

S16 PLANNING APPLICATION

Approved Kai Tak Outline Zoning Plan No. S/K22/8

**Proposed Flat with Permitted Shop and Services and Eating Place and
Minor Relaxation of Site Coverage Restriction
in “Commercial (9)” Zone, Nos. 3-5 San Ma Tau Street,
Ma Tau Kok, Kowloon**

SUPPORTING PLANNING STATEMENT

(Volume 1: Main Text and Appendices 1 to 2)

December 2025

Applicant:

Worldy Limited

Consultancy Team:

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PLANNING LIMITED

規 劃 顧 問 有 限 公 司



S3031a/PS/V03

Executive Summary

This Planning Application is prepared and submitted on behalf of Worldy Limited (“the Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 for the proposed Flat with permitted Shop and Services and Eating Place and Minor Relaxation of Site Coverage Restriction at Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon. The Application Site (“The Site”) falls within area zoned “Commercial (9)” (“C(9)”) on the Approved Kai Tak Outline Zoning Plan (“Approved OZP”) No. S/K22/8.

The Proposed Development comprises one tower block of 21 storeys on top of a 6-storey podium (including G/F) and 1 level of basement with a plot ratio of about 9.313 and a building height of not more than 100mPD for the provision of about 260 nos. of units. Retail and dining facilities will be provided at the podium to serve the future residents and surrounding neighbourhood. As a planning gain, the Proposed Development would provide building setback of about 1.5m along the southeastern and southwestern boundaries to enable the widening of existing pedestrian walkways to enhance the pedestrian walking environment and connectivity of the area.

The Proposed Flat with permitted Eating Place and Shop and Services and Minor Relaxation of Site Coverage Restriction is fully justified due to the following main reasons:

- The Proposed Development would contribute to an immediate provision of about 260 nos. of flats to meet the housing land supply and it is totally in-line with the Government’s policy to increase housing land supply.
- The Proposed Development is a pro-active response to allow flexibility for residential cum commercial uses to meet the changing market needs. It would be compatible with the current predominantly residential neighbourhood.
- The Applicant is endeavoured to minimize the bulk of the podium as far as practicable with a site coverage of about 82%. The development scale of the Proposed Development is considered appropriate.
- The Development Proposal will contribute to the enhancement of vitality and vibrancy of the Ma Tau Kok Area and the East Kowloon Area.
- The Site is highly suitable for the proposed flat with retail/dining facilities in terms of land use compatibility and accessibility.
- The Proposed Development will facilitate the phasing out of existing industrial use within the residential neighbourhood. No industrial / residential interface problem is anticipated.

- The Proposed Development will enhance the connectivity between inner Ma Tau Kok Area and the waterfront to enhance vibrancy and vitality. It would comply with the Urban Design Concept for Kai Tak Development Area and the Harbour Planning Principles.
- Various technical assessments have been conducted and the results revealed that the Proposed Development will not result in adverse impacts onto the surrounding area in terms of traffic, landscape, traffic and fixed noise, air quality, sewerage and quantitative risk aspects.

In light of the above, the Planning Application should be supported by the TPB from planning and technical points of view.

行政摘要

本規劃申請書為 Worldy Limited (下稱「申請人」) 擬備。申請人根據城市規劃條例第 16 條，向城市規劃委員會 (下稱「城規會」) 申請於九龍馬頭角 3-5 號新碼頭街 (下稱「申請地點」)，作擬議分層住宅及經常准許的商店及服務行業及食肆以及略為放寬上蓋面積限制。申請地點位於啟德分區計劃大綱核准圖編號 S/K22/8 (下稱「大綱圖」) 上被劃為「商業 (9)」地帶內。

擬議發展包括一座位於 6 層基座(包括地下)和 1 層地庫上的 21 層的住宅大樓，地積比約為 9.313，建築高度不超過主水平基準以上 100 米，提供約 260 個住宅單位。申請人擬議在平台作零售/餐飲用途，為將來住客及區內居民提供服務。作為一個規劃增益，擬議發展會從東南及西南面的邊界退入，以擴闊現時的行人通道，改善行人步行環境及加強區內連接性。

申請人提出是次規劃申請是基於以下理據：

- 擬議發展將提供約 260 個單位，以滿足住宅土地供應，完全符合政府增加住宅土地供應的政策。
- 鑒於辦公室和商業樓面供應充足，擬議住宅發展能更有效地利用珍貴的土地資源，以滿足不斷變化的市場需求。擬議住宅發展，能與現時的住宅社區相融合。
- 申請人已盡量減少平台的上蓋面積至約百分之 82，擬議發展的規模被視為合適。
- 擬議發展能加強社區活力，為馬頭角區及東九龍帶來生氣。
- 在交通暢達及土地用途相協調上，申請地點非常適合作住宅及零售/餐飲發展。
- 擬議發展能促進住宅區內的剩餘工業用途之逐步淘汰，不會帶來工業與住宅為鄰所產生的問題。
- 擬議發展將加強馬頭角地區與海濱之間的連接，並為該區注入生氣和活力。擬議發展將符合啟德發展區的城市設計概念和海港規劃原則。

- 擬議發展已進行各項技術評估，結果顯示發展並不會對周邊地區帶來不良的交通、景觀、噪音、空氣質量、污水和風險等影響。

基於以上各項規劃理據，申請人希望是次的規劃申請能獲城規會批准。

Executive Summary

行政摘要

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**S16 Planning Application
Approved Kai Tak OZP No. S/K22/8**

**Proposed Flat with Permitted Shop and Services and Eating Place
and Minor Relaxation of Site Coverage Restriction
in “Commercial (9)” Zone,
3-5 San Ma Tau Street, Ma Tau Kok, Kowloon**

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

1.1.1 This Supporting Planning Statement is prepared and submitted on behalf of Worldly Limited (“the Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for the proposed Flat with permitted Eating Place and Shop and Services and Minor Relaxation of Site Coverage Restriction at Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon (“the Application Site” or “the Site”). The Site falls within area zoned “Commercial (9)” (“C(9)”) on the Approved Kai Tak Outline Zoning Plan (“Approved OZP”) No. S/K22/8. This Planning Statement is to provide the TPB with the necessary information to facilitate consideration of this Planning Application.

1.2 Report Structure

1.2.1 Following this Introductory Section, the site and planning context will be briefly set out in Section 2. Schematic layout of the Proposed Development will be described in Section 3. The planning merits and justifications of the Proposed Development are included in Section 4. Section 5 concludes and summarizes this Supporting Planning Statement.

2. SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Condition

2.1.1 The Site is located at Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon. It is bounded by San Ma Tau Street to its southwest and northeast, To Kwa Wan Road to its northwest and Kowloon City Ferry Pier (“KCFP”) Bus Terminus to its immediate east. The Bus Terminus is currently used partly as a public transport interchange and metered public car parking for cars and coaches and partly as works area for Central Kowloon Route (“CKR”) (**Figure 2.1** refers). The Site is currently occupied by a 11-storey (including G/F) industrial building, namely Lucky Building completed in 1961 with GFA of about 20,151 sq.m. The area of the Site is about 2,038 sq.m.

