

Appendix 3:

Replacement pages of the Planning Statement

Table 3.1 Comparison of Indicative Development Parameters of the Approved DSP and the Current S16 Planning Proposals

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Area - Application Site Area (for PR Calculation) (m ²)	About 5,475 ⁽¹⁾	About 5,475	No Change
Zoning	R(A)	R(A)	No Change
Maximum PR ⁽²⁾ - Total PR - Domestic PR	9.0 7.5	9.0 7.5 ⁽³⁾	No Change No Change
Max GFA ⁽²⁾ Total GFA (m ²) Domestic GFA (m ²)	About 49,275 ⁽¹⁾ About 41,062 ⁽¹⁾	About 49,275 ⁽³⁾ About 41,062 ⁽³⁾	No Change No Change
Max. BH (mPD)	140	144	+4 (+2.9%) (within 4% of total height of residential floors using MiC)
GIC GFA ⁽⁴⁾ (m ²)	Not less than 5,500	Not less than 5,500	No Change
All-weathered Communal Space (m ²)	Not less than 500	Not less than 500	No Change
Under Notional Design			
No. of Towers (towers) - Total No. of Towers - Residential Towers - The Low Block	3 towers 2 towers 1 tower	3 towers 2 towers 1 tower	No Change No Change No Change
No. of Storeys for Residential Tower - Residential T1 T2 - Podium ⁽⁵⁾ - Basement Carpark	34 storeys 23 storeys 5 storeys 2 storeys	34 storeys 32 storeys 5 storeys 2 storeys	No Change +9 (+39.1%) No Change No Change
No. of Storeys for Non-Domestic Tower (the Low Block)	4 storeys	4 storeys	No Change
Average Flat Size (m ²)	About 42.6 ⁽⁶⁾	About 42.6 ⁽⁷⁾	No change
No. of Flats (flats)	About 964 ⁽⁶⁾	About 1,050 ⁽⁸⁾	+86 (+8.9%) ⁽⁸⁾
Anticipated Population ⁽⁹⁾	About 2,603 ⁽⁶⁾	About 2,835	+232 (+8.9%)
Site Coverage ⁽¹⁰⁾	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100%	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100%	No change

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
	Non-domestic portion above 15m: Not more than 65%	Non-domestic portion above 15m: Not more than 65%	
Ancillary Car Parking and L/UL Spaces			
- Private Car Parking Spaces	128 ⁽¹¹⁾	116 ⁽¹²⁾	-12 (-9.4%)
- Motorcycle Parking Spaces	14 ⁽¹¹⁾	15	+1 (+7.1%)
- L/UL Bays	15 ⁽¹¹⁾	14	-1 (-6.7%)

Remarks:

- (1) The net site area of the Approved DSP was about 5,548sq.m. To facilitate a like-to-like analysis, the net site area of about 5,475 sq.m. as per the Land Grant is adopted as the Application Site Area, resulting in corresponding adjustment in the GFA. For reference, the notional design for the Approved DSP had adopted a net site area of 5,548sq.m., with total GFA of about 49,932 sq.m. and Domestic GFA of about 41,610 sq.m.
- (2) 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.
- (3) Excluded about 3,700sq.m.domestic GFA which is exempted from GFA calculation as “maximum 10% of the MiC floor area of a new building may be disregarded from calculation of GFA of the development” as according to JPN No.8. The actual GFA exemption will be worked out at detailed design stage.
- (4) GIC to be exempted from GFA calculation under the Approved DSP.
- (5) Including the podium floors for GIC/Commercial/Retail/**Carpark**/E&M use and the Podium Garden & Clubhouse floor.
- (6) For a like-to-like analysis, an average flat size of about 42.6sq.m. under the Current S16 Planning Proposal has been applied to both the approved DSP and current S16 scenario in the comparison table to show the net increase in the number of flats and population. For reference, the notional design for the Approved DSP for KC-016 approved by CE in C in May 2022 had adopted an average flat size of about 46.2sq.m. with about 900 nos. of flat and an estimated population of about 2520.
- (7) The average flat size of about 42.6sq.m. has taken into account of the additional domestic GFA of about 3,700sq.m.(i.e. within 10% of MiC floor area) which is anticipated to be exempted from GFA calculation under JPN No.8. The actual average flat size will be determined at detailed design stage.
- (8) No. of flats increase owing to both additional GFAs by MiC and adjusted flat mix/ sizes. The actual no. of flats would be worked out at detailed design stage.
- (9) Based on Population Census 2021, the average domestic household size in Kowloon City District is 2.7 persons.
- (10) Assumed in accordance with the First Schedule of Building (Planning) Regulation that for a Class C site with building height over 61m, the site coverage shall not exceed 40% for a domestic building or for the domestic part of a composite building, and shall not exceed 65% for a non-domestic building, or for the non-domestic part of a composite building. If 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.
- (11) As per the car parking provision proposed under the TIA for the Approved DSP.
- (12) As per car parking ratios agreed with TD and adopted in draft Land Grant.

