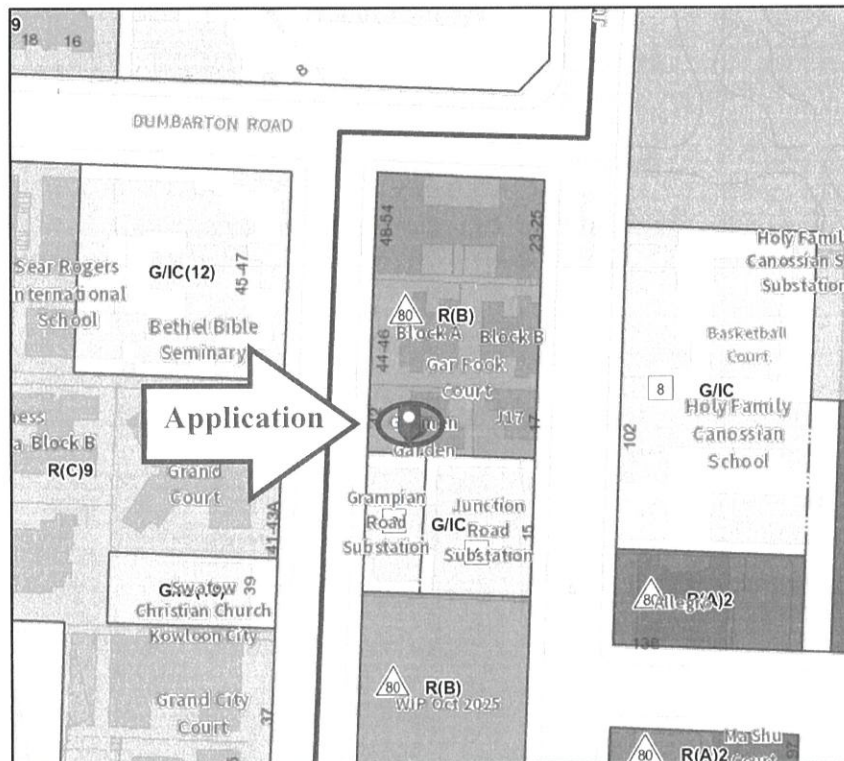


**Planning Application
under Section 16 of the
Town Planning Ordinance (Cap. 131)**

**Proposed Minor Relaxation for Permitted “Flat” Use
at No. 42 Grampian Road, Kowloon City, Kowloon
(New Kowloon Inland Lot No. 3536)**

PLANNING STATEMENT



Prepared by

LANBASE Surveyors Ltd.

June 2026

EXECUTIVE SUMMARY

The Applicant seeks planning permission from the Town Planning Board for a minor relaxation of plot ratio restriction for residential use at No. 42 Grampian Road (NKIL No. 3536) in Kowloon City, Kowloon.

Erected on the Application Site (“the Site”) is a 7-storey domestic building. The Site has an area of 3,715 ft² (about 345.13m²).

The Site falls within an area zoned “Residential (Group B)” (“R(B)”) on the Draft Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/31 gazetted on 24.12.2025, within which the use of “Flat” is under Column 1 of the OZP that a planning permission is not required. There is a maximum plot ratio restriction of 5 within the subject R(B) zone. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

The Applicant intends to undertake a 18-storey development at the Site for residential (“Flat”) use with plot ratio of 6. To this end, a planning permission is required from the Town Planning Board.

The subject application is justified on the following grounds:

- Provision of Building Setback
- Provision of Private Open Space
- Provision of Internal Carpark and Loading/ Unloading Space
- Enhanced Air Quality of the Environment
- No Adverse Visual Impact ;
- No Adverse Sewerage Impact ;
- No Adverse Traffic Impact ;
- No Insurmountable Noise Impact.