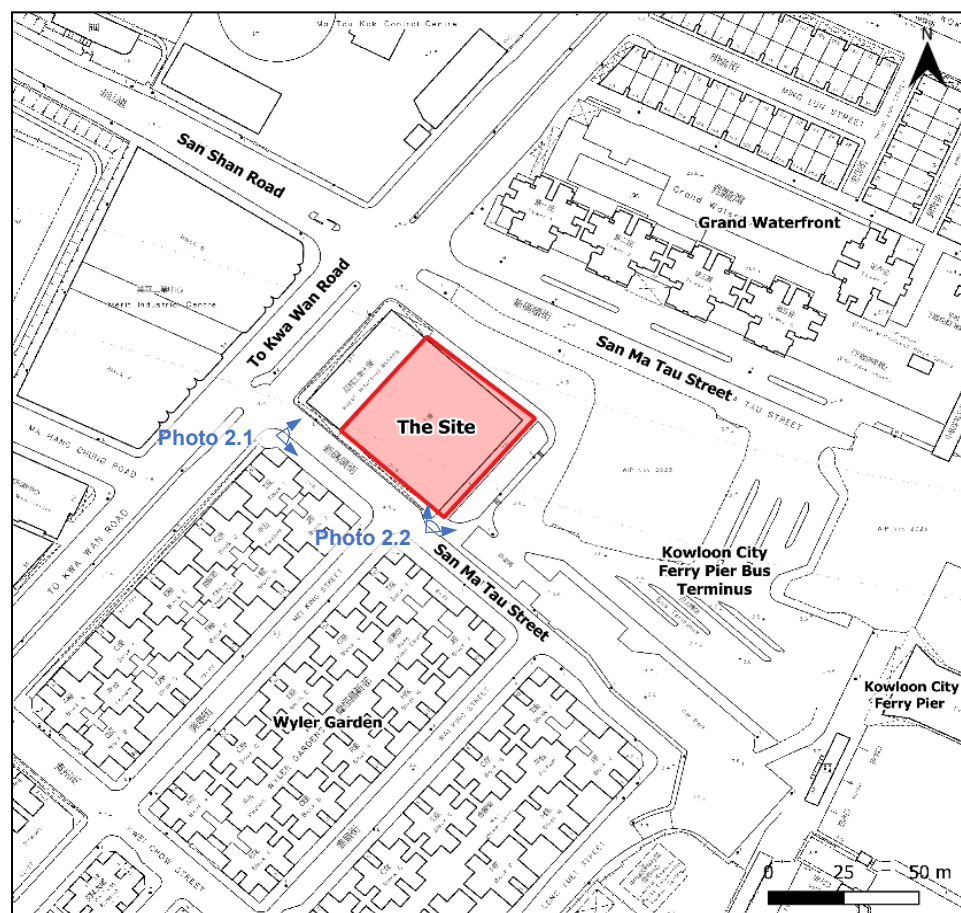


Figure 2.1 Site Location Plan



Photo 2.1 Lucky Building as viewed from San Ma Tau Street



Photo 2.2 Informal Pedestrian Access along the Southeastern Boundary

2.2 Land Status

2.2.1 The Site comprises Lot No. KIL 6367S.A (Figure 2.2 refers). The private lot is solely owned by the Applicant.

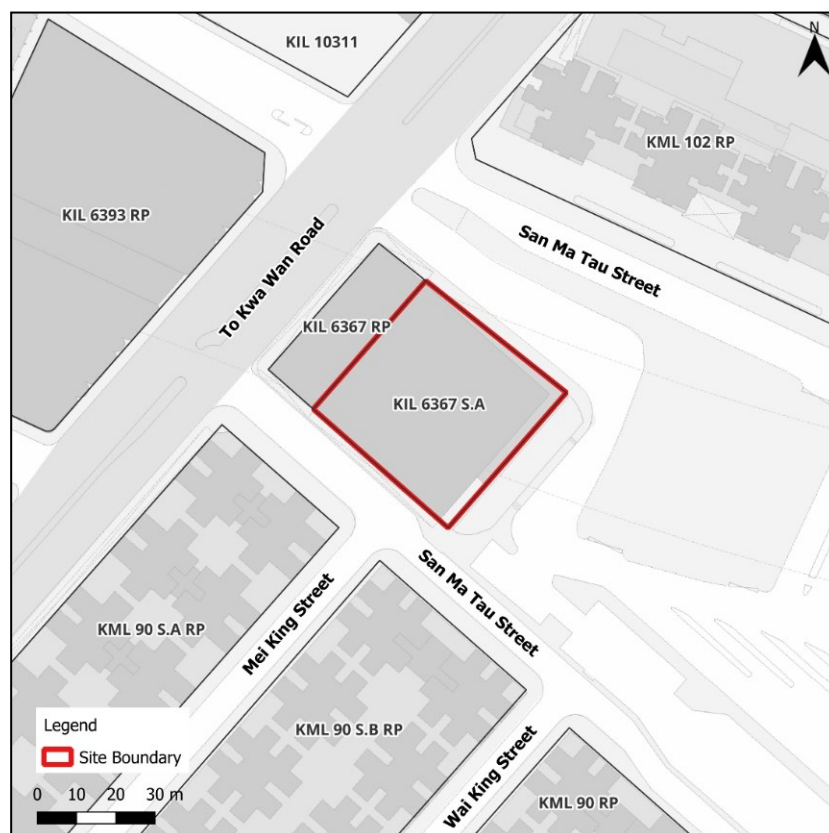


Figure 2.2 Lot Index Plan

2.3 Planning History of the Site and Approved Development Scheme

- 2.3.1 The Site was the subject of a S12A Planning Application (No. Y/K22/3) involving the rezoning of the Site from “Other Specified Uses” annotated “Tunnel Ventilation Shaft” and “Government, Institution or Community” to “C(9)” which was partially agreed by the TPB at its meeting on 1 February 2019. While the indicative development scheme submitted was for office use with a total plot ratio of not more than 12 and a building height of not more than +100mPD, the TPB decided to partially agree to the Planning Application with a maximum plot ratio of 9.5, a maximum site coverage of 65% and a maximum building height of +100mPD, or the existing plot ratio / site coverage / building height of the existing building whichever is the greater.
- 2.3.2 The subject “C(9)” zone was first designated on the Draft Kai Tak OZP No. S/K22/7 gazetted on 10 December 2021.

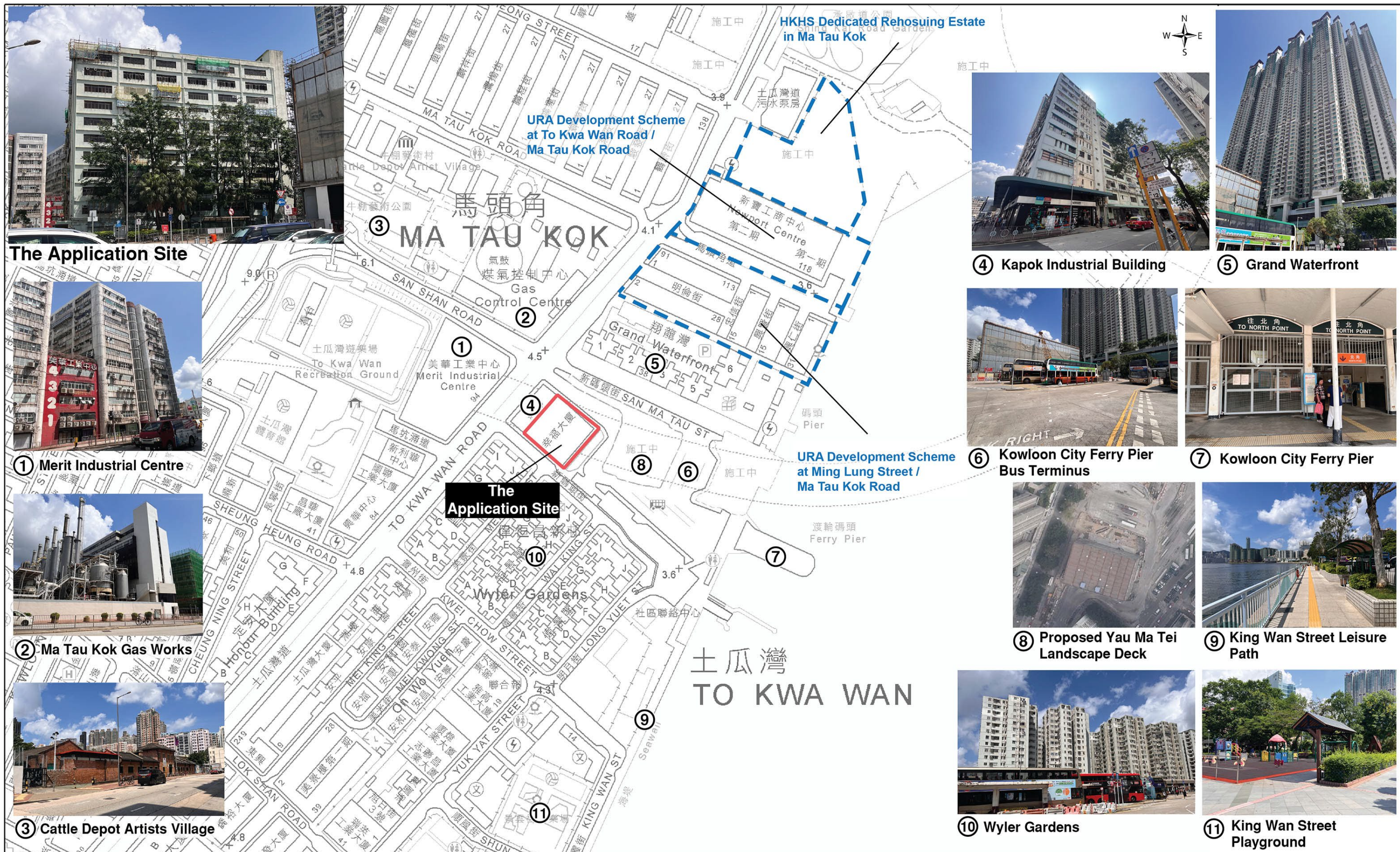
2.4 Accessibility

- 2.4.1 The Site is well served by various public transport modes. The Kowloon City Ferry Pier and the Bus Terminus (which will be re-provisioned at the current location upon completion of Central Kowloon Route (“CKR”)) are in close proximity to the Site while MTR Sung Wong Toi Station is about 15 minutes walking distance away. There are numerous bus routes running along To Kwa Wan Road.

2.5 Surrounding Land Use Context

- 2.5.1 The Site is surrounded by mainly residential development and some industrial developments (**Figures 2.3** refers). Within the same “C(9)” zone, there is another industrial building, Kapok Industrial Building. To its immediate northeast is a “Residential (Group A) 1” zone where high-rise residential development, the Grand Waterfront is situated. To its immediate southeast is a large “G/IC” zone where the KCFP Bus Terminus is located. Adjacent to the “G/IC” zone towards the waterfront is the KCFP and a leisure path along the waterfront, connecting to the King Wan Street Playground. To its southwest is a number of “Residential (Group A)” (“R(A)”) zones occupying by mid-rise residential developments namely Wyler Gardens. To the north of the Site is another “R(A)” zone where Ma Tau Kok Gas Works (“MTKGW”) is located. Across To Kwa Wan Road, there is a cluster of “Residential (Group E)” zones where a considerable number of industrial buildings such as Merit Industrial Centre, New Lee Wah Centre, Shun Luen Factory Building, Hing Wah Centre, Cheong Wan Factory Building, Luen Fat Mansion and Ting Sun Plaza are situated. Please refer to **Figure 2.4**.
- 2.5.2 Along the waterfront to the further north are a number of planned residential developments including Urban Renewal Authority (“URA’s”) Ming Lun Street

/ Ma Tau Kok Road Development Scheme (zoned “R(A)” with building height restriction of 120mPD, also known as “Five Street Development”), To Kwa Wan Road/Ma Tau Kok Road Development Scheme (zoned “R(A)” with building height restriction of 120mPD) and Hong Kong Housing Society’s Ma Tau Kok Dedicated Rehousing Estate project (in area zoned “R(A)6” with building height restriction of 100mPD).



