

**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 STATEMENT

July 2026

Urban Renewal Authority



EXECUTIVE SUMMARY

This Planning Application is submitted by the Urban Renewal Authority (URA) to the Town Planning Board (TPB) pursuant to Section 16 of the Town Planning Ordinance (Cap. 131), for minor relaxation of maximum building height restriction (BHR) for the URA To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016) for the adoption of Modular Integrated Construction (MiC).

To support the Government's Policy in promoting wider use of MiC in new developments, which can significantly reduce construction waste and hence enhance environmental sustainability, reduce construction risks to enhance site safety and shorten construction time to expedite project delivery, this Planning Application aims to **seeks TPB's approval for a minor relaxation of BHR from 140mPD as permitted in the Approved DSP to 144mPD (i.e. +4m or about 2.9%) to facilitate the adoption of MiC.** The proposed increase of height is within 4% increase of total storey height of MiC floors as per the Joint Practice Note (JPN) No. 8.

The Application Site is located in the Kowloon City district and is zoned "Residential (Group A)" ("R(A)") on the approved URA To Kwa Wan Road / Wing Kwong Street Development Scheme Plan No. S/K9/URA3/2 (the Approved DSP). It is subject to a maximum Domestic Plot Ratio (DPR) of 7.5 and total Plot Ratio (PR) of 9.0, with a BHR of 140mPD.

This S16 Planning Application is a "non-scheme-based" submission. The notional design and indicative development parameters provided are solely for illustration purpose and for conducting necessary technical assessments. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

The main justifications in support of the S16 Planning Application are listed as follows:

- In line with the Government's directives to promote wider use of MiC in development projects;
- Delivering environmental and social planning gains through adoption of MiC;
- The proposed building height increment is minimal and in line with the magnitude stipulated in JPN No. 8;
- Maintain design flexibility and project implementability;
- Compatible with existing and planned surrounding context;
- Opportunity has been taken to further increase housing supply;
- Retained previously committed planning gains; and
- No Insurmountable technical impacts anticipated.

In light of the justifications presented in this planning statement, the TPB is respectfully requested to give favourable consideration to the application.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧異時，應以英文原文為準。)

是項規劃申請由市區重建局（市建局）向城市規劃委員會（城規會）提交，旨在根據《城市規劃條例》（第 131 章）第 16 條就市建局土瓜灣道／榮光街發展計劃（KC-016 / 申請地點）申請略為放寬最高建築物高度限制（本規劃申請）以採用「組裝合成」建築法（MiC）。

為配合政府積極推動於發展項目中更廣泛採用『組裝合成』建築法（MiC）的政策，藉以顯著減少建築廢物以提升環境可持續性、降低施工風險以保障工地安全，並縮短施工期以加快項目落成，本規劃申請旨在向城規會申請略為放寬建築物高度限制，由已核准發展計劃所准許的主水平基準上 140 米放寬至主水平基準上 144 米（即增幅為 4 米或約為 2.9%），以落實於申請地點採用『組裝合成』建築法。擬議的高度增幅完全符合《聯合作業備考》第 8 號（JPN 8）就『組裝合成』樓層所容許放寬最多 4% 高度限制之規定。

申請地點位於九龍城區，在《市區重建局土瓜灣道／榮光街發展計劃核准圖編號 S/K9/URA3/2》（「已核准發展計劃」）上劃為「住宅（甲類）」地帶。該地點現時受最高住用地積比率 7.5 倍及總地積比率 9.0 倍的限制，而建築物高度限制則為主水平基準上 140 米。

本規劃申請屬「非方案主導」（“non-scheme-based”）性質。本申請所提供的初步概念設計及發展參數僅供參考及用於進行必要的技術評估。除任何施加於規劃許可的相關附帶條件外，未來項目的發展設計將不受本申請所提交的初步概念設計所限制。

以下為支持本規劃申請的主要理據：

- 配合政府推動在發展項目中更廣泛使用「組裝合成」建築法；
- 透過採用「組裝合成」建築法以帶來環境與社會規劃增益；
- 擬議的建築物高度增幅輕微，並符合《聯合作業備考第 8 號》規範的高度增幅；
- 保持設計彈性及項目可實施性；
- 與周邊現有及已規劃的環境互相協調；
- 藉此契機進一步增加房屋供應；
- 保留已承諾的規劃裨益；及
- 不會產生無法克服的技術問題。

基於以上的發展理據，現懇請城規會對本規劃申請予以贊同。

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1. INTRODUCTION

- 1.1 This planning application is submitted by the Urban Renewal Authority (URA) to the Town Planning Board (TPB) pursuant to Section 16 of the Town Planning Ordinance (Cap. 131) (S16 Planning Application), for minor relaxation of building height restriction (BHR) for the URA To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016 / the Scheme) to facilitate the adoption of Modular Integrated Construction (MiC) at the Application Site.
- 1.2 To support the Government's Policy in promoting wider use of MiC in new developments, which can significantly reduce construction waste and hence enhance environmental sustainability, reduce construction risks to enhance site safety and shorten construction time to expedite project delivery, this Planning Application aims to **seeks TPB's approval for a minor relaxation of building height restriction (BHR) from 140mPD as permitted in the Approved DSP to 144mPD (i.e. +4m or about 2.9%) to facilitate the adoption of MiC.** The proposed increase of height is within 4% increase of total storey height of MiC floors as per the Joint Practice Note (JPN) No. 8.
- 1.3 The application site of the subject S16 Planning Application comprises only the area zoned "Residential (Group A)" ("R(A)") within the Scheme boundary, excluding the adjoining area shown as "Road" on approved URA To Kwa Wan Road / Wing Kwong Street Development Scheme Plan No. S/K9/URA3/2 (the Application Site) (**Figure 1.1** refers).
- 1.4 The Scheme was commenced on 5 March 2021 by way of a development scheme under Section 25 of the Urban Renewal Authority Ordinance (URAO). On the same day, the URA submitted the draft To Kwa Wan Road / Wing Kwong Street Development Scheme Plan (DSP) to the TPB, which was subsequently approved by the Chief Executive in Council (CE in C) on 31 May 2022. The approved To Kwa Wan Road / Wing Kwong Street Development Scheme Plan No. S/K9/URA3/2 (the Approved DSP) was published on 10 June 2022.
- 1.5 The subject S16 Planning Application is a **"non-scheme-based"** submission. The notional design and indicative development parameters provided are solely for illustration purpose and for conducting necessary technical assessments. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