報告摘要

申請人現向城規會申請略為放寬地積比率限制，以在九龍城嘉林邊道42號（新九龍內地段第3536號）作「住宅」發展。

申請地點現建有一棟七層樓高的住宅建築。地塊面積為3,715平方英尺（約345.13平方公尺）。

根據在2025年12月24日公佈的馬頭角分區計劃大綱核准圖（編號S/K10/31），申請地點現被規劃為「住宅（乙類）」地帶，「分層住宅」為經常准許的用途。申請地點的地帶亦包括地積比率5倍的限制。城市規劃委員會如接獲根據《城市規劃條例》第16條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬地積比率限制。

申請人擬在申請地點興建一座18層樓高且地積比率為 6 的分層住宅。為此，申請人現申請向城規會取得規劃許可。

此申請是基於以下發展理據：

- 提供建築後移
- 提供私人休憩空間
- 提供室內車位及上落貨位
- 提升空氣質素
- 沒有不良視覺影響
- 沒有不良排污影響
- 沒有不良交通影響
- 沒有不能克服的噪音影響

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1. INTRODUCTION

- 1.1 The Application Site (“the Site”) is the No. 42 Grampian Road, Kowloon City, Kowloon (New Kowloon Inland Lot No. 3536). According to the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/31 (“OZP”), the Site falls within the “Residential (Group B)” (“R(B)”) zone. Please refer to the extracts of the OZP at **Appendix 1**.
- 1.2 The Site occupies an area of about 345.13m².
- 1.3 There is a maximum plot ratio restriction of 5 within the subject R(B) zone. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- 1.4 The Applicant, Speedy Action Development Limited, intends to re-develop the Site into a 18-storey residential development with a proposed plot ratio of 6.
- 1.5 To this end, the Applicant would like to seek planning permission from the Town Planning Board for a minor relaxation of plot ratio restriction for residential development on the Site.
- 1.6 Lanbase Surveyors Limited has been commissioned to submit a planning application, on behalf of the Applicant, under section 16 of the Town Planning Ordinance (Cap. 131).
- 1.7 This Planning Statement serves to describe the existing conditions of the Site and its surrounding environment, to give details of the proposed development and to provide planning justifications for the Board’s consideration.

2. SITE CONTEXT

- 2.1 The Site is located at the south-eastern periphery of Kowloon Tong near the Kowloon City area, and is well-served by public transport including mini-buses.
- 2.2 The surrounding areas have the following characteristics:
- (a) to the north and east are residential developments within the same zoning;
 - (b) to the west is low to a mix of medium-rise/density residential development and GIC facilities.
 - (c) the area is characterised by a mix of schools, residential developments, and open space uses. To the further east is the old residential area of Kowloon City.
- 2.3 Please refer to the Location Plan of the Site at **Appendix 2**.
- 2.4 There are no existing trees on the Site.

3. PROPOSED DEVELOPMENT

3.1 Proposed Development

The proposed development comprises 18 storeys including 14 storeys of flats, 1 storey of carpark, 2 storeys of E&M facilities and a G/F entrance lobby. Please refer to **Appendix 3** for the schematic development layout plan.

3.2 Development Parameters

The proposed development parameters are set out below :

Site Area	345.13m ² (about)
No. of Block	1
No. of Storey	18
Total GFA	2,070.685m ²
Plot Ratio	6
Site Coverage (resi. floors)	38.67 %
Building Height	79.875mPD (63.3m)
No. of Residential Units	42 (average flat size = 49.3m ²)
Parking Provision	- 1 loading and unloading bay (LGV) - 4 car parking spaces (incl. 1 disabled)

3.3 Building Set Back

The application site is designated “Residential – Zone 2” on the draft Ma Tau Kok and Kowloon City Outline Development Plan (ODP) No. D/K10/1C. According to the ODP, there is a 6m building line along and abutting Grampian Road to enhance the townscape of the area. In the proposed development, a 6m building setback has been provided to echo the intention of the ODP.

3.4 Private Open Space

The 6m setback is dedicated as private open space with landscaping provided to improve the environment. The open space accounts for about 58.44m² (excluding the vehicular access road).

