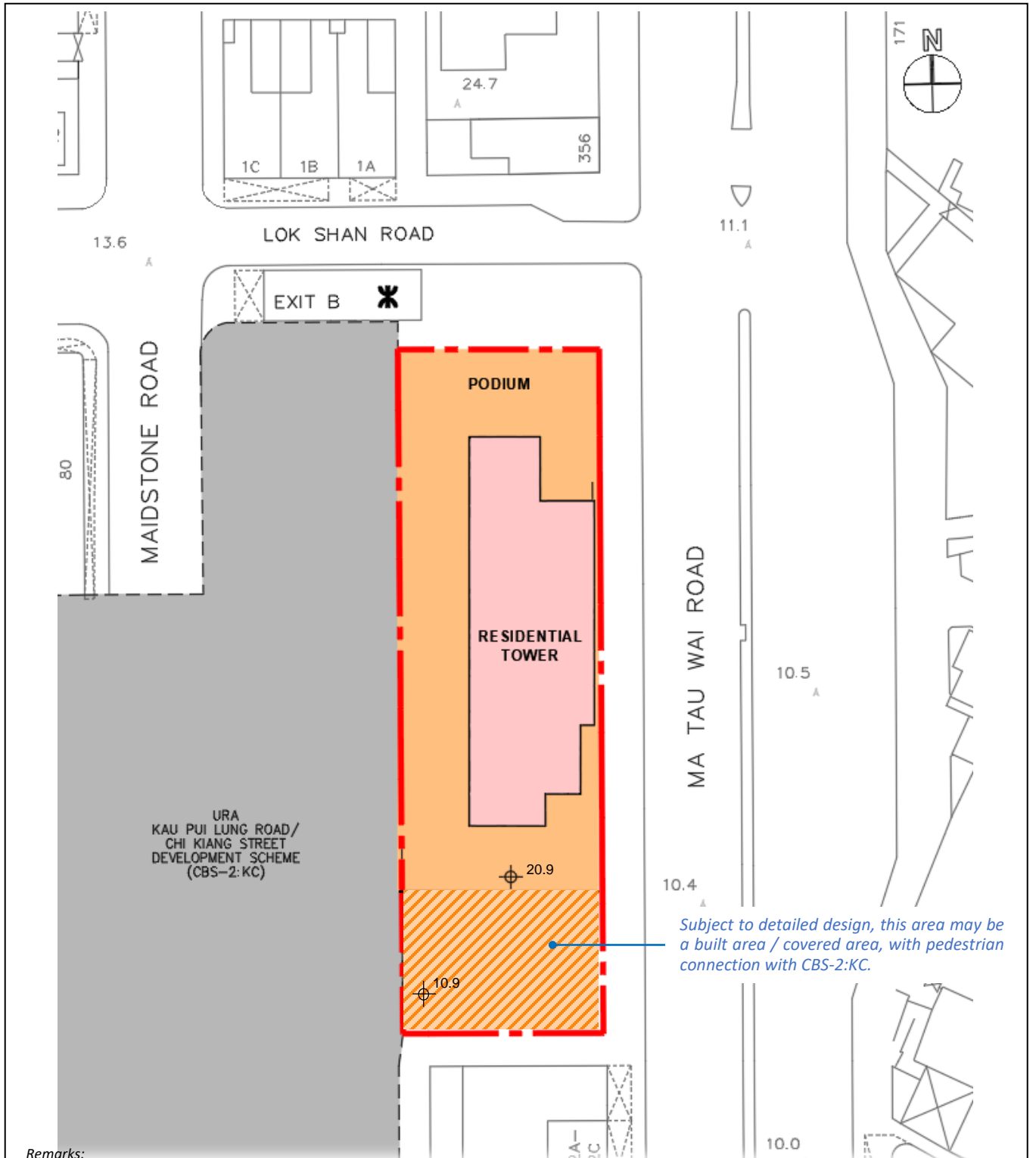
Application Site



URA Kau Pui Lung Road / Chi Kiang Street Development Scheme (CBS-2:KC)

SITE AND SURROUNDING CONTEXT



MA TAU WAI ROAD / LOK SHAN ROAD
DEVELOPMENT PROJECT
(KC-020)



Subject to detailed design, this area may be a built area / covered area, with pedestrian connection with CBS-2:KC.

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. 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.