2. SITE AND PLANNING CONTEXT

2.1 Site Context

- 2.1.1 The Application Site is located in To Kwa Wan of Kowloon City district and is bounded by To Kwa Wan Road, Ma Tau Wai Road, Wing Kwong Street, Kai Ming Street, Hung Fook Street and Ngan Hon Street. It covers the area zoned “R(A)” under the Approved DSP which includes the land at 1- 31 To Kwa Wan Road (odd nos.), 111-127D Ma Tau Wai Road (odd nos.), 2 – 6 and 10 – 14 Hung Fook Street (even nos.), 1 – 5 and 11 – 19 Kai Ming Street (odd nos.), 1-7 Yuk Shing Street (odd nos.) and 2-12 Yuk Shing Street (even nos.). It also includes the whole of Yuk Shing Street, part of the road sections of Hung Fook Street and Kai Ming Street and various back lanes (**Figure 1.1** refers).
- 2.1.2 The Application Site is highly accessible and well-served by diverse public transport options, with To Kwa Wan MTR Station Exit D located to the north-west of the Application Site across To Kwa Wan Road. A planned footbridge connection spanning the Application Site and Exit D will further link up the To Kwa Wan MTR Station exits and the wider neighborhood adjoining the Scheme. It is also well served by numerous bus routes operating along To Kwa Wan Road providing convenient access throughout the city (**Figure 2.1** refers).
- 2.1.3 The Application Site has a net site area of about 5,475 sq.m. for PR calculation. It is currently vacant, as the 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.

2.2 Planning Context

- 2.2.1 The Application Site falls within the URA Kowloon City Action Area 1 (KCAA1) (**Figure 2.1** refers), which was identified as a “Proposed Redevelopment Priority Area” in the Urban Renewal Plan (URP) under the Kowloon City District Urban Renewal Forum (KC DURF) study in 2014 for holistic planning for urban renewal works under a “planning-led” and “district-based” approach. Situated at a strategic location between KCAA1 and the To Kwa Wan MTR station, the Application Site is positioned to manifest the planning gains and create synergy effect with the adjoining URA redevelopment projects.
- 2.2.2 To materialize KC DURF’s proposal, the URA has commenced the To Kwa Wan Road / Wing Kwong Street Development Scheme (KC-016) on 5 March 2021 in accordance to Section 25 of the URAO. The draft Development Scheme Plan (DSP) was then approved by CE in C on 31 May 2022. The approved URA To Kwa Wan Road / Wing Kwong Street DSP No. S/K9/URA3/2 (the Approved DSP) was published on 10 June 2022.

2.2.3 The Application Site falls within an area zoned “R(A)” on the Approved DSP, which is intended primarily for high-density residential developments with the provision of an all-weathered communal space in the low-rise commercial/retail development. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building with the all-weathered communal space. The Application Site is subject to a maximum domestic plot ratio (DPR) of 7.5¹ and total plot ratio (PR) of 9.0, with BHR of 140mPD. To provide design flexibility, minor relaxation of PR and BHR may be considered by the TPB on application under Section 16 of the Town Planning Ordinance (TPO) based on individual merits of the development proposal.

2.3 Surrounding Context

2.3.1 The surrounding areas of the Application Site are zoned primarily as “R(A)”, “R(E)”, “G/IC” and “O” (**Figure 2.2** refers), predominately characterized by the redevelopment sites of KCAA1 which are currently under construction, alongside with a mix of existing low-to-medium rise tenements buildings with ground-floor shops and recent high-rise residential developments and open space opposite To Kwa Wan Road and along the waterfront to the east. **Figure 2.3** shows the site and surrounding context.

2.3.2 Immediately adjoining the Application to the east and south is a cluster of seven commenced URA redevelopment projects within KCAA1 that are currently under construction (**Figure 2.1** and **Figure 2.3** refer), including:

- Kai Ming Street Demand-led Redevelopment Project (DL-8:KC)
- Bailey Street / Wing Kwong Street Development Project (KC-009) (i.e. development to be known as One Victoria Cove (首岸))
- Hung Fook Street / Ngan Hon Street Development Scheme to (KC-010)
- Hung Fook Street / Kai Ming Street Development Project (KC-011)
- Wing Kwong Street Development Project (KC-012)
- Kai Ming Street / Wing Kwong Street Development Project (KC-013)
- Wing Kwong Street / Sung On Street Development Project (KC-014)

These seven URA redevelopment projects, together with the subject Application Site, will be comprehensively developed into modern residential developments with commercial/retail uses at the podia. Through restructuring of land uses and road network, KCAA1 will provide extended planning gains with connected pedestrian walkways and open space to enhance walkability and connectivity for the wider

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

neighbourhood. The seven projects are targeted for completion between 2027 and 2028.

- 2.3.3 In addition to KCAA1, the area to the immediate south of the Application Site across Wing Kwong Street is a mix of tenement buildings with ground floor shops, interspersed with recent high-rise residential developments, including Upper East at Sung On Street, Bailey Garden at Bailey Street, Viva and Axis at Ma Tau Wai Road (**Figure 2.1** and **Figure 2.3** refer).
- 2.3.4 To the immediate north of the Application Site across Ngan Hon Street consists of a mixed of industrial buildings and medium rise residential buildings with ground floor shops. Some of the industrial buildings no longer engaged in manufacturing activities but mainly for office, storage, workshop / showroom uses (**Figure 2.3** refers).
- 2.3.5 To the north-east and south-east of the Application Site near the waterfront are predominately schools and recreational uses, characterized by several primary and secondary schools along Sung On Street as well as Hoi Sham Park, one of the largest parks in To Kwa Wan (**Figure 2.1** and **Figure 2.3** refer). URA has recently commenced the To Kwa Wan Harbourfront Study for the Victoria Cove Area (VCA) to establish a holistic "Cove-Waterfront-Inland" planning concept. Under this strategic framework, the KCAA1 which includes the Application Site, will be developed as a "District-based Redevelopment New Community" for providing enhanced pedestrian connectivity between the To Kwa Wan MTR station, public recreational spaces in the district (e.g. Hoi Sham Park) and revitalized Victoria Cove waterfront.
- 2.3.6 To the west and north-west of the Application Site across To Kwa Wan Road is the Ma Tau Wai Road/ To Kwa Wan Road Garden, which features a children's playground, an open plaza and the To Kwa Wan MTR Station Exit D located therein. Further west, across To Kwan Wan Road / Ma Tau Wai Road and the elevated East Kowloon Corridor, is a residential area zoned "R(A)" and the Ko Shan Road Park. This park accommodates the Ko Shan Theatre and Ko Shan Theatre New Wing which is a popular local venue for holding community events and art performances (**Figure 2.1** and **Figure 2.3** refer).

