

Section 16 Planning Application for Proposed Minor Relaxation of Building Height Restriction for the URA To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016) (Planning Application No. A/K9/289)

Responses to Departmental Comments Table

Nos.	Comments received from:
1.	Hong Kong Police Force Kowloon City District (HKPF KCDIST)
2.	Fire Services Department (FSD)
3.	Urban Renewal Section, Lands Department, Lands Department (URS, LandsD)
4.	Urban Design & Landscape Section, Planning Department (UD&L, PlanD)
5.	Environmental Protection Department (EPD)
6.	Transport Department (TD)

- Appendix 1: Replacement pages of the Visual Appraisal (VA)
Appendix 2: Replacement pages of the Traffic Review Report (TRR)
Appendix 3: Replacement pages of the Planning Statement
Appendix 4: District-Based Design Concept for URA Kowloon City Action Area 1
Appendix 5: Response to Public Comment

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1. Hong Kong Police Force Kowloon City District (HKPF KCD)	
<i>Received via email dated 27 July 2026</i>	
(a) No comment for the minor relaxation of building height restriction.	Noted.
(b) Have question about the decreased number of parking spaces (from 128 to 116) in relation to the increased number of (i) storey (Tower 2: from 23 to 32), (ii) flats (from 900 to 1,050), (iii) anticipated population (from 2,520 to 2,835) and (iv) the already precious parking spaces in the area and vicinity. These factors should be comprehensively considered to create a more friendly living environment for the existing and future residents there so that potential problem of illegal parking could be inherently mitigated.	Noted. The provision of ancillary car parking space is based on the parking ratios stipulated in the draft land grant condition in which TD has no adverse comment, as well as the indicative flat mix and flat numbers under the Current Indicative Proposal of the subject S16 Planning Application. The actual provision of car parking spaces is subject to the final design scheme, flat number and flat mix, as well as agreement with the relevant Government departments during the detailed design stage.
2. Fire Services Department (FSD)	
<i>Received via email dated 10 August 2026</i>	
No objection to the application	Noted.
(a) Please be informed that I have no specific comment on the captioned application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the Director of Fire Services.	Noted.
Should the application be confirmed to fall under the regulatory regimes as stipulated in PlanD's memo dated 31.8.2023, i.e. lands, buildings, licensing and other control regimes, or be referred by Independent Checking Unit for consultation on FS	Noted.

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requirements, we have no objection to removing the relevant approval conditions without the need for further consultation from FSD Nevertheless, the following advisory clauses shall be delivered to the applicant: Detailed fire safety requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Buildings Department.	Noted.
3. Comments from Urban Renewal Section, Lands Department (URS, LandsD) <i>Received via email dated 10 August 2026</i>	
(a) The private treaty grant (“PTG”) to URA for KC-016 was considered and approved by the District Lands Conference / Kowloon on 27.2.2025 (“the DLC”). According to the approved conditions for the PTG, no restriction was imposed on the (i) height; (ii) numbers of storeys; or (iii) numbers of units of the development in KC-016. The car parking spaces and motorcycle parking spaces provisions under the PTG will depend on the size and numbers of unit to be erected in the development. The draft land grant has also included a provision to exempt any structure or floor space from GFA	Noted.

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calculation under lease, provided that the same exemption is granted by BD.	
In view of the above, we have no comment on the Planning Application from land administration point of view. However, should the approved Planning Application result in changes to any conditions approved by the DLC, URA shall make separate submission to LandsD for the relevant amendments. LandsD would process such amendments in the capacity of a landlord and it will be subject to such terms and conditions as considered appropriate.	Noted.
4. Urban Design and Landscape Section, Planning Department (UD&L, PlanD)	
<i>Received via email dated 10 August 2026</i>	
(a) the subject site (the Site) is located within a cluster of residential developments to the east of Ma Tau Wai Road and To Kwa Wan Road zoned "R(A)" with building height restrictions (BHRs) ranging from 100mPD to 120mPD. To the west of To Kwa Wan Road and Kowloon City Road, there is another cluster of residential developments zoned "R(A)" with BHRs ranging from 120mPD to 140mPD.	Noted.
(a) the Applicant has submitted a Visual Appraisal (VA) for the Notional Scheme in support of the application. The VA concluded that the overall visual impacts of the proposed development from the identified public viewing points (VPs) range from "negligible" to "slight"	Noted.

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when compared with the approved DSP Proposal, taking into account the existing and planned developments in the surroundings. Design measures including (i) staggered height profile with the higher block T1 (144mPD) cascading down to the lower block T2 (137mPD); (ii) a full-height setback of not less than 45m of the residential portion above podium of the proposed development from the northern boundary of the Site at Ngan Hon Street; (iii) two intervening spaces/urban windows at the podia; (iv) an all-weathered communal space of not less than 500m² underneath the Low Block; and (v) a footbridge connection between the proposed development and the open space located to the northwest of the Site, as proposed in the approved DSP Scheme, are retained in the Notional Scheme. Given the surrounding context, it is unlikely that the proposed development will induce significant adverse effects on the visual character of the surrounding townscape. However, the following rectifications should be noted for the VA:	
i. VP1 - according to the photomontages, the proposed development with a maximum BH of 144mPD will further obstruct a slight portion of the open sky view as compared the approved DSP Proposal. In this connection, it would be more tenable to grade the visual change as slight rather than negligible;	Noted. Visual change and resultant overall visual impact of VP1 under Table 5.1 and Table 6.1 of the Visual Appraisal (VA) are updated and provided in the replacement pages (See Appendix 1).