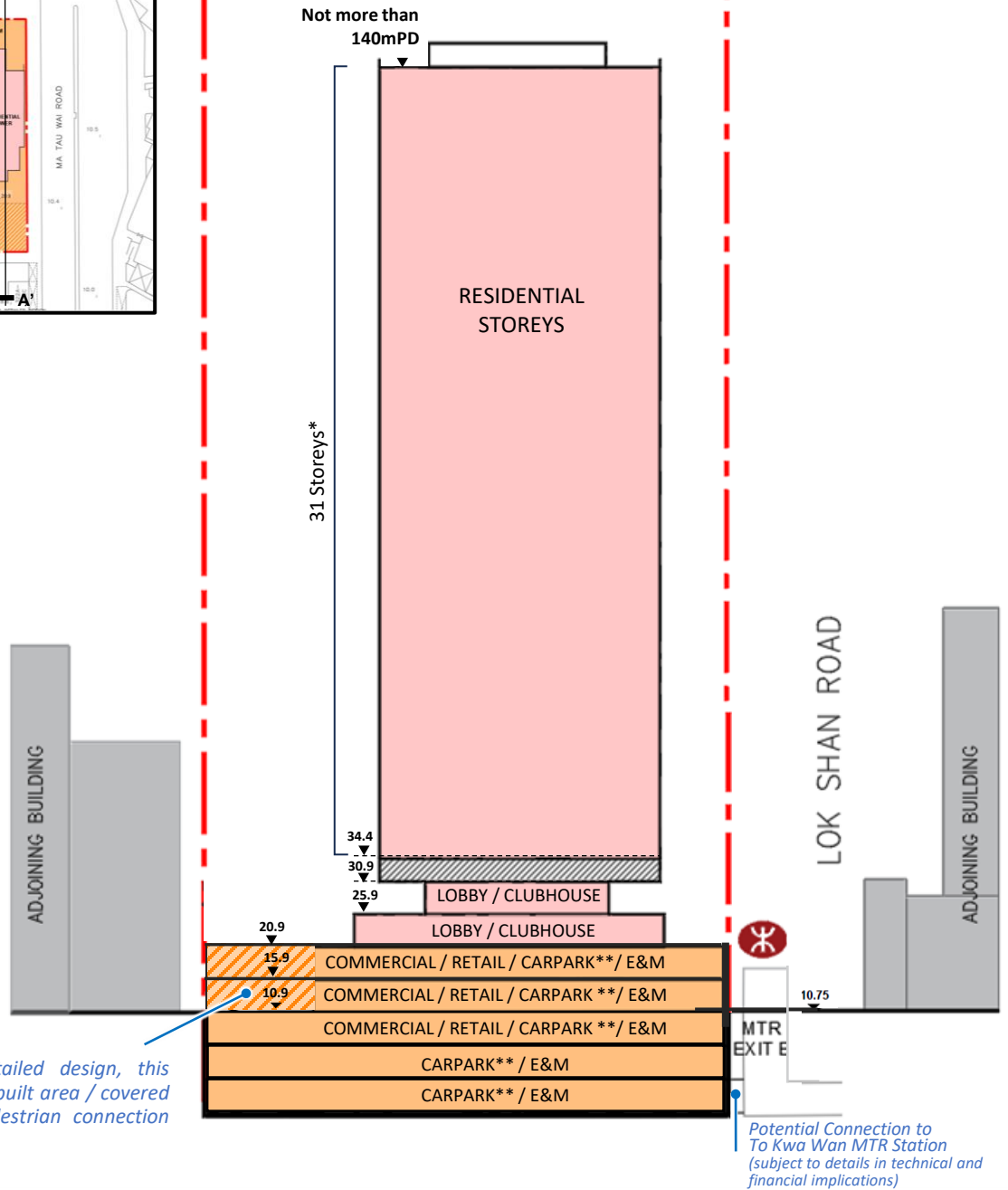
URA undertakes that the portion of the future combined development within the Application Site would not exceed maximum DPR of 8.0 and total PR of 9.0.

 <p>Application Site Boundary</p>	<p>NOTIONAL BLOCK PLAN</p> <p>MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)</p>	 <p>市區重建局 URBAN RENEWAL AUTHORITY</p> <p>Figure 3.1</p>
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Key Plan

APPLICATION SITE BOUNDARY

APPLICATION SITE BOUNDARY



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. 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.
 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.
 * Reference to typical floor-to-floor height of 3.3m to 3.5m adopted in Hong Kong's private residential development.
 ** 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.