2.4 Policy Context

Modular Integrated Construction (MiC) & Joint Practice Note No. 8 (JPN No.8)

- 2.4.1 As promoted by the Government, the adoption of MiC enhances quality control, shortens construction timelines, minimizes disruption to the surrounding community, simplifies the construction process, and reduces waste.
- 2.4.2 To promote wider adoption of MiC in new private buildings, the Government issued the JPN No. 8 on "Incentive to Promote Green and

Innovative Buildings - Enhanced Facilitation Measures for Buildings Adopting MiC” in 2022 with the following GFA and/or Site Coverage (SC) incentives:

- 10% of the MiC floor area of a new building may be disregarded from the calculation of GFA of the development;
- 10% of the MiC floor area at each floor level need not be counted for SC.

2.4.3 According to JPN No. 8, favourable consideration may be given by the TPB for an increase of building height (BH) up to 4% of the total storey height of MIC floors to promote the adoption of MIC.

3. THE INDICATIVE DEVELOPMENT PROPOSAL

3.1 Proposed minor relaxation of Building Height Restriction (BHR)

3.1.1 To facilitate the adoption of MiC at the Application Site, the current S16 Planning Application seeks TPB's planning permission for a minor relaxation of BHR from 140mPD (+4m or about 2.9%). The increase in building height is within 4% increase of total storey height of MiC floors in accordance to JPN No 8². To accommodate this technical adjustment, the following design and technical refinements are proposed under the Current S16 Planning Proposal:

- **Accommodate the Exempted GFA and SC:** The 10% GFA exemption under JPN No. 8³ allows for about 3,700sq.m. of additional domestic GFA under the current notional design. Absorbing this exempted area requires additional residential storeys and thus requiring an increase in BH. The exact GFA and SC exemptions will be finalized at detailed design stage.
- **Adjustments to Floor-to-Floor Height:** The typical residential floor-to-floor height would increase from 3.15m to 3.25m to accommodate the structural double slabs required between MiC modules typically adopted by current market practice.
- **Adjustment of the Staggered Height Profile:** The stepped building profile as proposed in the approved DSP is maintained. Under the current notional layout, a stepping profile from 144mPD (about 34 storeys) at Tower 1 (T1) to about 137mPD (about 32 storeys) at Tower 2 (T2) is created; while accommodating the technical consideration of MiC for towers.
- **Increase in Number of Flat:** Factoring in the exempted MiC GFA and addressing the prevailing market demand for housing supply and different flat mix, the proposed number of flat for the Scheme will increase from 900 units (under the Approved DSP) to 1,050 units. A Traffic Review Report (TRR) has been provided in **Appendix A** to support the changes in flat numbers.

3.1.2 A comparison of indicative development parameters between the notional design of the Approved DSP Proposal and the current S16 Planning Proposal is provided in **Table 3.1** below.

3.1.3 While the subject S16 Planning Application is a non-scheme-based submission, the notional block plan and section plan are provided in

² According to JPN No. 8, favourable consideration may be given by the TPB for an increase of BH up to 4% of the total storey height of MiC floors to promote the adoption of MiC.

³ According to JPN No. 8, 10% of the MiC floor area of a new building may be disregarded from the calculation of GFA of the development and 10% of the MiC floor area at each floor level need not be counted for SC.

Figure 3.1 and **Figure 3.2** for illustration purpose and for conducting necessary technical assessments only. Except for any planning condition(s) to be imposed, the design of the future development will not be bounded by the notional design submitted in the S16 Planning Application.

Table 3.1 Comparison of 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 - Low-rise commercial/ retail 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
No. of Flats (flats)	About 900	About 1,050 ⁽⁶⁾	+150 (+16.7%) ⁽⁶⁾
Anticipated Population	About 2,520 ⁽⁷⁾	About 2,835 ⁽⁸⁾	+315 (+12.5%)
Site Coverage ⁽⁹⁾	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 ⁽¹⁰⁾	116 ⁽¹¹⁾	-12 (-9.4%)
- Motorcycle Parking Spaces	14 ⁽¹⁰⁾	15	+1 (+7.1%)
- L/UL Bays	15 ⁽¹⁰⁾	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/E&M use and the Podium Garden & Clubhouse floor.
- (6) 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.
- (7) Based on Population By-census 2016, the average domestic household size in Kowloon City District is 2.8 persons.
- (8) Based on Population Census 2021, the average domestic household size in Kowloon City District is 2.7 persons.
- (9) 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.
- (10) As per the car parking provision proposed under the TIA for the Approved DSP.
- (11) 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 decked over by podium/footbridge above 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. PLANNING MERITS AND JUSTIFICATIONS

4.1 In line with the Government's directives to promote wider use of MiC in development projects

4.1.1 In response to the Government's directives to promote wider use of MiC in Hong Kong to enhance productivity of the construction industry, initiatives have been taken to review the planning and design of the Scheme for adopting MiC construction method.

4.1.2 A technical feasibility study has been conducted on the adoption of MiC for the Scheme and concluded to be feasible. Under JPN No. 8, 10% of floor area constructed using MiC will be exempted from GFA calculation. With the GFA exemption, an additional domestic GFA of about 3,700sq.m. will be brought for the Scheme, which will require additional residential floors. Besides, due to the required double slabs between MiC modules typically adopted by current market practice, the floor to floor height of typical residential floors will need to be increased from 3.15m to 3.25m.