3.2 Retention of All Key Planning Gains of the Approved DSP Proposal

3.2.1 The current S16 Planning Proposal will retain all the following key planning gains of the Approved DSP Proposal, including:

- a) Two urban windows will be provided at the podia along Ma Tau Wai Road. Residential tower will have 45m setback from Ngan Hon Street to enhance local air ventilation and building permeability.
- b) Staggered height design is maintained, with the tallest building of 144mPD (T1) on the northern part of the Scheme, and a lower building height of about 137mPD (T2) on the southern part of the Project, and a low-rise non-domestic block (i.e. Low Block) on the eastern part of the Scheme.
- c) Not less than 5,500sq.m. GFA will be provided for GIC use within the podia.
- d) An all-weathered communal space of not less than 500sq.m. will be integrated with the planned pedestrian walkways to create a community hub.
- e) A footbridge connection from the podia of the Scheme to the Public Open Space (POS) at the opposite side of Ma Tau Wai Road will be provided to facilitate connection with To Kwa Wan MTR station exits to enhance pedestrian connectivity.

3.2.2 **Figure 3.1** shows the notional block plan of the Current S16 Planning Proposal with the planning gains.

3.3 Access, Parking and Servicing Facilities

3.3.1 The proposed access arrangements under the Current S16 Planning Proposal are the same as those proposed under Approved DSP. The proposed vehicular ingress will be located at Kai Ming Street, while the proposed vehicular egress will be located at Wing Kwong Street adjacent to the junction of Ma Tau Wai Road / Wing Kwong Street. In addition, subject to agreement with relevant departments regarding land matters, future ownership, and long-term management and maintenance, the Scheme also proposed to connect its basement with the adjoining URA development KC-010, such that the Scheme could use the run-in/out in KC-010 to access the proposed vehicular access at the basement of the Scheme.

3.3.2 The Current S16 Planning Proposal also retains the pedestrian and traffic network restructuring under the DSP. Specifically, the Scheme involves closure of three existing road sections (i.e. portions of Hung Fook Street, portion of Kai Ming Street and the whole of Yuk Shing Street)

to create a car-free zone to enhance walkability. The closed section of Hung Fook Street and Kai Ming Street will be pedestrianized with proper landscaping to create a pleasant walking environment and maintain as a breezeway to enhance air ventilation at the street level, with provision of open-side deck and circulation at the podia where appropriate and practicable in the Scheme to provide linkages and connectivity.

- 3.3.3 The proposed car parking and internal transport provision for the Current S16 Planning Proposal is summarised in **Table 3.2**. For details, please refer to the Traffic Review Report (TRR) provided in **Appendix A**.

Table 3.2 Proposed Car Parking and Internal Transport Provision

Facilities	Proposed Total Provision ⁽¹⁾⁽²⁾
Private Car Parking Spaces	116
Motorcycle Parking Spaces	15
L/UL Bays	HGV: 7 LGV: 7

Remarks:

- (1) For the detailed breakdown of the provisions for the residential, retail and GIC uses, please refer to the T report provided in Appendix A.
- (2) As per the draft land grant requirement which benchmarked the 2019 HKPSG high-end provision standard.