2.6 Statutory Planning Context

- 2.6.1 The Site falls within an area zoned “Commercial (9)” (“C(9)”) with a maximum building height restriction of +100mPD on the Approved Kai Tak Outline Zoning Plan (“Approved OZP”) No. S/K22/8 (**Figure 2.4** refers). According to the Statutory Notes of the Approved OZP, the planning intention of “C(9)” zone is intended *“primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre*. It is also stated that *“these areas are usually major employment nodes”*. Provision of “Eating Place” and “Shop and Services” are column 1 uses which are always permitted, while “Flat” is included under column 2 of the Statutory Notes that requires planning permission from the TPB.
- 2.6.2 Under the “Remarks” section of the Statutory Notes, it is stated that *“on land designated “C(9)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio of 9.5 and maximum site coverage of 65% (excluding basement), or the plot ratio and site coverage of existing building whichever is the greater.”* It is also further stated that *“Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance”*.



Figure 2.4 Zoning Context Plan (Extracted from Approved Kai Tak OZP No. S/K22/8 and Approved Ma Tau Kok OZP No. S/K10/30)

2.7 Central Kowloon Route

2.7.1 CKR is a 4.7 km long dual 3-lane trunk road across the Kowloon Peninsula linking Yau Ma Tei Interchange in West Kowloon with the road network on Kai Tak Development and Kowloon Bay planned in East Kowloon. The CKR will bypass Central Kowloon and provide an alternative express route for drivers with reduction of journey time between West Kowloon and Kowloon Bay by 25 minutes. Areas such as Wong Tai Sin, Ho Man Tin and Kowloon City would be benefited by the improved traffic conditions. The Chief Executive-in-Council authorized the works of CKR under the Roads (Works, Use and Compensation) Ordinance in January 2016. The CKR (Yau Ma Tei Section) was commissioned in December 2025.

2.7.2 About 3.9 km of CKR will be in form of a road tunnel and the alignment will run underneath the Site. The Ma Tau Kok section of CKR will involve the construction of the cut-and-cover tunnel and the existing KCFP Public Transport Interchange (“PTI”) (including Ma Tau Kok Public Pier) will be relocated and reinstated upon completion of the works. The new PTI will

be covered by a landscape deck which serves as a noise mitigation measures for PTI as well as for amenity and leisure purpose. The design concept of the waterfront promenade along the waterfront area fronting the KCFP in accordance with the Kai Tak OZP will complement the landscape deck at the PTI to achieve an overall harmony in the landscape for the Ma Tau Kok waterfront.

2.8 Urban Design and Landscape Framework for Kai Tak Development

2.8.1 As outlined in para. 7.2 of the Explanatory Statement of the Approved OZP, the overall identity for Kai Tak shall be defined by its most prominent attribute, i.e. the heritage of the site and its green open spaces spreading throughout the urban areas and along the waterfront. Six sub-districts linked by its definitive open space system are created within Kai Tak, including Kai Tak City Centre, Sports Hub, Metro Park, Runway Precinct, Tourism and Leisure Hub and South Apron Corner (**Figure 2.5** refers). The following urban design and landscape principles are adopted in the Approved OZP:

Connecting the Neighbourhood: Connecting the surrounding neighbourhoods to Kai Tak is critical to the success of this redevelopment effort. Easy access for vehicles and pedestrians between the surrounding districts will help revitalize and reactivate the East Kowloon. The provision of these facilities will take into account the existing and planned activities nodes.

Creating Nodes: It is critical to create strong regional and local nodes within Kai Tak to revitalize the district. Large-scale anchors of regional significance include the Sports Park, Cruise Terminal, Metro Park and commercial/office centres. Community facilities and neighbourhood parks would contribute as local nodes.

Activating the Harbour-front: To bring life and vibrancy to the waterfront, it is necessary to introduce a variety of activities ranging from casual strolls along a natural waterfront park, to a highly active commercial and retail-oriented waterfront lined with restaurants, cafes and bars.

Creating a Pedestrian Friendly Environment: The “podium-free” design concept would enhance air ventilation and view corridor in the street environment. The pedestrian experience is enhanced through the continuous waterfront promenade and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces. The possible future provision of an Environmentally Friendly Linkage System (“EFLS”) will reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment.

Creating a Dynamic Skyline: With a composition of neighbourhoods of different scales, diverse building types, varying building heights, and selective signature towers, a dynamic skyline will undoubtedly grace the face of Kai Tak. The overall building height profile starts with a landmark tower with distinctive design on the “CDA(1)” site at the Kai Tak River in the Kai Tak City Centre and gradates towards the waterfront in two directions; one in the southeast along the Kai Tak River towards the South Apron area and the other in the south along the residential neighbourhoods towards the Sports Park to the Metro Park and the Ma Tau Kok waterfront area. It then rises again from the Runway Precinct to another landmark development at the Tourism Node.

Celebrating the Views: Views beyond the neighbourhoods are absolutely critical to maintain one’s orientation within the city. There is a strong emphasis on views to and from the mountains (i.e. Lion Rock and Fei Ngo Shan), the harbour (i.e. Victoria Harbour and Lei Yue Mun), and city beyond (i.e. Hong Kong Island and Kowloon hinterland). The former airport runway itself is also a feature of historical interest. The elongated shape of the ex-runway is retained under the ‘no reclamation’ approach. The vista extending from the Metro Park, the Central Boulevard, Tourism Node and Runway Park to Lei Yue Mun will be maintained to recap the flight take-off memory.

Celebrating the Gateways: Gateways can take a variety of forms and types in Kai Tak. From the Harbour, the Cruise Terminal will be the main point of entry, while the Metro Park and the Sports Park will be the visual gateway from the water into Kai Tak. From the underground railway station, the Station Square, which is full of trees and green open space will be the point of arrival. By foot, several gateways from each neighbourhood will take the form of bridges, walkways and buildings. By car, feature streetscapes, landscapes and visual markers signify the gateway into Kai Tak.

Creating “A Green Web for Sustainable Development”: The landscape design of “A Green Web for Sustainable Development” aims to create a hierarchical landscape network of parks, gardens, civic squares and waterfront for integrating the residential and commercial neighbourhoods. Through the “Stadium in the Park” concept (i.e. the integration of Metro Park with open spaces around the Sports Park and Station Square), a continuum of interconnected green spaces within Kai Tak and its adjoining districts, an extensive framework of tree and shrub planting, and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park, the landscape design will place a strong emphasis on aesthetics, human comfort and creating a sense of place. All development sites should have greening at both pedestrian zone and roof level.

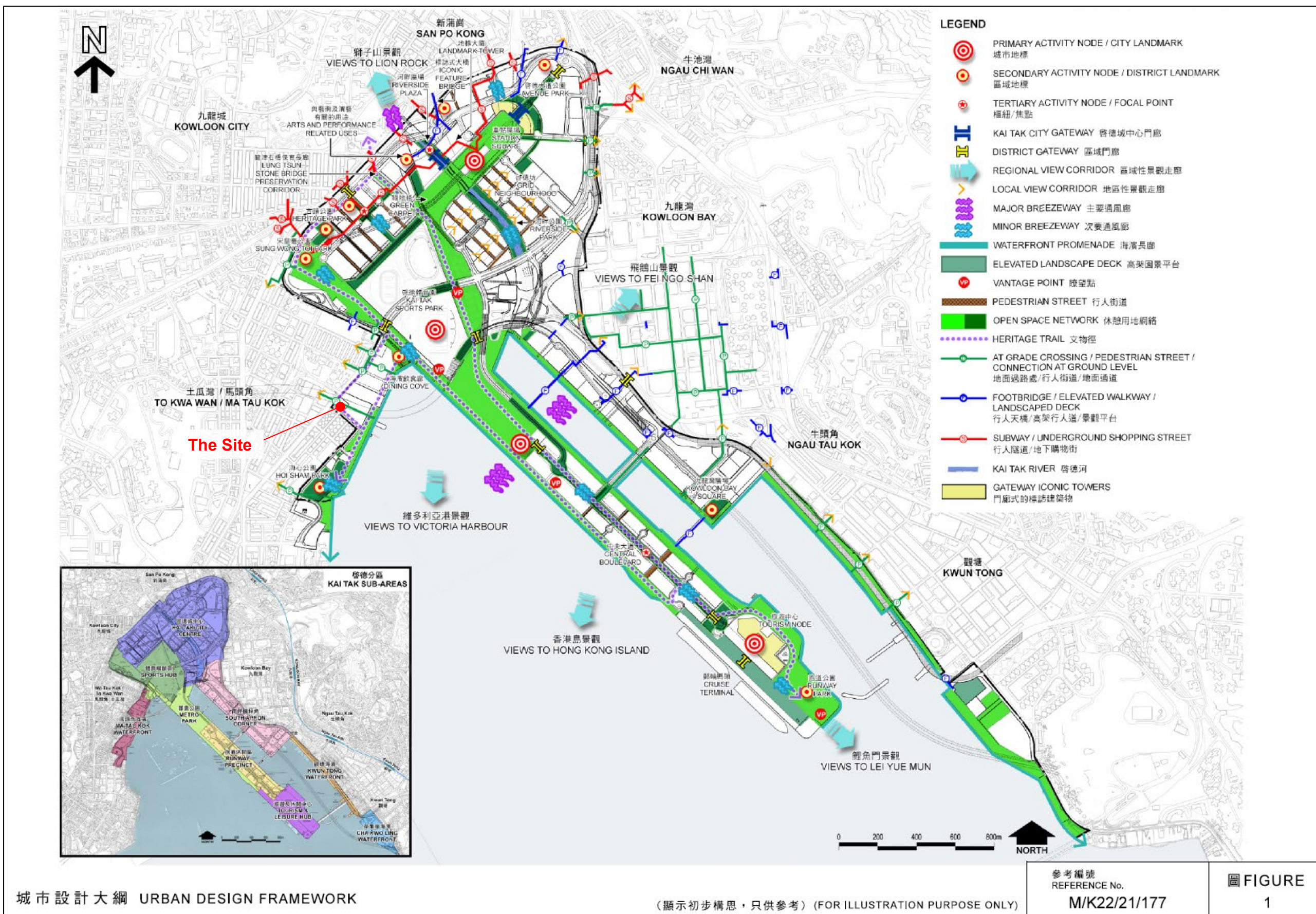


Figure 2.5 Urban Design Framework of Kai Tak Development (Extracted from Approved Kai Tak OZP No. S/K22/8)

2.9 Harbour Planning Principles

2.9.1 As part of the Harbour Plan Review, the Harbour-front Enhancement Committee (“HEC”) Sub-committee on Harbour Plan Review formulated a set of Harbour Planning Principles (“HPP”). The Principles include a Vision and a Mission Statements that serve as guidelines for all individuals and organizations to facilitate sustainable planning, preservation, development and management of Victoria Harbour and the harbour-front areas. The HPP are listed below:

Preserving Victoria Harbour: Victoria Harbour must be protected and preserved for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, and a driver for the creation of economic and social values.