4.1.3 Taking into account the cumulative vertical implications of the double-slab design and the GFA concessions, the proposed minor relaxation of BHR from 140mPD to 144mPD is essential and is fundamentally necessary to materialize the proposed MiC design.

4.2 Delivering environmental and social planning gains through adoption of MiC

4.2.1 The subject S16 Planning Application proactively seeks to adopt the MiC construction method for the Scheme to optimize environmental and social planning gains, which include reducing construction waste to enhance overall environmental sustainability, mitigating on-site risks to improve site safety, and shortening construction timeline to expedite project delivery. Furthermore, the MiC method simplifies the construction process and ensures strict quality control, and shifting the primary fabrication works to off-site manufacturing facilities could also minimize localized noise and dust, thereby minimizing disruption to the surrounding community.

4.3 The proposed building height increment is minimal and in line with the magnitude stipulated in JPN No.8

4.3.1 Comparing against the permitted building height of 140mPD under the Approved DSP, the proposed minor relaxation of BHR to 144mPD only involves a slight BHR increase of 4m (about 2.9%), arising solely from the intention to adopt MiC design. This proposed 4m increase in building height is in line with the magnitude stipulated under JPN No. 8 which allow an increase of BH up to 4% of the total storey height of MiC floors.

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 a low-rise retail 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.

4.6 Opportunity has been taken to further increase housing supply

- 4.6.1 To address the prevailing housing demand in Hong Kong and more diverse flat mix, the proposed number of flat will increase from 900 units to 1,050 units, contributing 150 nos. of additional residential units to the housing market, accommodating an estimated additional population of 315 residents, and directly contributing to housing supply in Hong Kong.

4.7 Retain previously committed planning gains

- 4.7.1 The key planning gains and urban design features as proposed under the Approved DSP as mentioned in **Section 3.2** will be retained.

4.8 No Insurmountable technical impacts anticipated

- 4.8.1 Compared to the Approved DSP, the subject S16 Planning Application only seeks minor relaxation of BHR due to MiC and maintained the Approved DSP's development intensity, with both the maximum permissible DPR of 7.5 and the total PR of 9.0 remain unchanged. As shown in **Annex A**, the notional layout of the Current S16 Planning Proposal remains largely similar to that of the Approved DSP in terms of building disposition, layout and main urban design features, preserving all previously proposed planning and design merits.

- 4.8.2 To substantiate the minor relaxation of BHR from 140mPD to 144mPD for the adoption of MiC, a Visual Appraisal (VA) is conducted to demonstrate that the current proposal would not induce adverse visual impact (**Appendix B** refers). In addition, given that the number of flats in the current S16 Planning Proposal has slightly increased, a traffic review report (TRR) is prepared to demonstrate that no adverse traffic impact is generated from the current proposal (**Appendix A** refers). Nevertheless, it has to be noted that the proposed number of flats under the current notional design is only indicative, which is subject to change in future detailed design.

- 4.8.3 Since there is no increase in PR/GFA⁴ involved, the other technical assessments conducted for the Approved DSP remains valid. As demonstrated in the planning submission for the Approved DSP, the Scheme is anticipated to have no insurmountable impact to other environmental and technical aspects.

No Adverse Traffic Impact

- 4.8.4 A Traffic Review Report (TRR) (**Appendix A** refers) has been conducted and that the findings of the TIA for the Approved DSP remain valid and the Current S16 Planning Proposal will not induce any adverse traffic impact to the surrounding road network.

⁴ According to JPN No. 8, for avoidance of doubt, GFA excluded, exempted or disregarded under JPN No. 8/ other JPNs do not constitute as increase in PR/ GFA.

No Adverse Visual Impact

- 4.8.5 A Visual Appraisal (VA) (**Appendix B** refers) has been conducted for the Current S16 Proposal. Comparing with the OZP Compliant Proposal, the anticipated changes in building mass will be minimal, as the DPR and total PR remains unchanged at 7.5 and 9.0 respectively. The proposed minor increase in building height from 140mPD to 144mPD will only result in minor magnitude of visual change and no adverse visual impact is anticipated.

No Adverse Air Ventilation Impact

- 4.8.6 The Air Ventilation Assessment (AVA) conducted for the Approved DSP confirmed the Scheme would not induce any adverse air ventilation impacts, and these findings remain valid for the Current S16 Planning Proposal. Compared to the Approved DSP, the building disposition, layout and main urban design features of the Current S16 Planning Proposal remains largely similar to those under the Approved DSP and all committed planning gains under the Approved DSP would be fully retained. In particular, design measures to improve the wind performance, including the staggered building height profile, the 45m setback of residential tower from Ngan Hon Street, the two urban windows at the podia along Ma Tau Wai Road, and the all-weathered communal space on G/F of the Low Block will be maintained. No adverse air ventilation is anticipated to the surrounding pedestrian wind environment under the Current Indicative Proposal.

No Adverse Technical Implications on Environmental, Sewerage, Drainage and Water Supply Impact