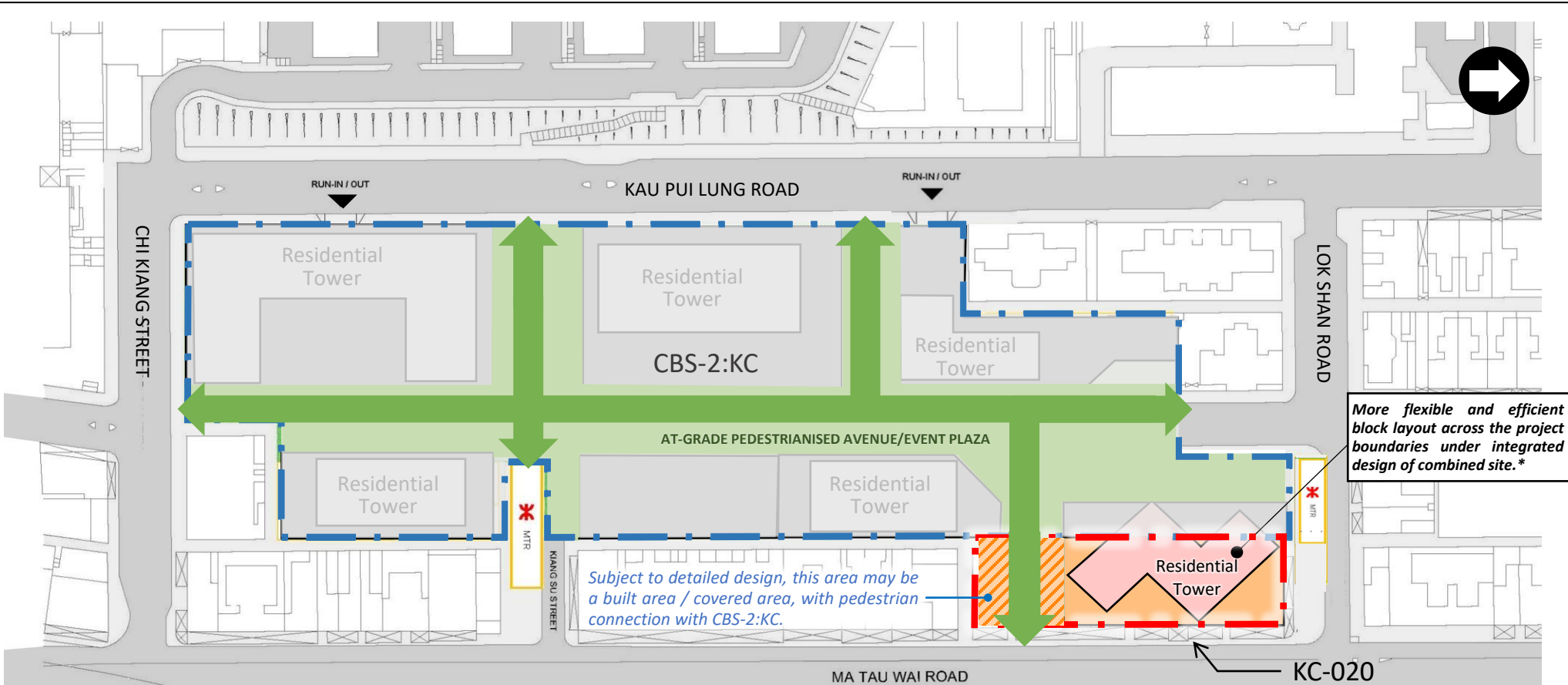
NOTIONAL SECTION PLAN

MA TAU WAI ROAD /
 LOK SHAN ROAD
 DEVELOPMENT PROJECT
 (KC-020)



Figure 3.2

Application Site Boundary



Remarks: This S16 Planning Application is a "non-scheme-based" submission for KC-020. Notional design is to demonstrate a combined development, subject to change. 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.