Stakeholder Engagement: All sectors of the community must be engaged at an early stage and on an on-going basis in the planning, development and management of Victoria Harbour and its harbour-front areas through transparent and inclusive consensus building processes.

Sustainable Development: The planning, development and management of Victoria Harbour and its harbour-front areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations.

Integrated Planning: Integrated and long-term planning, development and management of infrastructure, land and marine uses, and water quality is essential to ensure that Victoria Harbour and its harbour-front areas support and enhance the economic, environmental and social aspirations of Hong Kong.

Proactive Harbour Enhancement: The planning, development and management of Victoria Harbour must proactively enhance the harbour and its harbour-front areas as Hong Kong’s symbol of urban design excellence and Hong Kong’s brand identity to the international community.

Vibrant Harbour: It is essential to balance the use of the harbour to provide both a maritime and logistics hub for the safe and efficient passage of people and goods, and as a cultural and leisure facility. Both marine and land-side activities must cater to and balance with the aspirations of all sectors of the community.

Accessible Harbour: Victoria Harbour must integrate with the hinterland in a comprehensive manner, including ample unrestricted and convenient

visual and physical access for pedestrians, preferably at grade, to and along the Harbour as well as the harbour-front areas.

Public Enjoyment: The planning, development and management of Victoria Harbour and its harbour-front areas should maximize opportunities for public enjoyment. Land required for and the impact from infrastructure developments, utility installations and land uses incompatible with the harbour planning principles should be minimized.

2.10 Government Policies on Increasing Housing Land Supply

2.10.1 The Government has put strong emphasis on increasing supply of housing land in recent years to resolve the housing and land shortage problems in Hong Kong. Some of the major policies to increase housing land supply are as follows:

Long Term Housing Strategy

2.10.2 The Long Term Housing Strategy (“LTHS”) was first released by the Transport and Housing Bureau on 16 December 2014 to address the structural issues pertaining to Hong Kong’s housing problem, and is being updated annually to make timely adjustments accordingly. According to the latest Annual Progress Report released in September 2025, the total housing supply target for the ten-year period from 2026-27 to 2035-36 is 410,500 units, of which 294,000 units are public housing supply and the remaining 126,000 units are private housing supply. The public/private split for the supply of new housing units would maintain at 70:30.

Policy Address 2025

2.10.3 In the Policy address 2025, it is announced that safeguarding the basic housing needs of people of Hong Kong is the top priority. The Government will have sufficient land to meet the demand in the next 10 years, and will roll out such land to the market in an orderly and pragmatic manner. Besides Government land sale, other sources of private housing land supply include railway property development and Urban Renewal Authority projects, as well as private development projects.

2.11 Overview of Office and Commercial Stock and Vacancy Rate across the Territory and East Kowloon

2.11.1 While the Site is being part of the Conceptual Plan under the Energizing Kowloon East initiative, an overview of the stock and vacancy rate of office and commercial uses in Hong Kong and East Kowloon (including Kowloon City District and Kwun Tong District) has been studied. Over the past 5 years, it is noted that there is a significant increase of the stock and vacancy rate for both commercial and office uses (**Table 2.1** refers).

Table 2.1 Stock of Office and Commercial over the Territory and East Kowloon Area

	2024*	2023*	2022*	2021*	2020*
Stock of Private Commercial (i.e. Retail) (m²)					
Territory	11,778,300	11,692,400	11,609,700	11,575,300	11,519,700
Kwun Tong District	748,300	743,100	718,500	720,500	711,700
Kowloon City District	804,600	766,200	738,400	740,000	743,300
Stock of Private Office (m²)					
Territory	13,110,500	12,912,400	12,539,800	12,426,800	12,313,800
Kwun Tong District	1,935,400	1,909,700	1,818,700	1,792,600	1,786,900
Kowloon City District	326,100	306,900	217,700	217,600	218,100

**It reflects the stock at year end of the previous year*

Source: Hong Kong Property Review by Ratings and Valuation Department

Table 2.2 Vacancy Rate of Office & Commercial over the Territory and East Kowloon Area

	2024*	2023*	2022*	2021*	2020*
Vacancy Rate of Private Commercial (i.e. Retail) (%)					
Territory	10.3%	10.5%	10.2%	11.4%	10.1%
Kwun Tong District	14.6%	14.3%	14%	14.5%	12.6%
Kowloon City District	15.1%	13.7%	11.2%	13.3%	12.6%
Vacancy Rate of Private Office (%)					
Territory	14.9%	14.4%	12.3%	11.5%	9%
Kwun Tong District	19.4%	18.8%	15.8%	17.2%	16.8%
Kowloon City District	36.2%	37.8%	11.9%	8.5%	11.1%

**It reflects the stock at year end of the previous year*

Source: Hong Kong Property Review by Ratings and Valuation Department

2.11.2 Considering the above-mentioned information regarding the vacancy rate and existing stock, it is apparent that there is an abundant supply of office and commercial floor spaces within the Kowloon East area, providing a total of about **3.8 million m²** (GFA) in the area from 2024 onwards.

3 THE PROPOSED DEVELOPMENT SCHEME

3.1 The Proposed Development Scheme

3.1.1 The indicative scheme for the Proposed Development has been devised and is presented in **Appendix 1** of this Supporting Planning Statement. Based on a plot ratio of 9.313 and a site area of about 2,038 sq.m, the total GFA of the Proposed Development would be not more than 18,980 sq.m.

3.1.2 The Proposed Development consists of one tower with 21 nos. of residential storeys on top of a 6-storeys podium (including G/F) and 1 level of basement. The building height of the Proposed Development is about 100mPD. Carparking spaces will be accommodated at the basement level and G/F, while retail facilities, entrance lobby for residential units and loading and unloading bays will be provided at G/F. Other retail and dining facilities will be provided from 1/F to 4/F while clubhouse facilities will be provided on 5/F. A total of 260 residential units will be provided from 6/F to 26/F with an estimated population of about 702. Local open space of not less than 702m² will be provided at 3/F, 5/F and R/F for enjoyment of future residents. It is anticipated that the proposed development will be completed by year 2030.

3.1.3 **Table 3.1** summarizes the key development data of the Proposed Development. A summary of the proposed floor uses is presented in **Table 3.2**.

Table 3.1 Key Development Data for the Overall Development

Key Parameters	
Site Area	2,038m ²
Plot Ratio	About 9.313
▪ Domestic	About 6.499
▪ Non-domestic	About 2.814
GFA	Not more than 18,980 m ²
▪ Domestic	Not more than 13,245m ²
▪ Non-domestic	Not more than 5,735 m ²
No. of Storey	21 storeys above 6 storeys of podium (including G/F) and 1 level of basement
Building Height at Main Roof	Not more than 100mPD
Overall Site Coverage	
▪ Under 15m	About 82%
▪ Above 15m (non-domestic)	About 59%
▪ Above 15m (domestic)	About 33.33%
No. of Block	1
No. of Unit	About 260

Average Unit Size	About 51m ²
Estimated Population	About 702 (2.7 persons per flat)
Greenery Coverage	Not less than 30%

Table 3.2 Proposed Floor Uses

Floor	Uses
B1/F	Carpark
G/F	Shop and Services, Entrance Lobby, Carpark and Loading & Unloading Bays
1/F	Shop and Services, Eating Place and E&M Facilities
2/F	Shop and Services, Eating Place and E&M Facilities
3/F	Shop and Services, Eating Place, Communal Open Space and Landscape Area
4/F	Shop and Services and Eating Place
5/F	Clubhouse Facilities, Covered Landscape Area, Communal Open Space and E&M facilities
6/F – 26/F	Residential Flats
R/F	Refuge Roof and Communal Open Space

3.2 The Need for Minor Relaxation of Site Coverage Restriction

3.2.1 Due to the small size of the Site (i.e. 2,038 sq.m) and the need to accommodate necessary carparking and loading/unloading facilities, retail/dining facilities, and private open space, a podium design is inevitable. Nevertheless, the Applicant is endeavoured to minimize the bulk of the podium as far as practicable and to improve the pedestrian walking environment, the maximum site coverage of the podium is about 82% only. Hence, minor relaxation of site coverage restriction from 65% to about 82% is required. In addition, terraced podium design has been adopted with reduction of building coverage from 3/F and upwards with a site coverage of not more than 59%. The building setback together with the terraced podium design will contribute to a pedestrian friendly environment by improving the existing pedestrian walkways as well as minimizing the sense of encroachment onto the pedestrians.