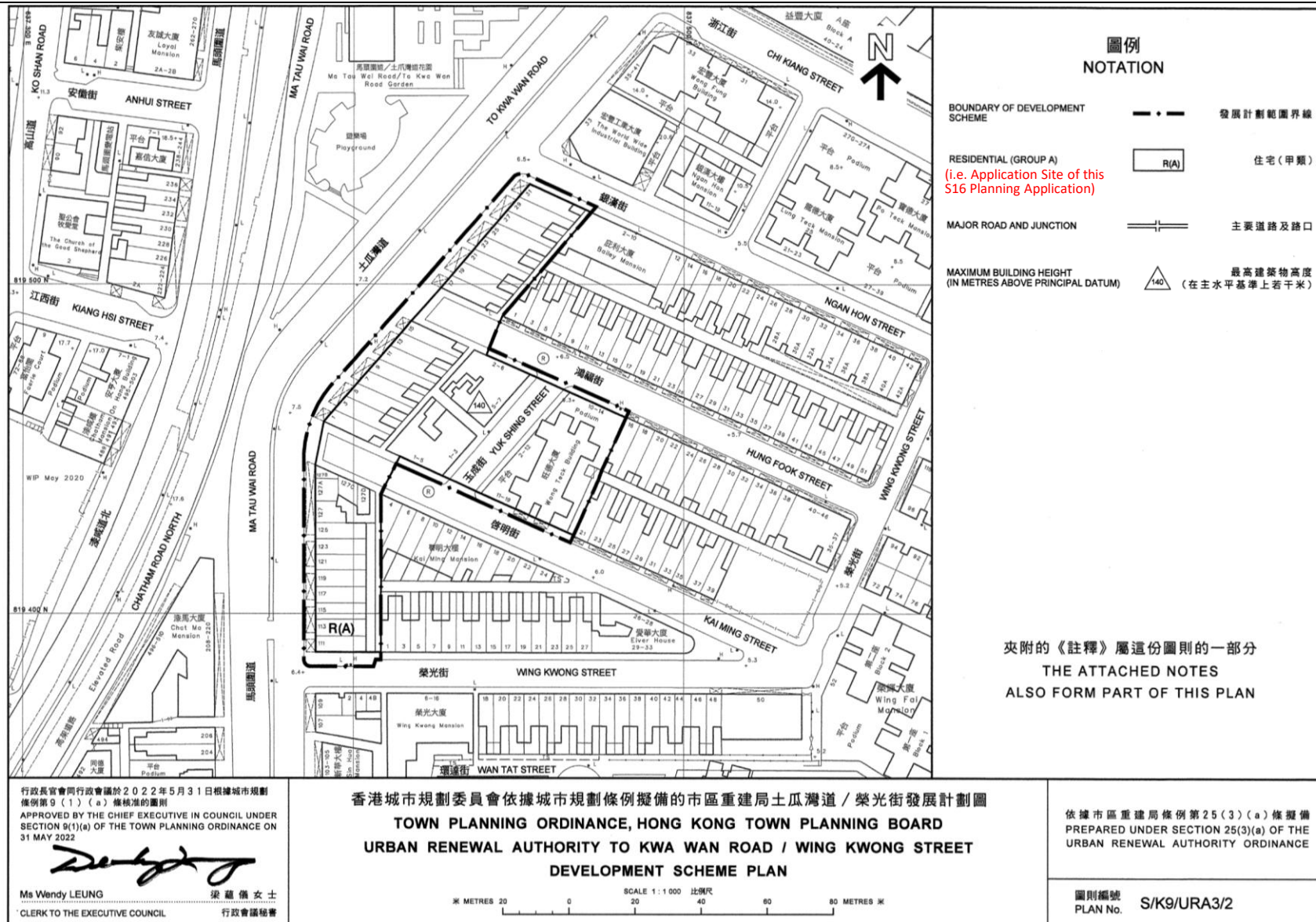
- 4.8.7 Since there is no increase in PR/GFA⁴ involved, the Environmental Assessment (EA), Sewerage Impact Assessment (SIA), Drainage Impact Assessment (DIA) and Water Supply Impact Assessment (WSIA) conducted for the Approved DSP confirmed the Scheme would not induce any adverse technical impacts on environmental, sewerage, drainage and water supply aspects, and these findings remain valid for the Current S16 Planning Proposal as the development intensity, namely the permissible DPR of 7.5 and total PR of 9.0, remains unchanged.
- 4.8.8 Nevertheless, given the current S16 Planning Application is a non-scheme-based submission and will be subject to change at detailed design, relevant Special Conditions requiring the submission of detailed technical assessments for noise, air quality, and sewerage have been incorporated into the draft Land Grant. The Applicant will be required to ensure the future development complies with all statutory guidelines and technical requirements/ comments, which will be addressed during the subsequent detailed design and project implementation stage.

5. CONCLUSION

- 5.1 The Application Site of the subject S16 Planning Application comprises only the area zoned “R(A)” within the To Kwa Wan Road / Wing Kwong Street Development Scheme and is subject to a maximum DPR of 7.5 and total PR of 9.0, with BHR of 140mPD.
- 5.2 With an aim to facilitate the adoption of MiC at the Application Site as encouraged by the Government in recent years, this S16 Planning Application seeks TPB’s approval for a minor relaxation of BHR **from 140mPD as permitted in the approved DSP to 144mPD** (+4m or about 2.9%). This building height increase is within 4% increase of total storey height of MiC floors as per JPN No. 8.
- 5.3 The subject S16 Planning Application is a “non-scheme-based” submission. The notional design and indicative development parameters provided are solely for illustration purpose and for conducting necessary technical assessments.
- 5.4 The subject S16 planning application is supported by the following development planning merits and justifications:
- In line with the Government’s directives to promote wider use of MiC in development projects;
 - Delivering environmental and social planning gains through adoption of MiC;
 - The proposed building height increment is minimal and in line with the magnitude stipulated in JPN No. 8;
 - Maintain design flexibility and project implementability;
 - Compatible with existing and planned surrounding context;
 - Opportunity has been taken to further increase housing supply
 - Retain previously committed planning gains; and
 - No Insurmountable technical impacts anticipated.
- 5.5 In light of the merits and justifications of S16 Planning Application of the Application Site presented in this planning statement, the TPB is respectfully requested to give favourable consideration to the application.