3.4 Implementation Programme

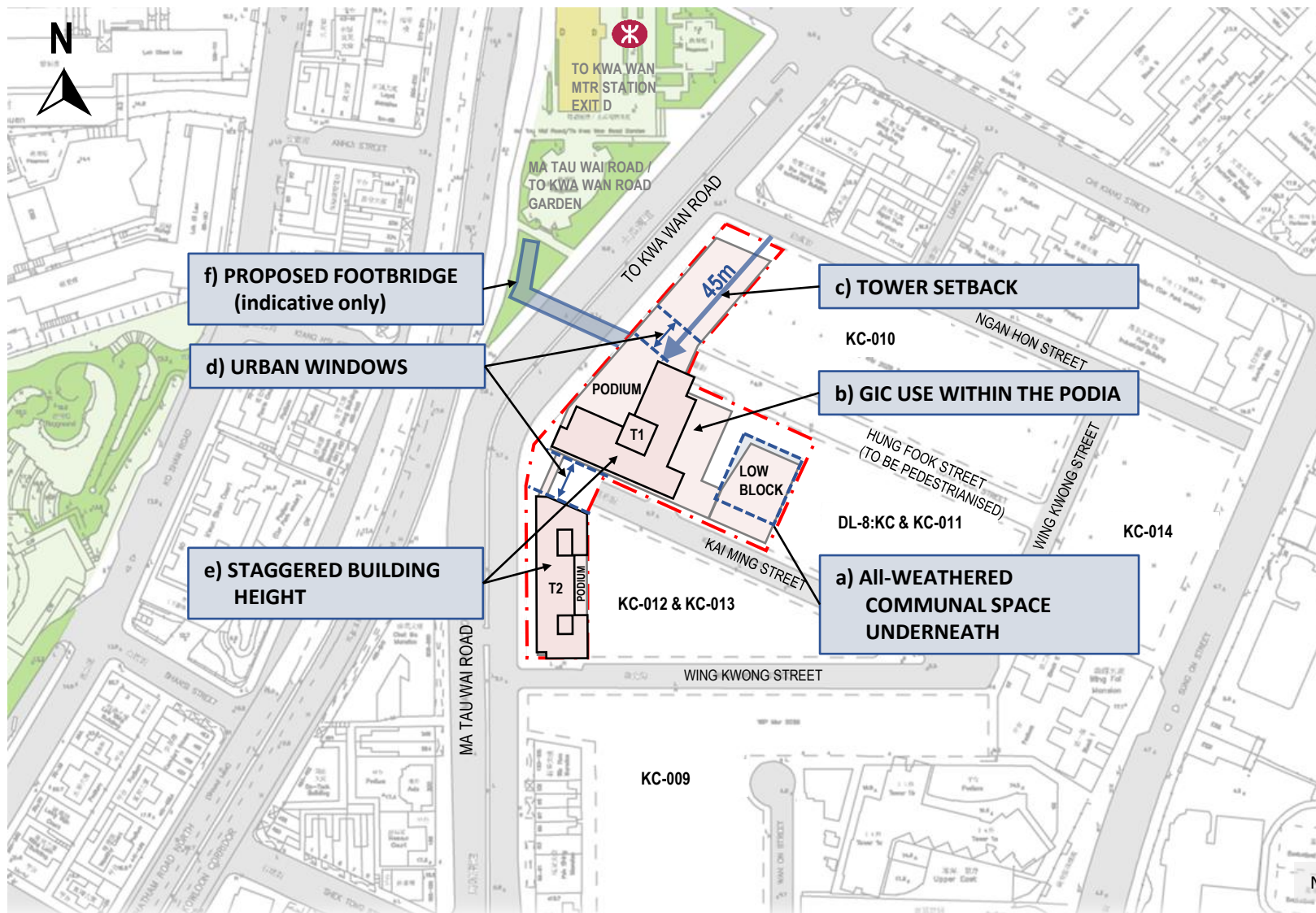
- 3.4.1 Subsequent to the approval of the DSP, the URA has completed land acquisition and is actively processing with the land grant application. Site demolition works were completed in early 2026. The entire Application Site is currently Government land and the new lot will be designated as Kowloon Inland Lot No. 11296 upon the execution of the draft Land Grant.
- 3.4.2 The URA will continue with the detailed design and go through the required submission/ procedures for implementation of Scheme. The tentative completion year is anticipated by 2032.