3.3 Setback for Widening of Existing Pedestrian Walkway

3.3.1 At present, the informal walkway (about 1m in width) sandwiched between the existing Lucky Industrial Building and the planter maintained by Leisure and Cultural Services Department ("LCSD") in the southeast is a popular pedestrian access route between the northern and southern sections of San Ma Tau Street. **Figure 3.1** and **Photo 3.1** show the condition of the existing informal footpath. There is in fact a formal pedestrian walkway to the southeastern part of the LCSD planter (**Figure 3.1** and **Photo 3.2** refer); however, it is not as commonly used and the reason for this is due to the

more direct and convenient connection of the informal pedestrian walkway with the pedestrian crossing at both ends of San Ma Tau Street.

3.3.2 As a planning gain, the Proposed Development would provide building setback of about 1.5m along the southeastern boundary to enable the widening of existing informal pedestrian walkway. Together with the existing pedestrian access (about 1m wide), the total width of the pedestrian walkway will be widened from 1m to 2.5m (**Figure 3.2** refers). The area will be provided with signature pavement to enhance the streetscape and pedestrian walking environment. The design and construction of the pedestrian walkway will be implemented by the Applicant at his own cost.

3.3.3 In addition, building setback of about 1.5m from the southwestern will also be provided along San Ma Tau Street to widen the existing footpath (**Figure 3.2** refers).

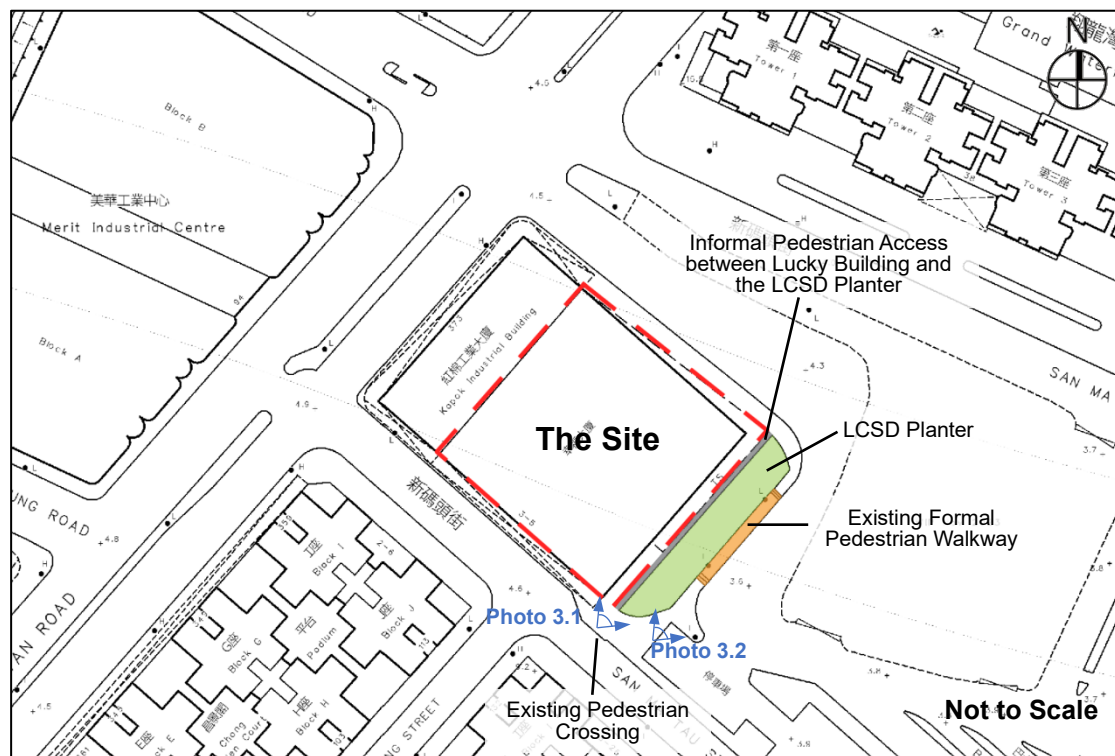


Figure 3.1 Existing Pedestrian Access



Photo 3.1:
Existing Informal Pedestrian Walkway sandwiched between Lucky Building and the LCSD Planter



Photo 3.2:
Existing Formal Pedestrian Walkway to the southeastern part of the LCSD planter

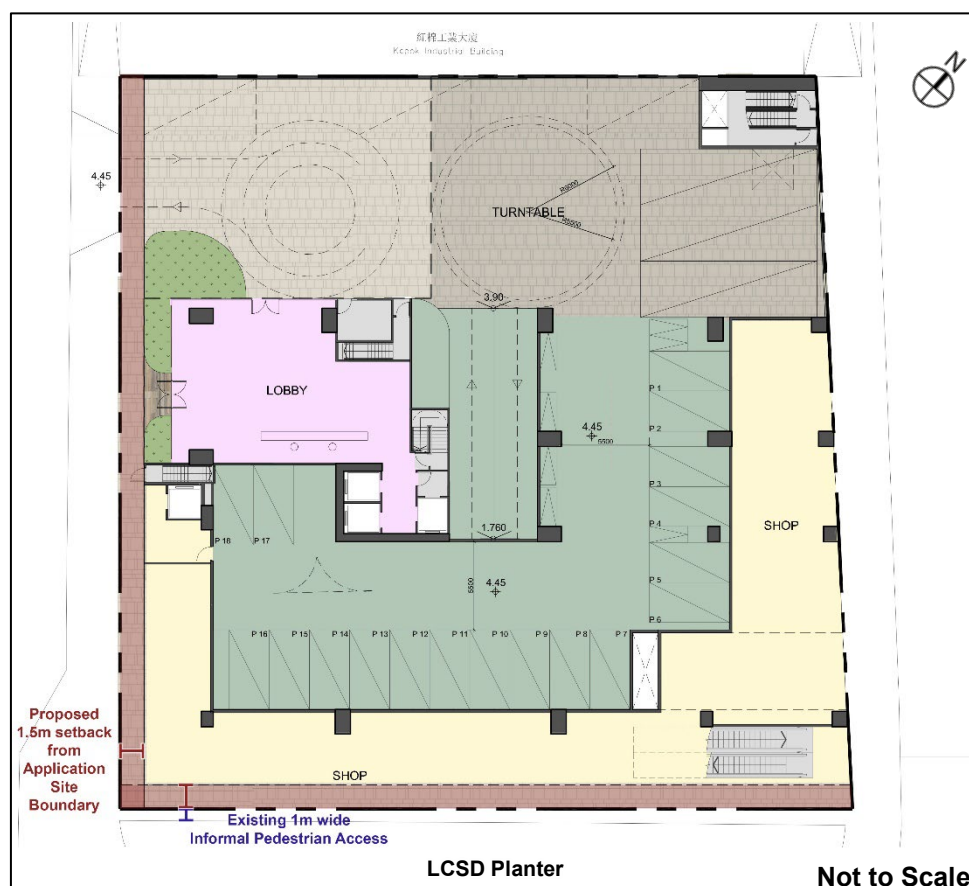


Figure 3.2 Pedestrian Access Improvement

3.4 Landscape Design Considerations

3.4.1 As mentioned in **Section 3.3**, there is an existing narrow walkway and LCSD planter to the southeast of the Site. While there are 8 *Ailanthus Fordii* which is a protected species growing within the LCSD planter, the widening of existing walkway can provide more growing spaces for these important landscape resources. These trees could also serve as green buffer between the Proposed Development and adjacent surroundings.

3.4.2 Opportunities for landscape plantings will be explored at the main entrance along San Ma Tau Street on the G/F to improve the streetscape amenity and revitalize the neighbourhood. Landscaping features will also be provided at the landscape gardens on G/F, 3/F, 5/F and R/F to enhance the aesthetic quality of the Proposed Development. Vertical green walls with 3m high are proposed at 3/F to form the green backdrop to these gardens and provide sense of privacy to the users. Outdoor furniture, sitting courtyards and ornamental plants are also provided for the enjoyment of the occupants and visitors.

3.5 Access Arrangement and Transportation Provisions

3.5.1 Vehicular access to the Proposed Development will be provided via the

ingress/egress point off San Ma Tau Street (southwestern boundary of the Site). It is proposed to have 84 nos. of private car parking spaces, 7 nos. of motor-cycle parking spaces and 8 nos. of loading/unloading bays for goods vehicles (**Table 3.3** refers).

Table 3.3 Internal Transport Facilities Provision

Types of Facilities	Proposed Provision
Car Parking Spaces	
<ul style="list-style-type: none"> Residential Visitor Retail / Eating Place 	<p>49 nos.</p> <p>5 nos.</p> <p>30 nos.</p>
Total	84 nos.*
Motorcycle Parking Spaces	
<ul style="list-style-type: none"> Residential Retail / Eating Place 	<p>3 nos.</p> <p>4 nos.</p>
Total	7 nos.
Loading/Unloading Bays for Goods Vehicle	
<ul style="list-style-type: none"> Residential Retail / Eating Place 	<p>HGV: 1 no.</p> <p>LGV: 4 nos. and HGV: 3 nos.</p>
Total	8 nos.

*Note: *Reserved Parking for Persons with Disabilities is included under the total Private parking provision.*

3.5.2 The Proposed Development is located on the alignment of CKR, thus it is not feasible to provide 2 level of basement at the Site. Opportunity for maximizing the provision of car parking spaces has been explored and they are provided at the B/F and G/F of the Proposed Development. A Traffic Impact Assessment has been carried out to assess the impact of the Proposed Development onto the surrounding road network and is annexed at **Appendix 2** of this Supporting Planning Statement.