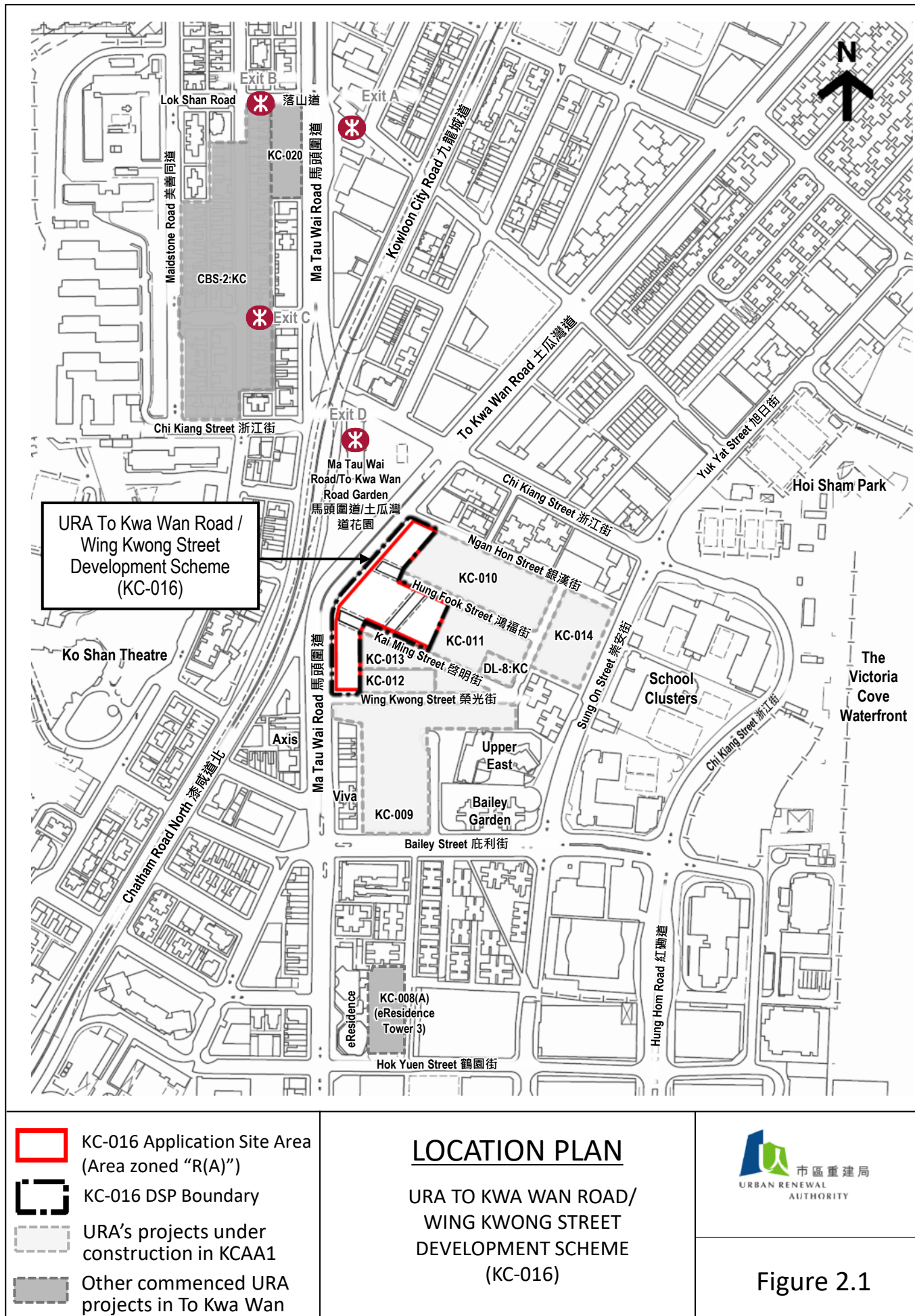
URBAN RENEWAL AUTHORITY

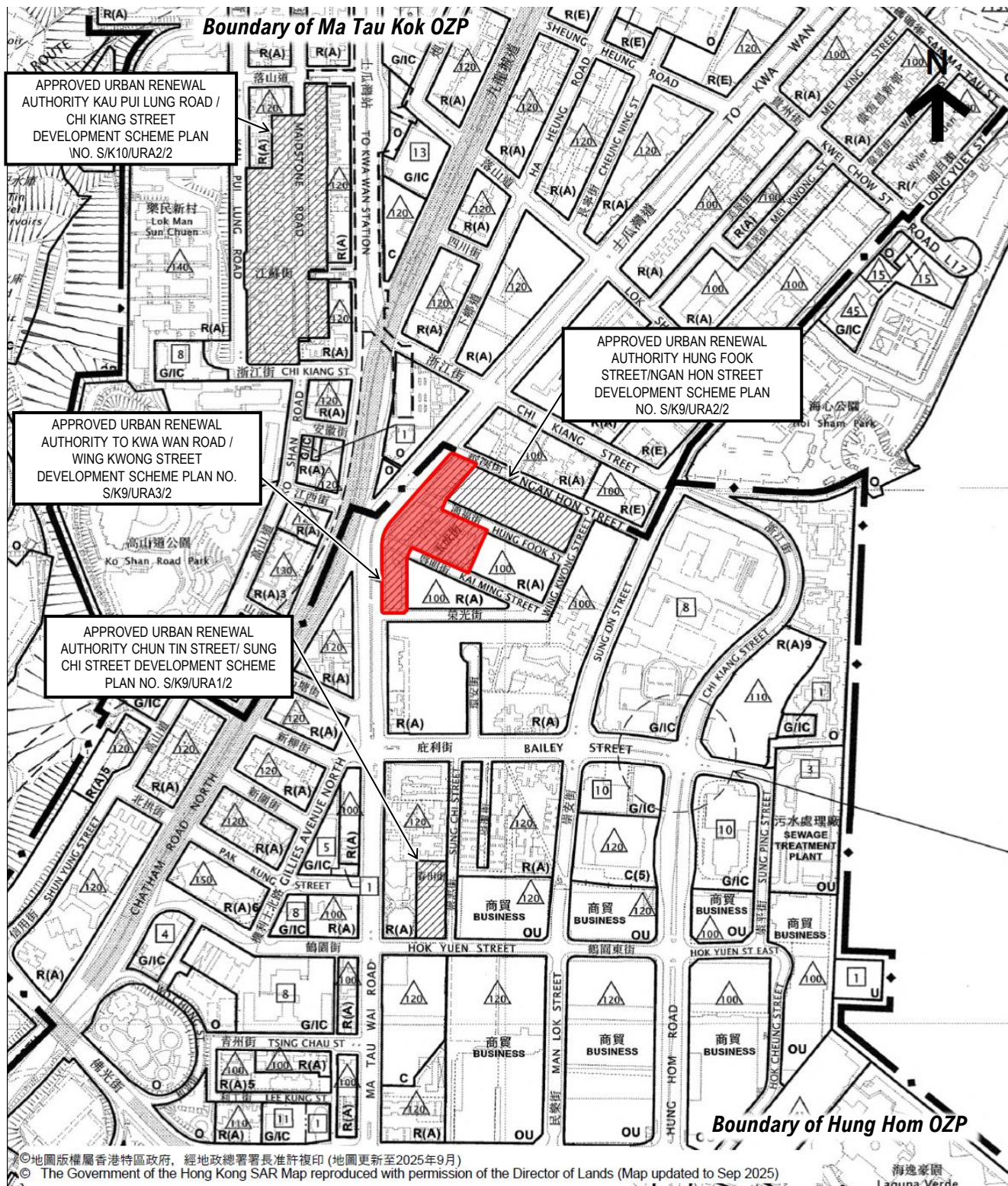
July 2026



APPROVED DSP NO. S/K9/URA3/2

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





Extract plan based on the Approved Hung Hom OZP No. S/K9/30 & Draft Ma Tau Kok OZP No. S/K10/31

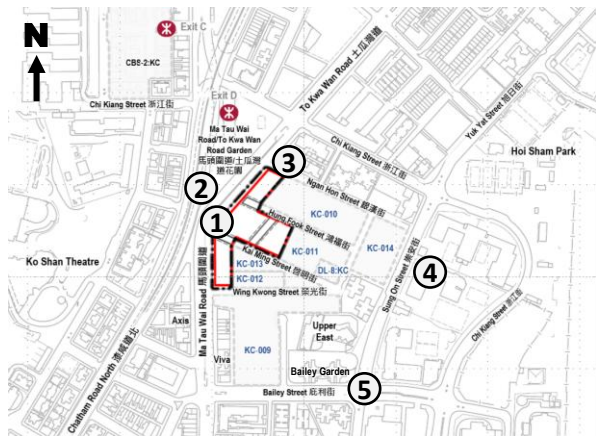
 KC-016 Application Site Area

EXTRACT OF THE EXISTING STATUTORY PLANS

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

 市區重建局
URBAN RENEWAL
AUTHORITY

Figure 2.2



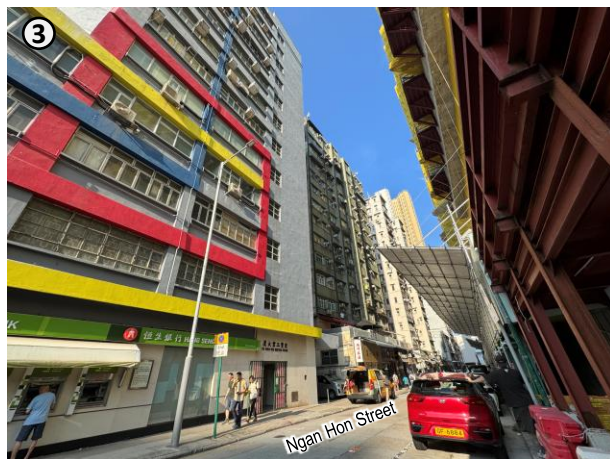
For identification purpose only



The vacant Application Site and the adjoining developments in KCAA1 currently under construction