4. JUSTIFICATIONS

4.1 Provision of Building Setback

The application site is designated “Residential – Zone 2” on the draft Ma Tau Kok and Kowloon City Outline Development Plan (ODP) No. D/K10/1C. According to the ODP, there is a 6m building line along and abutting Grampian Road to enhance the townscape of the area. In the proposed development, a 6m building setback has been provided to echo the intention of the ODP. Please refer to the development layout plan at **Appendix 3**.

4.2 Provision of Private Open Space

The footpath along the existing Grampian Road is about 3m wide. To enhance the walkability and urban experience along Grampian Road, the 6m setback of our site is dedicated as private open space to blend in with Grampian Road. By increasing the width of the footpath for pedestrian use, it creates a generous, park-like transition zone that significantly alleviates pedestrian congestion and fosters a more comfortable, breathable environment for the community. This design transforms the pedestrian experience into a landscaped, inviting corridor that seamlessly blends private amenity with public benefit, thereby elevating the character of the streetscape and encouraging active, sustainable mobility in the neighborhood. Please refer to the development layout plan at **Appendix 3**.

4.3 Provision of Internal Carpark and Loading/ Unloading Space

In the existing development, open-air car parking is situated along the lot boundary abutting Grampian Road. Our proposal seeks to relocate all parking facilities to an internal 1/F level. By transitioning to internal parking, the development will effectively mitigate noise and air pollution, thereby improving the acoustic and environmental quality for neighboring residents.

Furthermore, the existing development lacks dedicated loading and unloading facilities, necessitating the potential use of Grampian Road for such activities, which can impede public traffic flow. The proposed design addresses this deficiency by incorporating an on-site loading and unloading bay, which will ensure that all logistical activities are contained within the site. This reconfiguration eliminates reliance on the public road, thereby facilitating

smoother vehicular traffic along Grampian Road and enhancing overall road safety and efficiency.

4.4 Enhanced Air Quality of the Environment

Grampian Road is a local distributor. The 6m building setback provided for the subject development from the lot boundary abutting Grampian Road is higher than the buffer distance as required under the HKPSG (i.e. 5m). Therefore, it is anticipated that proper air ventilation can be maintained and there would be no adverse impact on the air quality in the surrounding.

4.5 No Adverse Visual Impact

The maximum building height permitted in the OZP is 80mPD. The proposed development would not exceed the maximum building height limit. Therefore, there would be no adverse visual impact induced by the proposed development.

4.6 No Adverse Sewerage Impact

A Sewerage Impact Assessment (SIA) (refer to **Appendix 4**) was conducted to assess sewerage impact of the proposed development. Based on the SIA results, it is found that the existing sewage system serving the area have sufficient capacity to cater for the sewage generated from the proposed development and the surrounding catchment areas. Adverse sewerage impacts are not anticipated, and thus no upgrading or improvement works are required.

4.7 No Adverse Traffic Impact

A Traffic Impact Assessment was conducted in respect of the proposed development. Please refer to **Appendix 5** for your reference. It is concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network. From traffic engineering grounds, the proposed development is acceptable.

4.8 No Insurmountable Noise Impact

A Noise Impact Assessment (“NIA”) was conducted at **Appendix 6**. It can be concluded that there is no insurmountable fixed noise impact on the proposed development. Also, appropriate noise mitigation measures will be adopted to address any noise impact.

5. CONCLUSION

5.1 The Applicant seeks planning permission from the Town Planning Board for a minor relaxation of plot ratio restriction for a residential development at No. 42 Grampian Road (NKIL No. 3536) in Kowloon City, Kowloon.

5.2 The Proposal is desirable and justified for the following reasons:

- Provision of Building Setback
- Provision of Private Open Space
- Provision of Internal Carpark and Loading/ Unloading Space
- Enhanced Air Quality of the Environment
- No Adverse Visual Impact ;
- No Adverse Sewerage Impact ;
- No Adverse Traffic Impact ;
- No Insurmountable Noise Impact.

5.3 In light of the justifications presented in this planning statement, favorable consideration should be given to this application.