4 PLANNING MERITS AND JUSTIFICATIONS

4.1 The Proposed Development is In Line with the Government's Policies on Increasing Housing Land Supply

4.1.1 Increasing housing supply is always the top priority of the Government. It is also Government's long-term strategy to tackle the imbalance in supply and demand of housing. In addressing the problem of housing shortage and to meet the acute demand for affordable housing in Hong Kong, the Government has adopted a multi-pronged approach to increase land supply in the short, medium and long term. According to the latest Annual Progress Report of the LTHS released in September 2025, the long-term housing demand for the ten-year period is 410,500 units while the public/private split for the supply of new housing units would be 70:30. The supply target for private housing would be 126,000 units. The Proposed Development would contribute to the immediate provision of about 260 nos. of flats to meet the housing land supply in a much shorter time frame. The proposal is totally in-line with the Government's policy to increase housing land supply and optimizing the utilization of land resources. Land resources in Hong Kong are extremely scarce and the proposal would also represent a more optimal and efficient use of land resources.

4.2 More Efficient Use of Scarce Land Resources

4.2.1 Since the approval of previous S12A Planning Application in 2019, the Applicant has been reviewing the optimal usage of the Site amidst the changing circumstance in the economic outlook and land use demand after the pandemic. There has been a sluggish demand for the office market in Hong Kong due to the relatively high-interest rate environment and heightened geopolitical tensions which is causing businesses in Hong Kong to stay cautious about their business outlook and seeking ways to streamline their operation costs including re-evaluation of office rental and use of office space. Moreover, there is an increasing number of employees working remotely after the pandemic. Upon reviewing of the existing stock and vacancy rate of commercial and office floor spaces, it is apparent that the demand for office uses has significantly reduced. While on the other hand, there is abundant supply in office and commercial floorspaces in different parts of Hong Kong, including East Kowloon in which the market will yet to absorb the spaces in coming years ahead.

4.2.2 In this regard, the Applicant has reviewed carefully on how to use the Site more efficiently to meet the market demand. The proposed composite development comprising residential and commercial elements would be compatible with the existing residential neighbourhood in terms of land use and development intensity. It is considered as a reasonable step to make good use of the scarce land resource. The Proposed Development is

therefore a pro-active response to allow flexibility for residential cum commercial uses to meet the changing market needs. It would be compatible with the current predominantly residential neighbourhood.

4.3 Proposed Development Quantum is Appropriate

4.3.1 The Proposed Development has taken due consideration of the development intensity of the surrounding development that would be appropriate for the land use context. The building height of 100mPD would conform to the building height restriction of the "C(9)" zone. The total domestic PR is about 6.499 which is lower than the maximum allowable domestic PR of 6.5 for residential sites in Kai Tak. The remaining plot ratio of 2.814 would be for the provision of supporting commercial facilities to fully utilize the development potential of the Site. The Proposed Development would strictly comply with the development restrictions of both the OZP and Building (Planning) Regulations.

4.3.2 The Applicant is endeavoured to minimize the bulk of the podium as far as practicable with a site coverage of about 82% despite the need to accommodate necessary carparking and loading/unloading facilities, retail/dining facilities, and private open space. Opportunity has also been taken to improve the pedestrian walking environment by offering building setback along the southeastern and southwestern boundaries for widening of existing footpaths. To further reduce the visual bulk of the podium, terraced design has been adopted with reduction of building coverage from 3/F and upwards. The building setback together with the terraced podium design will contribute to a pedestrian friendly environment by improving the existing pedestrian walkways as well as minimizing the sense of encroachment onto the pedestrians.

4.4 The Proposed Development Would Complement the Kai Tak Development to Revitalize the East Kowloon Area

4.4.1 With its close proximity, the Site being located in Ma Tau Kok would have the opportunity to complement with the Kai Tak Development for revitalization of the East Kowloon Area. Under the Approved OZP, a continuous waterfront promenade with the connection to the surrounding area including the area fronting the KCFP Bus Terminus will be provided.

4.4.2 The Proposed Development has provided setback of 1.5m along the southeastern boundary for the widening of existing informal pedestrian walkway from 1m to 2.5m as mentioned in **Section 3.3**. The southwestern boundary of the Site will also be setback from San Ma Tau Street by about 1.5m for widening of existing footpath to improve the pedestrian walking environment and accessibility. With the widening of the pedestrian access and the streetscape enhancement, not only that the pedestrian walking

environment will be greatly improved, it will also guide pedestrians walking from inner Ma Tau Kok area to the waterfront. This physical and visual corridor will strengthen the Site as an important gateway to the Ma Tau Kok waterfront.

- 4.4.3 Aiming to create a focal point for enhancing street vitality and attracting pedestrian flows, retail/dining elements have been strategically introduced at the lower levels of the Proposed Development. The retail/dining facilities with active retail/dining frontage will become an activity node to enhance vibrancy and vitality of the waterfront. More importantly, the Proposed Development with 5 storeys of retail/dining facilities is in-line with the planning intention of “C(9)” zone which is to function as a district commercial/shopping centre. The Proposed Development, together with the beautification of the Ma Tau Kok waterfront proposals under the CKR project and Kai Tak Development will contribute to the revitalization of the Ma Tau Kok Area and the East Kowloon Area.

4.5 The Site is Suitable for the Proposed Development

Good Accessibility

- 4.5.1 The Site is located at a prime location with good accessibility and well-served by various modes of public transport. The Kowloon City Ferry Pier and the Bus Terminus (which will be re-provisioned at the current location upon completion of CKR) are in close proximity to the Site while MTR Sung Wong Toi Station is about 15 minutes walking distance away. There are numerous bus routes operating along To Kwa Wan Road, and the at-grade footpath will facilitate pedestrian access to other areas of Ma Tau Kok and Kai Tak. Future residents and tourists will be able to enjoy excellent accessibility in view of the variety of public transport services provided nearby.

Land Use Compatibility

- 4.5.2 The Proposed Development with retail/dining facilities at lower levels is considered compatible with existing developments in the surrounding areas. The Site, together with the existing and planned developments abutting the waterfront promenade, will introduce an integrated mix of land uses of the waterfront.
- 4.5.3 Various planning Applications for residential use within area zoned “C” previously approved by the TPB have demonstrated that ‘Flat’ is a suitable and compatible use at commercial sites with the support of various technical assessments. Previously approved Planning Applications involving ‘Flat’ use in “C” zones are briefly set out in **Table 4.1** below.

Table 4.1 Approved Planning Applications involving 'Flat' Use in "Commercial" Zones

Approval Date	Address of the Site	Zoning	Details of Application
27 Mar 2015	Lots 531 RP, 532 S.D.RP and 532 RP in DD130 and Adjoining Government Land, Lam Tei, Tuen Mun	"C"	Proposed Flat Development and Minor Relaxation of Plot Ratio and Building Height Restriction (Planning Application No. A/TM-LTTY/290)
22 May 2015	Nos. 68, 68A, 70, 70A, 72, 72A, 72B and 72C Kimberley Road, Tsim Sha Tsui	"C"	Proposed Flat and Permitted Shop and Services/Eating Place Uses (Planning Application No. A/K1/244)
18 Dec 2020	Tin Shui Wai Town Lot No. 4, Tin Shui Wai	"C"	Proposed Flat and Permitted Commercial Development with Minor Relaxation of GFA Restriction (Planning Application No. A/TSW/72)
26 Feb 2021	348 Nathan Road, Jordan, Kowloon	"C"	Proposed Development with Shop and Services/Eating Place, Office and Flat Uses (Planning Application No. A/K2/218)
18 Feb 2022	1-5 Kai Hing Road, Kowloon Bay, Kowloon (NKIL Nos. 5805, 5806 and 5982)	"C(2)"	Proposed Residential Development (including a Pier (Landing Steps), Eating Place and Shop and Services (Planning Application No. A/K22/31)
18 Feb 2022	15-15A, 17, 19 and 23 Saigon Street, Yau Ma Tei	"C"	Proposed Composite Development with Flat and Shop and Services/Eating Place Uses (Planning Application No. A/K2/220)
18 Mar 2022	28 Des Voeux Road West, Sheung Wan, Hong Kong	"C"	Proposed Flat with Permitted Shop and Services/Eating Place (Planning Application No. A/H3/445)
24 Mar 2022	Nos. 22-28 Cheong Lok Street, Yau Ma Tei	"C"	Proposed Composite Development with Flat, Shop and Services/Eating

Approval Date	Address of the Site	Zoning	Details of Application
			Place Uses (Planning Application No. A/K2/222)
14 Oct 2022	Tin Shui Wai Town Lot No. 4	“C”	Proposed Wholesale Conversion of an Existing Hotel for 'Flat' and Permitted Commercial Use (Planning Application No. A/TSW/77)
17 Feb 2023	Nos. 15-15A, 17, 19 and 23 Saigon Street, 13 Chi Wo Street, 22-28 Cheong Lok Street and adjoining Government Land in Yau Ma Tei, Kowloon	“C”	Proposed Composite Development with Flat, Shop and Services/Eating Place Uses (Planning Application No. A/K2/223)
12 Jan 2024	43-49A Hankow Road, Tsim Sha Tsui, Kowloon	“C(6)”	Proposed Flat with Permitted Office, Shop and Services and Eating Place Uses (Planning Application No. A/K1/269)

4.6 No Industrial / Residential Interface Issue

4.6.1 The Application Site is located within a primarily residential neighbourhood intermingled with some industrial buildings within area zoned “R(E)” across To Kwa Wan Road to the west. The planning intention of “R(E)” zone is to phase out of existing industrial uses through redevelopment (or conversion) for residential use. The existing Lucky Building and Kapok Industrial Building are two of the remaining industrial buildings to the east of the To Kwa Wan Road, Kwei Chau Street and Ma Tau Kok Road residential cluster. The two buildings are considered as eyesore in the neighbourhood. The proposed redevelopment will facilitate the phasing out of existing and remaining industrial use within the residential neighbourhood upon approval of the Planning Application.