NOT TO SCALE

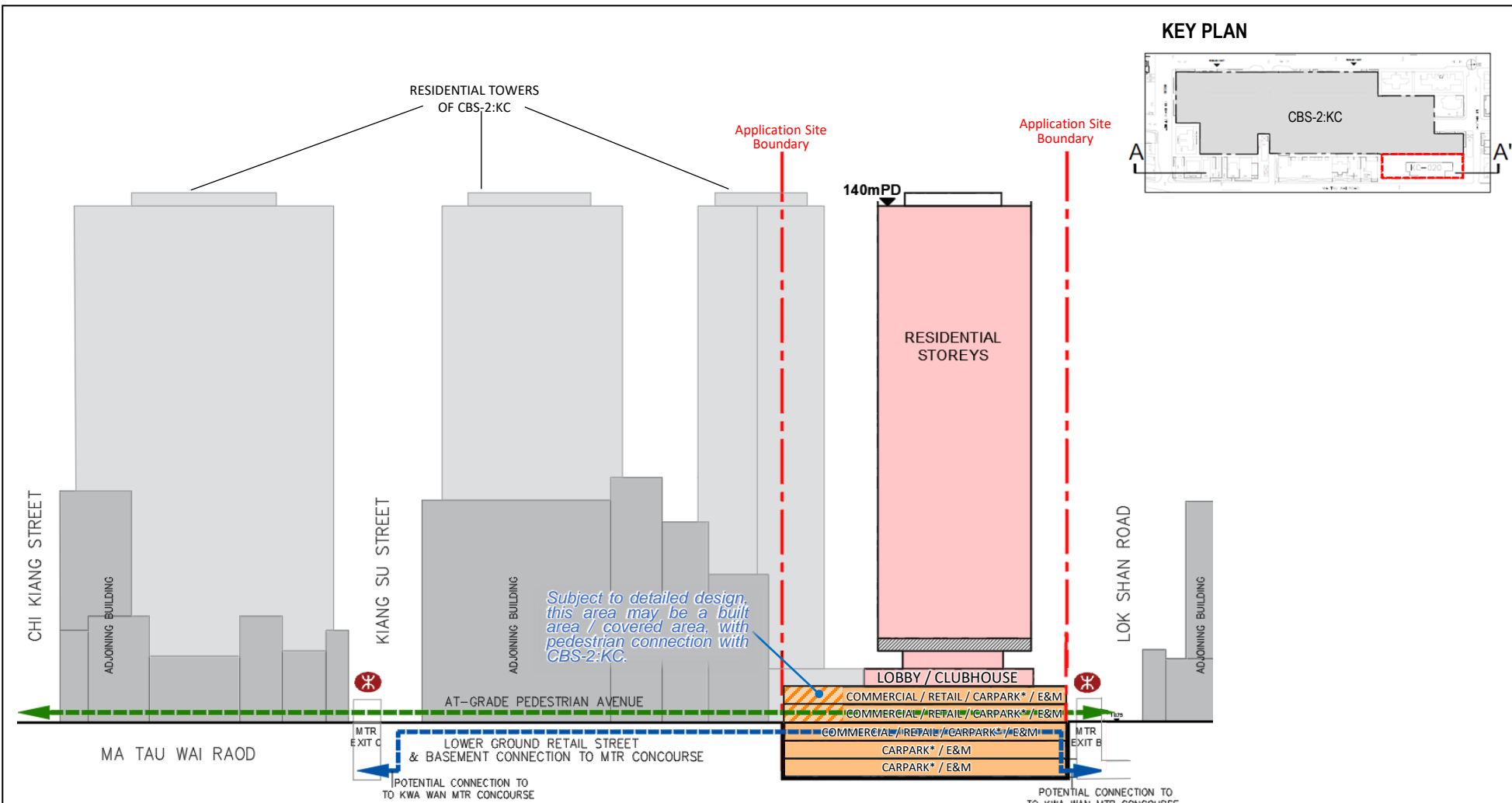
- LEGEND**
- Application Site Boundary
 - CBS-2:KC Project Boundary
 - Residential Tower
 - Podium
 - Indicative extent of at-grade Pedestrianised Avenue/Event Plaza & Public Open Space at CBS-2:KC
 - Proposed Notional Pedestrian Connection

NOTIONAL DESIGN UNDER COMBINED DEVELOPMENT OF KC-020 & CBS-2:KC (MASTER LAYOUT)

MA TAU WAI ROAD / LOK SHAN ROAD
DEVELOPMENT PROJECT
(KC-020)





Figure 4.1



Remarks:
 This S16 Planning Application is a "non-scheme-based" submission. Notional design is to demonstrate a combined development, subject to change.
 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.
 *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 car parks. Details will be worked out at detailed design stage.