4.4 Maintain Design Flexibility and Project Implementability

- 4.4.1 The Application Site is zoned “R(A)” in the approved DSP. There is no change of the zoning of the Application Site in the subject S16 Planning Application. Under the “R(A)” zoning in the approved DSP, the planning intention is to provide high-density residential development with commercial uses always permitted in the purpose-designed non-residential portion of a building with the all-weathered communal space. The R(A) zone also controls the maximum domestic PR, maximum total PR, and maximum BHR; while minor relaxation of such may be considered by the TPB. The “R(A)” zone provides design flexibility of the development without control on the specific form and layout of the future development, which is considered necessary to facilitate project implementability to meet the market needs. The subject S16 Planning Application is a “non-scheme-based” submission, which tallies with the “R(A)” zone which controls mainly on the planning intention, uses and development parameters but not the specific building design.
- 4.4.2 Upon the subject S.16 planning approval, the Project will proceed with detailed design and subsequent GBP submissions for relevant government departments’ approval, a concrete scheme layout can only be developed at the detailed design stage/ GBP submission stage for implementation.

4.5 Compatible with existing and planned surrounding context

- 4.5.1 The proposed minor relaxation of BHR from 140mPD to 144mPD represents a minor 4m increase (about 2.9%) in BHR that will not impact on the existing and planned surrounding context. The proposed BHR of 144mPD for the Scheme integrates harmoniously with the general building height profile of the inner area of To Kwa Wan area ranging from 100mPD to 140mPD, which gradually steps down towards the waterfront in the east.
- 4.5.2 The proposed building heights for the two towers under the notional design of the Scheme will cascade down from 144mPD for T1 to about 137mPD for T2 in the south, and further down to the **Low Block** in the east, to maintain a staggered height urban design approach with cohesive urban landscape alongside the adjacent KCAA1 redevelopment cluster.
- 4.5.3 As demonstrated by the Visual Appraisal (VA) provided in **Appendix B**, the proposed 144mPD BHR is visually compatible with surrounding developments, no adverse visual impact is anticipated to arise from the Current S16 Planning Proposal.