4.6.2 Despite the close proximity of Kapok Industrial Building to the Application Site, minimal industrial / residential (“I/R”) interface problem is anticipated. It is observed that the current use of Kapok Industrial Building is mainly for office and storage uses and there is no industrial noise source (at roof-top) directly facing the Site according to the site visits. Although there is a car repair workshop on the G/F of Kapok Industrial Building, the noise and air quality impact assessment results have demonstrated that no emission from the car repairing workshop will be anticipated. Furthermore, the workshop is within the building and it is fully enclosed by building structure. Hence, nuisance to the surrounding neighbourhood is not anticipated (**Figure 4.1**

refers).

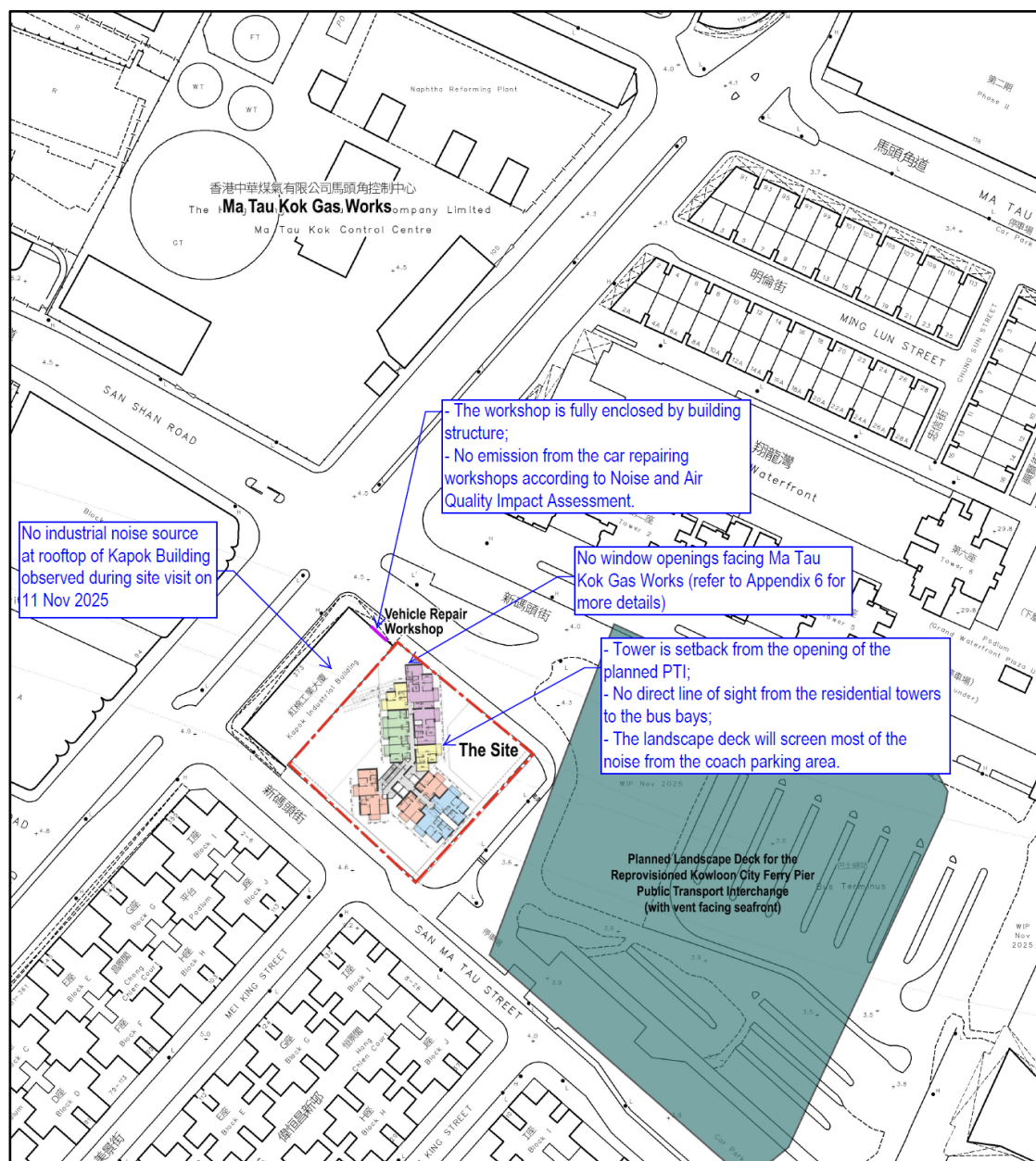


Figure 4.1 No Apparent Industrial-Residential Interface Anticipated

4.7 Complying with the Urban Design Concept for Kai Tak Development Area

4.7.1 As detailed in **Section 2.9** above, 8 nos. of urban design and landscape principles have been adopted in the Approved OZP. The Proposed Development fully complies with the relevant principles as illustrated in **Table 4.2** below.

Table 4.2 Relevant Urban Design and Landscape Principles and the Proposed Development

	Urban Design and Landscape Principles	The Proposed Development
(1)	Connecting the Neighbourhood	Considering the strategic location of the Site at Ma Tau Kok waterfront, the retail/dining elements at the lower levels of the proposed development will be essential to support the local community and will be an activity generator to bring vibrancy to this new urban area / node.
(2)	Creating Nodes	The retail/dining node with vibrant street frontages at lower levels of the Proposed Development will become a new area / node with well-balanced residential and retail/dining elements.
(3)	Activating the Harbour-front	The proposed retail shops and dining facilities at the Proposed Development would bring vibrancy and vitality to the waterfront. The proposed setback of building for the provision of widened footpath would enhance the connectivity between inner Ma Tau Kok Area and the waterfront, contributing to the creation of an active harbourfront.
(4)	Creating a Pedestrian Friendly Environment	The widened footpaths proposed by the Applicant would enhance the connectivity with the planned waterfront promenade will contribute to a continuous open space network / waterfront promenade to enhance accessibility and promote walkability for the area.
(5)	Creating a Dynamic Skyline	The building height of about 100mPD is considered compatible with the building height of existing and planned development (ranging from 100mPD to 176mPD) in the vicinity and follows the descending height profile towards the harbourfront in the Kai Tak Development. The Proposed Development (including rooftop structures) does not encroach onto the 20% Building Free Zone ("BFZ") from Strategic Viewing Point 4 ("SVP4") (Figure 4.2 refers).
(6)	Celebrating the Views	The Proposed Development with building height of about 100mPD at main roof will not obstruct the natural ridgelines of Lion Rock and Beacon Hill in the backdrop (Figure 4.2 refers). The Proposed Development (including rooftop structures) does not encroach onto the 20% BFZ from SVP4. The visual resources of the area will not be affected by the Proposed Development.
(7)	Celebrating the Gateways	Located along the visual gateway from the Victoria Harbour into Kai Tak area, the Proposed Development

	Urban Design and Landscape Principles	The Proposed Development
		has incorporated various building setback to facilitate local air ventilation performance and visual permeability of the Site.
(8)	Creating “A Green Web for Sustainable Development”	The greenery provision of not less than 30% of total site area at the various levels of the Proposed Development would visually soften the build form and help to promote a different sense of openness for the area.



Figure 4.2 The Proposed Development as viewed from Quarry Bay Park

4.8 Adopting the Harbour Vision Statement and Compliance with the Harbour Planning Principles

- 4.8.1 Since the Site is located within the waterfront area of Ma Tau Kok, the Proposed Development has paid due consideration to its strategic location and helps to envision “to enhance Victoria Harbour and its harbour-front areas to become an attractive, vibrant, accessible and sustainable world-class asset: a harbour for the people, a harbour of life”. Considering the prime location of the Site of being in close proximity to the planned waterfront promenade, the Proposed Development has made an endeavour to attract people with diversity of uses and high permeability. The Proposed Development has responded to the HPP as illustrated in **Table 4.3** below.

Table 4.3 Harbour Planning Principles and the Proposed Development

	Harbour Planning Principles	The Proposed Development
(1)	Preserving Victoria Harbour	<ul style="list-style-type: none"> ▪ The Proposed Development does not involve any reclamation nor destruction to the Victoria Harbour. Victoria Harbour is preserved as a natural asset to the public. ▪ The Proposed Development with building height of about 100mPD is considered visually compatible with the existing development when viewed from strategic vantage points such as Quarry Bay Park. It follows the descending building height profile towards the harbourfront in the Kai Tak Development. ▪ The various building setback will enable visual permeability from the harbourfront towards the inland areas.
(2)	Stakeholder Engagement	<ul style="list-style-type: none"> ▪ Under the statutory town planning system, the public would have the opportunity to provide comments during the 3-week public consultation period.
(3)	Sustainable Development	<ul style="list-style-type: none"> ▪ The Proposed Development aims to cater for economic, social and environmental needs of the society and are compatible with the harbourfront setting. The proposed retail/dining facilities at lower levels of the Proposed Development would help to achieve a balanced mix of land uses in the predominantly residential neighbourhood of Ma Tau Kok and Kai Tak Development and provide local job opportunities. Provision of retail/dining facilities at the Proposed Development will be maximized to promote vibrancy and liveliness of the area. ▪ The proposed social welfare facilities will offer a range of comprehensive services and help to meet the community needs of the population at the Site and the surrounding areas. ▪ Various technical assessments have been carried out and the results demonstrated that the proposed scheme is technically feasible. Moreover, the proposed building height of 100mPD at the Site will be compatible with the surrounding existing and planned developments to form a stepped height profile towards the waterfront area. The Proposed Development (including rooftop structures) does not encroach onto the 20% BFZ from SVP4.