NOT TO SCALE

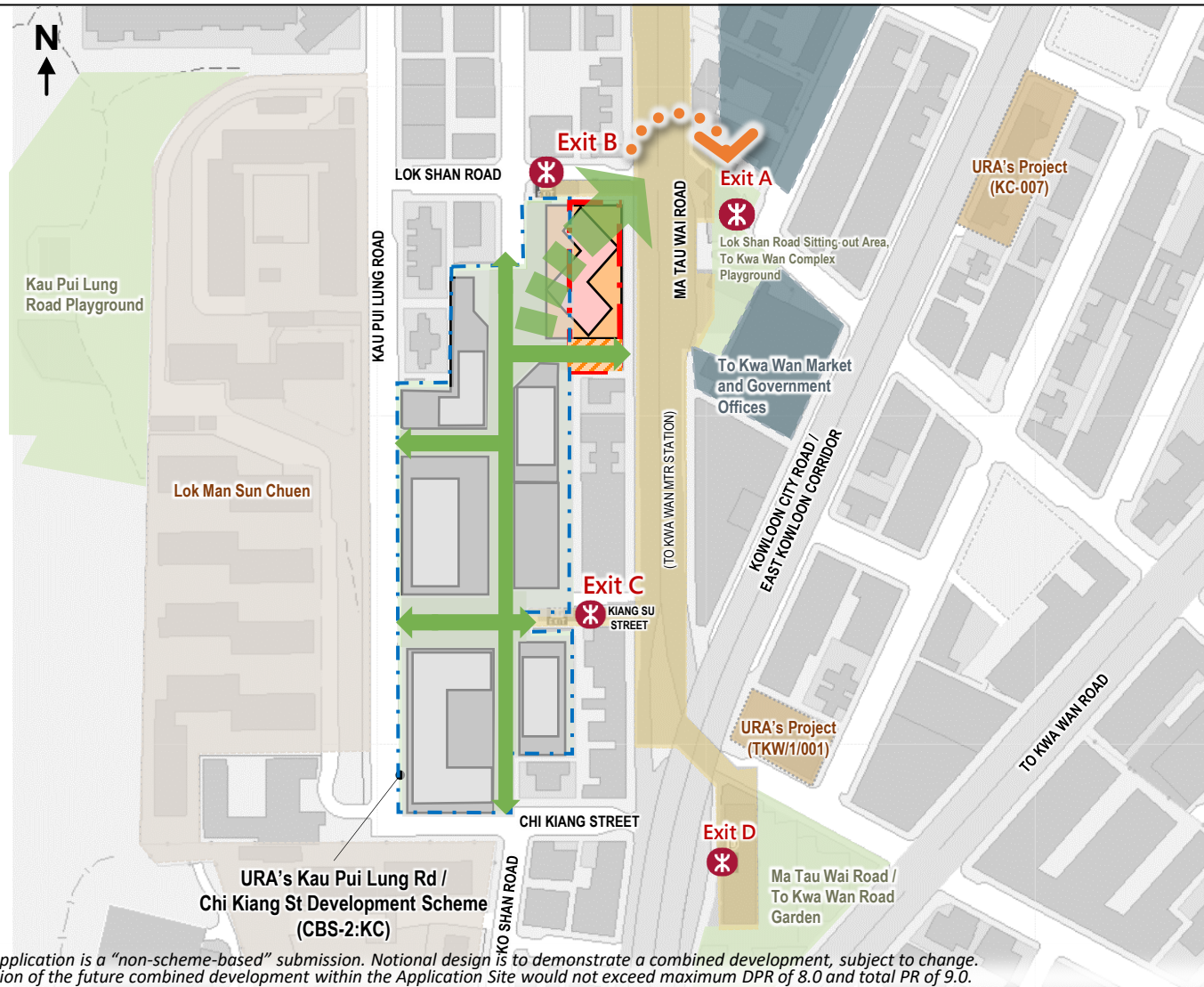
- . - . Application Site Boundary
-  Residential Tower
-  Podium / Basement

NOTIONAL DESIGN UNDER COMBINED DEVELOPMENT OF KC-020 & CBS-2:KC (SECTION)

MA TAU WAI ROAD / LOK SHAN ROAD DEVELOPMENT PROJECT (KC-020)



Figure 4.2



Remarks: This S16 Planning Application is a "non-scheme-based" submission. Notional design is to demonstrate a combined development, subject to change. 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.

NOT TO SCALE

- . - . Application Site
- Residential Tower
- Podium
- Notional pedestrian connection from Lok Man Sun Chuen to Ma Tau Wai Road
- Connection with the existing GIC cluster via existing pedestrian-crossing facilities

ENHANCED WALKABILITY AND ACCESSIBILITY OF THE TO KWA WAN AREA

MA TAU WAI ROAD / LOK SHAN ROAD
DEVELOPMENT PROJECT
(KC-020)



Figure 4.3