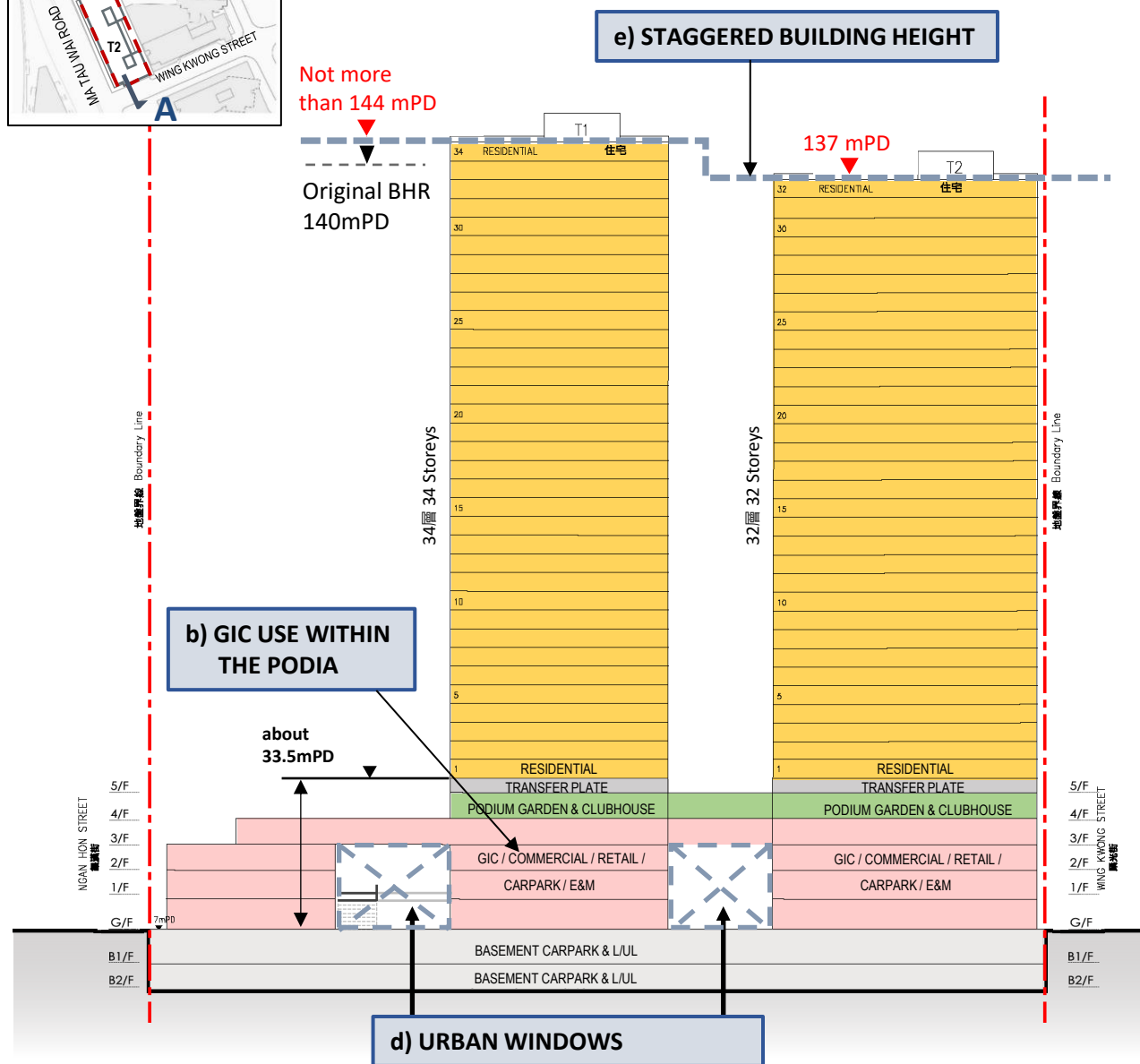
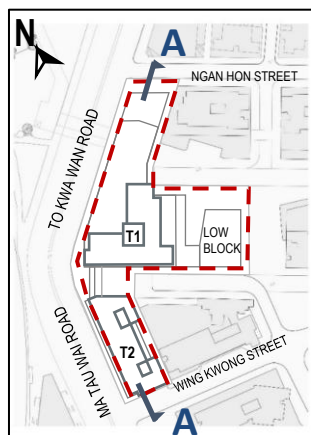
Remarks:
This S16 Planning Application is a “non-scheme-based” submission. This notional design layout is solely for illustration purpose and for conducting necessary technical assessments.

--- KC-016 Application Site Area
(Area Zoned “R(A)”)

a) Retained Planning Gains from
Approved DSP

NOTIONAL BLOCK PLAN

URA TO KWA WAN ROAD/ WING KWONG STREET DEVELOPMENT SCHEME (KC-016)



NOT TO SCALE

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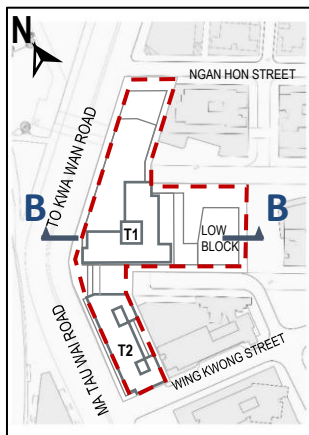
- KC-016 Application Site Area
- a) Retained Planning Gains from Approved DSP
- Residential use
- GIC/ Commercial/ Retail/ Carpark/ E&M uses
- Podium Garden & Clubhouse