	Harbour Planning Principles	The Proposed Development
		<ul style="list-style-type: none"> Carefully thought-out tower form and disposition would enhance visual permeability towards the inland areas as viewed from the waterfront.
(4)	Integrated Planning	<ul style="list-style-type: none"> The Proposed Development with active retail/dining frontage would help contributing to the integrated planning and design of the waterfront.
(5)	Proactive Harbour Enhancement	<ul style="list-style-type: none"> The Proposed Development adopts various sensitive design measures including provision of multi-levelled greenery and setback of building for the widened footpaths to enhance overall design quality and pedestrian experience at the waterfront.
(6)	Vibrant Harbour	<ul style="list-style-type: none"> The retail shops / F&B facilities to be accommodated in the lower levels of the Proposed Development will establish a retail/dining node for the waterfront and enhance vibrancy and vitality of the waterfront area.
(7)	Accessible Harbour	<ul style="list-style-type: none"> In view of the prime location of the Site at the waterfront promenade, the footpaths abutting the Site will be widened to enhance connectivity between the inner Ma Tau Kok area and waterfront promenade.
(8)	Public Enjoyment	<ul style="list-style-type: none"> The retail/dining provision will form a vibrant public space and venue for public enjoyment. The active waterfront will provide an enjoyable pedestrian experience for the local residents and visitors.

4.9 No Impact to Provision of Government, institution or Community Facilities

4.9.1 The population increase due to the Proposed Development is about 702 only (involving about 7.8% of aged 3-11 and 27.9% of aged 65 or above) and it will not necessitate the need for provision of other additional Government, Institution or Community ("G/IC") facilities such as kindergarten. Moreover, there are surplus in most of the G/IC facilities except for secondary school, primary school and kindergarten/nursery and child care centre ("CCC"). The provision of secondary and primary schools is typically assessed on a wider district basis by the Education Bureau while the provision of CCCs would be determined by the Social Welfare Department on a service area basis. The increase in about 702 nos. of population will be well served by the existing and planned G/IC facilities in the area. No impact to the provision of G/IC facilities will be anticipated.

4.10 The Proposal is Technically Feasible

No Adverse Traffic Impact (Appendix 2 refers)

4.10.1 A Traffic Impact Assessment (TIA) has been conducted. As compared with the previous approved planning application, the change in trip

generation/attraction are minimal. The proposed development will only generate +1 pcus and attract -20 pcus in the morning peak hour, and generate additional -4 pcus and attract +9 pcus in the evening peak hours respectively. Nevertheless, as a conservative approach, the trip generations and attractions of 33 pcu/hr, 26 pcu/hr in the AM peak hour and the trip generations and attractions of 26 pcu/hr, 31 pcu/hr in the PM peak hour has been adopted for assessment. The junction capacity assessment reveals that the all critical junctions and road links will operate within their capacities in both reference and design scenarios in year 2033. Adequate internal transportation facilities will be provided to meet the HKPSG requirements. Considering the construction traffic generation is much lower than the proposed development traffic generation, the traffic impact on the local road network is anticipated to be minimal during the construction stage. Based on the findings of the TIA, it can be concluded that the Proposed Development will not induce adverse traffic impact onto the adjacent road network and shall be acceptable in traffic point of view.

No Adverse Noise Impact (Appendix 3 refers)

4.10.2 Traffic Noise Impact Assessment has been conducted within 300m radius from the Application Site. With the implementation of the proposed noise mitigation measures in the form of acoustic window/balcony (baffle-type), the predicted road traffic noise levels within the Application Site would comply with the noise criterion of 70 dB(A).

4.10.3 According to the result of fixed noise impact assessment, no adverse fixed noise impact due to surrounding fixed noise sources on the Proposed Development is anticipated. No noise mitigation is considered necessary. This is in early planning stage of the study that the design details of the future fixed noise sources including location will be provided at later stage. Any fixed noisy facilities (e.g. fan system, HVAC for recreational facilities for residents) provided onsite in future will be designed to follow the HKPSG requirement (i.e. acceptable noise level minus 5 decibels) to ensure that there is no adverse impact on any noise sensitive use in the surrounding. Fixed noise impact assessment will be conducted with respect to noisy equipment onsite in later stage when relevant design information is available.

No Adverse Air Quality Impact (Appendix 3 refers)

4.10.4 Air Quality Impact Assessment has been conducted for both construction and operational phases of the project. During operation phase, the predicted concentration of all assessment parameters at the residential tower would comply with the relevant AQOs. However, some ASRs (A01 to A06 and A19 to A21) at G/F are predicted with exceedances in the annual average NO₂ concentration. For the design of the Proposed Development, it is recommended to prohibit air sensitive use or fresh air intake below 11.45

mPD due to exceedances in the annual average NO₂ concentration predictions at these locations during operation phase of the development. Predicted concentrations of NO₂, RSP, FSP, and SO₂ assessment parameters at the remaining ASRs within the Application Site are expected to comply with the relevant Air Quality Objectives (AQOs). Thus, no adverse air quality impact is anticipated due to the Proposed Development.

- 4.10.5 The predicted concentration of odour from MTKGW for all ASRs would be within the relevant criterion, therefore, no adverse odour impact on the Proposed Development is anticipated.

No Adverse Sewerage Impact (Appendix 4 refers)

- 4.10.6 The potential sewerage impact arising from the Proposed Development has been quantitatively assessed by comparing the estimated sewage flow from the Proposed Development and the capacity of the existing sewerage system in the vicinity. Based on the findings of sewerage impact assessment, the sewage generated from the Proposed Development exceeds the capacity of the existing sewerage network at segment S2-S3. A backwater analysis was conducted and revealed that there are sufficient freeboards for all concerned manholes and no overflow during peak flow rates. Therefore, with sufficient freeboards for the surcharged sewer, no unacceptable sewerage impact resulting from the Proposed Development is anticipated.

No Adverse Landscape Impact (Appendix 5 refers)

- 4.10.7 The Proposed Development would provide over 30% of the total site area for greenery area. Among such provision, over 20% of the total site area is provided at primary zone and over 20% of the total roof area for planting area. In addition, communal open spaces of not less than 702m² would be provided for enjoyment of the occupants and visitors.
- 4.10.8 The building setback from the Site boundary along the southeastern and southwestern facade provides enhancement to the public realm and streetscape quality, while the landscaped areas provided on 3/F, 5/F and R/F and vertical green walls on 3/F would soften the building block with harmonious planting design to improve the compatibility of the proposed development to its surrounding environment. The Landscape Proposal is enclosed at **Appendix 5** of this Supporting Planning Statement.

Not Prone to Hazard (Appendix 6 refers)

- 4.10.9 The Site falls within the 300m Consultation Zone of MTKGW. By making reference to the population information (i.e. 2,241 persons in day-time and 1,229 persons in night-time within the Consultation Zone for previous S12A Planning Application No. Y/K22/3) included in the Hazard Assessment

endorsed by the Coordinating Committee on Land Use Planning and Control Relating to Potential Hazardous Installations ("CCPHI"), the planned day-time and night-time population at the Proposed Development will not exceed that of the approved Hazard Assessment (**Tables 4.4 and 4.5** refers). Hence, the previous Hazard Assessment is still valid.

Table 4.4 Population Assumption in the QRA approved under Planning Application No. Y/K22/3

Residential: Maximum 1,370 nos.
Service Trade: Maximum 1,452 nos.

Time Period	Description	Proportion of Total		Population		Total
		Office	Service Trade	Office	Service Trade Total	
Day Time	0700 to 1900	100%	60%	1370	871	2241
Night Time	1900 to 0700	5%	80%	68	1161	1229

Table 4.5 Population Assumption under Current Scheme

Residential: Maximum 702 nos.
Service Trade: Maximum 845 nos.

Time Period	Description	Proportion of Total		Population		Total
		Residential	Service Trade	Residential	Service Trade Total	
Day Time	0700 to 1900	50%	60%	351	507	858
Night Time	1900 to 0700	100%	60%	702	507	1209

- 4.10.10 Although the building layout and disposition is different from the previously approved commercial development, the current composite development has adopted various mitigation measures including minimization of window opening directly facing to the MTKGW; installation of flammable gas detectors at the new development to alert people on any possible flammable gas leakage; and provision of direct land line between management office of the new development and the MTKGW for direct communication in case any hazardous events occur at the MTKGW. Therefore, no quantitative risk impact due to the Proposed Development will be anticipated.

5 SUMMARY AND CONCLUSION

5.1 In light of the above, it is believed that the Proposed Flat with permitted Shop and Services and Eating Place and Minor Relaxation of Site Coverage Restriction should be favourably considered by the TPB from a planning point of view based on the following reasons:

- The Proposed Development would contribute to an immediate provision of about 260 nos. of flats to meet the housing land supply. It is totally in-line with the Government's policy to increase housing land supply.
- The Proposed Development is a pro-active response to allow flexibility for residential cum commercial uses to meet the changing market needs. It would be compatible with the current predominantly residential neighbourhood.
- The Applicant is endeavoured to minimize the bulk of the podium as far as practicable to about 82%. The development scale of the Proposed Development is considered appropriate.
- The Proposed Development will contribute to the enhancement of vitality and vibrancy of the Ma Tau Kok Area and the East Kowloon Area.
- The Site is highly suitable for the proposed flat with retail/dining facilities as it is well served by various public transport modes and the proposed use is compatible with the surrounding land use context.
- The Proposed Development will facilitate the phasing out of existing industrial use within the residential neighbourhood. No industrial / residential interface problem is anticipated.
- The Proposed Development will enhance the connectivity between inner Ma Tau Kok Area and the waterfront and offer opportunities for on-street activities to enhance vibrancy. It would comply with the Urban Design Concept for Kai Tak Development Area and the Harbour Planning Principles.
- Various technical assessments have been conducted and the results revealed that the Proposed Development will not result in adverse impact onto the surrounding area in terms of traffic, landscape, traffic and fixed noise, air quality, sewerage and quantitative risk.