Ma Tau Wai Road / To Kwa Wan Road Garden and To Kwa Wan MTR Station Exit D to the west and north-west of the Application Site across To Kwa Wan Road



Existing industrial and medium-rise residential buildings with ground floor shops along Ngan Hon Street to north of the Application Site



A cluster of primary and secondary schools along Sung On Street



Recent high-rise residential developments of Upper East along Sung On Street and Bailey Garden along Bailey Street

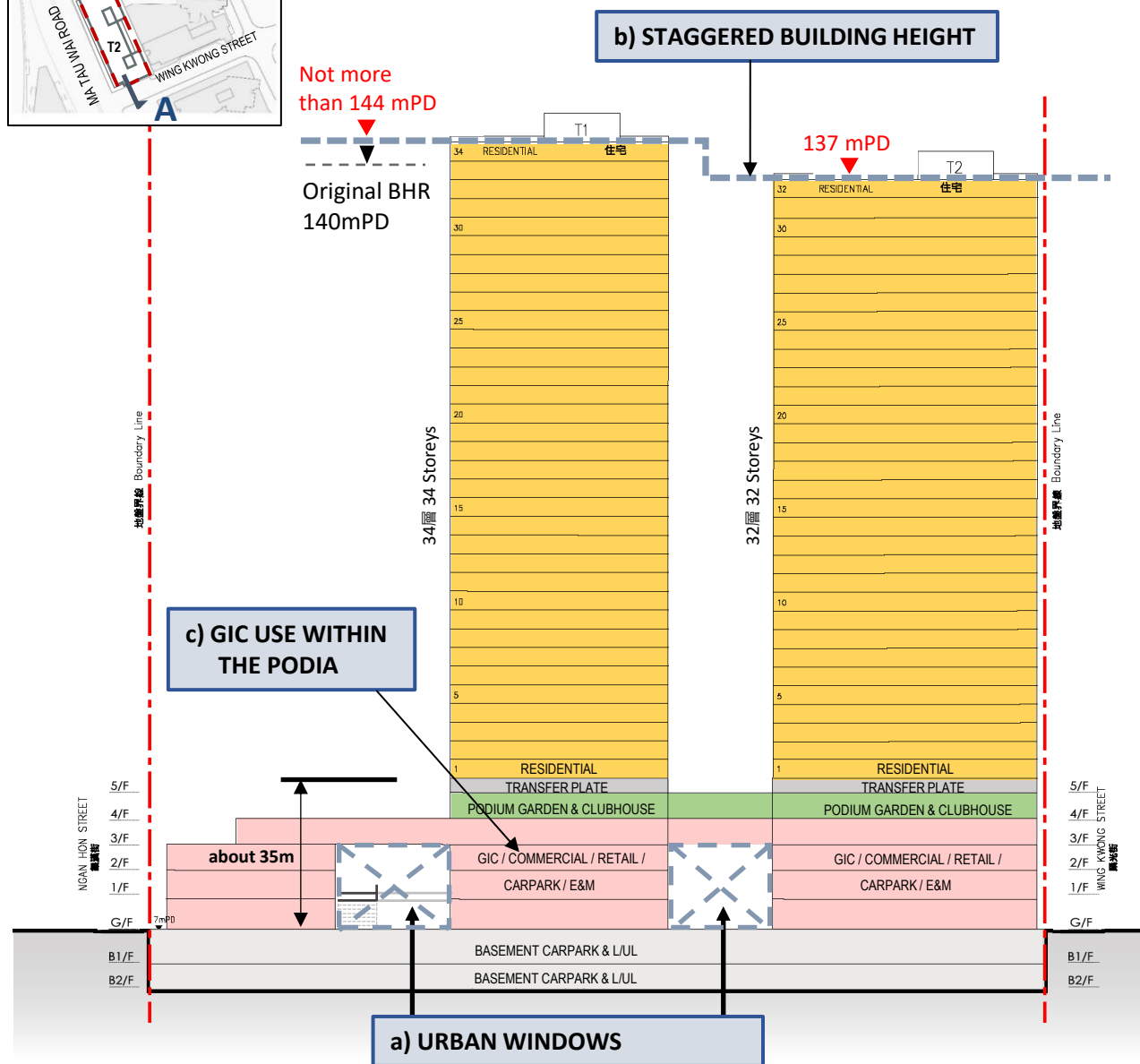
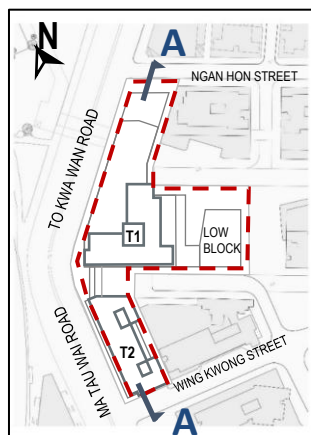
-  KC-016 Application Site Area (Area zoned "R(A)")
-  KC-016 DSP Boundary