Notional Section Plan

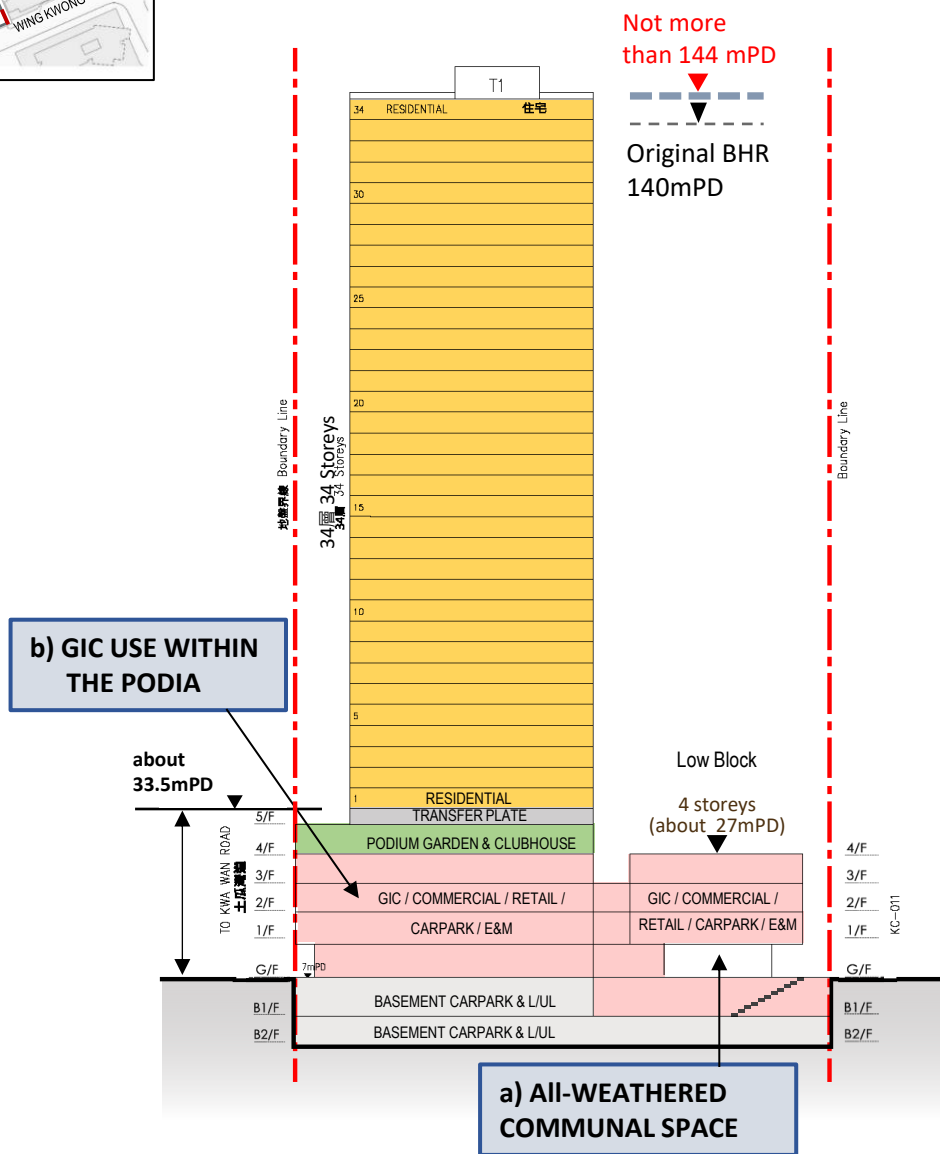
URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME
(KC-016)



Figure 3.2



Section B



NOT TO SCALE

Remarks:

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- KC-016 Application Site Area
- a) Retained Planning Gains from Approved DSP
- Residential use
- GIC/ Commercial/ Retail/ Carpark/ E&M uses
- Podium Garden & Clubhouse

Notional Section Plan

URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME
(KC-016)



Figure 3.3