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ii. VP2 – upon our checking, the proposed development under the Notional Scheme and approved DSP Proposal appears to be shorter and slimmer; and iii. according to the Explanatory Statement of the approved DSP, two intervening spaces/ urban windows design with a minimum dimensions of not less than 15m in height and 15m in width, excluding architectural features, open-side deck and circulation, will be provided at the podia, where appropriate and practicable, in the proposed development. Hence, the dimensions of the two intervening spaces/urban windows along the podia should be supplemented in the VA.	Noted. Figure 5.2 is updated and provided in the replacement pages of the VA (See Appendix 1). Noted. Para 2.3 a) and visual change of VP2 under Table 5.1 are updated to include the minimum dimensions according to the DSP, and Figure 5.2 is also revised to better reflect the proposed urban windows (see Appendix 1).
5. Environmental Protection Department	
<i>Received via email dated 12 August 2026</i>	
(a) The Application Site is zoned “R(A)” on the approved S/K9/URA3/2 (“Approved DSP”). Under the notional design scheme of this S.16 application, the no. of storeys of Residential Tower 2 will be increased from 23 to 32 storeys. The no. of flats and anticipated population will also be increased from 900 to 1,050 and from 2,520 to 2,835 respectively. Since the Plot Ratio/GFA remains unchanged, URA does not provide environmental assessment (EA) and sewerage impact assessment (SIA) in this application.	Noted.

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(b) Nevertheless, with reference to EA and SIA provided in 2021 to support the Approved DSP scheme, as well as the recent submissions to EPD, the environmental issues of proposed development are summarised below:	
(i) On air quality, for background, the Approved DSP scheme will have no adverse air quality impact provided that no ASRs/fresh air intakes to be located in the Air Quality Objectives (AQOs) exceedance zone of NO ₂ . Nevertheless, since there were outstanding comments on the methodology approach in the Air Quality Impact Assessment (AQIA), it was yet to confirm the extent of the AQOs exceedance zone in 2021. We therefore advised an AQIA submission clause to ensure AQOs compliance of the development in the detailed design stage. Recently, an updated AQIA (R9903_v1.2, dated April 2026) was submitted to EPD. We have no further comment to the updated AQIA which concludes that the predicted air quality concentrations of NO ₂ , RSP and FSP at all identified ASRs comply with the respective AQOs. Since the updated AQIA has demonstrated the proposed development would cause no adverse air quality impact, there is no need to include an AQIA	Noted.

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for a Noise Impact Assessment (NIA) is required under the land grant to ensure full compliance with relevant noise standards. (iii) On sewerage, in view of the anticipated increase of sewage flow due to proposed increase of estimated population (about +12.5%) under the current notional design, assessment on the potential impact on the existing public sewerage system and additional sewerage mitigation measure will still be required in an updated SIA. Submission of SIA is required during the land grant stage. (iv) On land contamination, following the approval of DSP scheme, a Contamination Assessment Plan (CAP) was agreed by EPD in May 2025 prior to commencement of land contamination site investigation. Recently, EPD has no further comment on the CAR-RAP (Rev.2 dated 22 May 2026) confirming the details of soil remediation. Submission of Remediation Report (RR) is required after the completion of the soil remediation works. In this connection, if URA could complete the soil remediation works and obtain our approval of the RR before the issue of the land grant, a land contamination assessment clause will not be required in land grant stage.	Noted. Noted.

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(c) Having considered the above, we have no objection on the subject development from environmental planning perspective since insurmountable environmental impact arising from the updated scheme is not anticipated. Technical assessment clauses (NIA and SIA) are required to be imposed in the land grant conditions to require URA to conduct detailed assessment during the design stage. If the RR is not yet approved before forming the land grant, land contamination assessment clause will also be required. This email is also copied to URA and LandsD for advance information.	Noted.
6. Transport Department	
<i>Received via email on 19 August 2026</i>	
(a) According to the Traffic Review Report submitted for the Planning Application, please see our remarks and comments below: (i) <u>Section 2.2 Internal Transport Facilities</u> Considering that the revised parking and loading/unloading provisions are in accordance with the revised development proposal (Section 2.1) and the conditions set out in the previously endorsed land grant document, we have no particular comment. (ii) <u>Section 2.3 Proposed Traffic and Pedestrian Network & Section 2.4 Vehicular Access</u>	Noted.

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	a comparison of the two scenarios in Appendix A of TRR, the performance of the assessed junctions under the two scenarios is generally comparable. For instance, under the scenario with additional trip generation arising from the S.16 Planning Application, at the signalized junction of Hung Hom Road/ Bailey Street/ Chi Kiang Street (Ref. M in Appendix A Table 1), the AM Peak is estimated to slightly drop by only 1% (from 39% to 38%). For the PM Peak, the junction performance remains unchanged under the scenario with additional trip arising from the S.16 Planning Application. As demonstrated in the above assessment results, the conclusions of the TRR remain unchanged and continue to be valid. Para. 3.1.4 is revised and provided in the replacement page of the TRR (See Appendix 2).