SITE AND SURROUNDING CONTEXT

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



Figure 2.3



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 (KC-016)

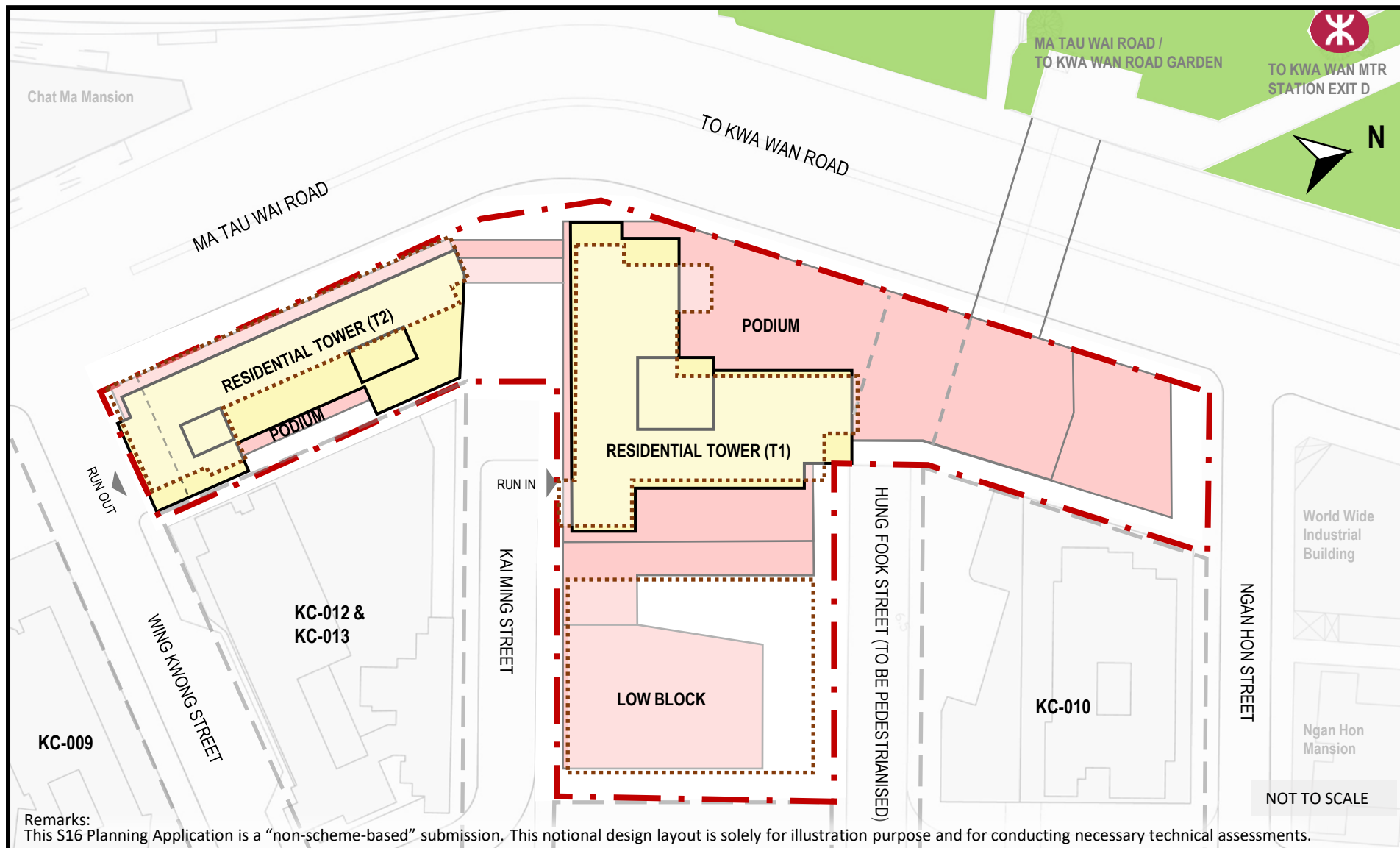
 Retained Planning Gains from Approved DSP

Notional Section Plan

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



Figure 3.2



Legend

- Building Footprint of the Current S16 Planning Proposal
- Building Footprint of the Approved DSP Proposal

COMPARISON OF NOTIONAL DESIGN FOR THE APPROVED DSP AND THE CURRENT S16 PLANNING PROPOSAL (NOTIONAL BLOCK PLAN)

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