

TRAFFIC REVIEW REPORT

Traffic Review Report for 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)

AUTHOR Enoch CHEUNG	DISTRIBUTION Transport Department and relevant Government Departments	REPRESENTING Urban Renewal Authority
DOCUMENT REFERENCE SO007/TN001-01	PROJECT NO. 5233072	DATE 30 June 2026

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
0.0	Draft	Various	Alexander CHAN	Alexander CHAN	Enoch CHEUNG	26 06 2026
1.0	First Issue	Various	Alexander CHAN	Alexander CHAN	Enoch CHEUNG	30 06 2026

Client signoff

Client	Urban Renewal Authority					
Project	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)					
				Project No.	5233072	

Traffic Review Report

1. Introduction

1.1. Objective

- 1.1.1. The Urban Renewal Authority (“URA”) has commenced the To Kwa Wan Road / Wing Kwong Street Development Scheme (“KC-016”) (“the Scheme”) under Section 25 of the Urban Renewal Authority Ordinance (“URAO”) on 5 March 2021. On 31 May 2022, the draft Development Scheme Plan (“DSP”) was approved by the Chief Executive in Council, and its decision was gazetted on 10 June 2022. The approved DSP No. S/K9/URA3/2 was exhibited for public inspection on the same day.
- 1.1.2. In support of the Government's policy to promulgate the adoption of Modular Integrated Construction (MiC), a Section 16 Planning Application (S16 Planning Application) is submitted for a minor relaxation of the Building Height Restriction (“BHR”) from 140 mPD to 144 mPD (within 4% increase of total storey height of MiC floors as allowed under Joint Practice Note (“JPN”) No. 8), while keeping the domestic plot ratio (“DPR”) 7.5 and total PR 9 unchanged. The application site of the subject S16 Planning Application comprises only the area zoned “Residential (Group A)” (“R(A)”) within the Scheme boundary (“the Application Site”), excluding the adjoining area shown as “Road” on the Approved DSP. This Traffic Review (“TR”) has been undertaken to assess the traffic implications of the proposed minor relaxation under the Current Indicative Proposal, with reference to the approved Traffic Impact Assessment (“TIA”) for the approved DSP of the Project, in support of the S16 Planning Application.
- 1.1.3. This S16 Planning Application is a non-scheme-based submission. The notional design is prepared based on the proposed minor relaxation of the Approved DSP parameters. Under the non-scheme-based approach, the notional design and indicative development parameters provided are only for illustrative purposes and for conducting necessary technical assessments to demonstrate the impacts of the proposed minor relaxation.

2. Proposed Development

2.1. Development Parameters

- 2.1.1. The Application Site, with an area of about 5,475 m², is broadly bounded by To Kwa Wan Road and Ma Tau Wai Road to the west, Ngan Hon Street to the north, Hung Fook Street and Kai Ming Street to the east and Wing Kwong Street to the south.
- 2.1.2. The S16 Planning Application seeks TPB permission for minor relaxation of BHR from 140 mPD to 144 mPD to allow development flexibility for adopting MiC. The maximum DPR of 7.5 and total PR of 9 of the Application Site will remain unchanged.
- 2.1.3. For the purpose of this assessment, a comparison table of indicative development parameters between the Approved DSP (“Approved DSP Proposal”) and the current indicative proposal of the S16 Planning Application (“Current Indicative Proposal”) is presented in
- 2.1.4. **Table 2-1.**

Traffic Review Report

Table 2-1 – Comparison of Approved DSP Proposal and Current Indicative Proposal

Development Parameters	Approved DSP Proposal [A]	S16 Current Indicative Proposal [B]	Difference [B] – [A] (% change)
Zoning	R(A)	R(A)	N/A
Net Site Area of the Application Site (m ²)	About 5,475 m ² ⁽¹⁾	About 5,475 m ²	No change
Max. Plot Ratio ⁽²⁾	9.0	9.0 ⁽²⁾	No change
Max. Domestic Plot Ratio	7.5	7.5 ⁽²⁾	
Max. Building Height (mPD)	140 mPD	144 mPD	+4 mPD (+2.9%) (within 4% of the total height of residential floors using MiC)
Max. Gross Floor Area (GFA) ⁽¹⁾⁽²⁾⁽³⁾			
Total (m ²)	49,275 m ² ⁽¹⁾	49,275 m ² ⁽¹⁾⁽²⁾	No change
Domestic (m ²)	41,062 m ² ⁽¹⁾	41,062 m ² ⁽¹⁾⁽²⁾⁽³⁾	No change
Non-domestic (m ²)	8,213 m ² ⁽¹⁾	8,213 m ² ⁽¹⁾⁽³⁾	No change
GIC Facilities (m ²)	About 5,500 m ²	About 5,500 m ² ⁽⁴⁾	No change
<i>Under Notional Design</i>			
No. of Tower	3 2 Residential Tower 1 Low-rise Commercial/Retail Block	3 2 Residential Tower 1 Low-rise Commercial/Retail Block	No change
No. of Flats	About 900	About 1,050	+150 (+16.7%) ⁽⁵⁾

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 Draft 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., domestic GFA of about 41,610 sq.m. and non-domestic GFA of 8,322sq.m..
- (2) 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.
- (3) 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.
- (4) GIC to be exempted from GFA calculation under the Approved DSP.
- (5) 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.

2.1.5. While the subject S16 Planning Application is a non-scheme-based submission, this TR is prepared based on the indicative development parameters for S16 Planning Application (i.e., Column (B)) in

Traffic Review Report

2.1.6. **Table 2-1** above, and the indicative flax mix assumed and presented in **Table 2-2** below for conducting the assessment.

Table 2-2 - Indicative Flat Mix Adopted for the Traffic Review

Average Flat Type and Average Flat Size ⁽¹⁾	Number
Type 1 – Less than 40 m ² ⁽¹⁾	About 650 ⁽¹⁾
Type 2 - Not less than 40 m ² but less than 70 m ² ⁽¹⁾	About 400 ⁽¹⁾
Total	About 1,050 ⁽¹⁾

Remarks:

(1) **Assumed for this TR only.** The **actual flax mix**, flat size and number of flats are **subject** to change during the detailed design stage.

2.2. Internal Transport Facilities

2.2.1. With reference to the Draft Land Grant of KC-016 and the TIA of the approved DSP on which TD has no in-principle objection, the parking and loading/unloading (“L/UL”) provision for the Current Indicative Proposal follow the requirements as stipulated in the Draft Land Grant as presented in **Table 2-3**.

Table 2-3 – Parking and Loading/Unloading Provision Standards

Type	Land Use	Provision Standards from Draft Land Grant ^{(1) (2)}
Private Car	Residential	1 parking space per 22.2 residential units with a flat size of less than 40 m ² , or part thereof
		1 parking space per 12.7 residential units with a flat size of not less than 40 m ² but less than 70 m ² , or part thereof
		1 parking space per 4.2 residential units with a flat size of not less than 70 m ² but less than 100 m ² , or part thereof
		1 parking space per 1.6 residential units with a flat size of not less than 100 m ² but less than 130 m ² , or part thereof
		1 parking space per 1.1 residential units with a flat size of not less than 130 m ² but less than 160 m ² , or part thereof
		1 parking space per 0.9 residential units with a flat size of not less than 160 m ² , or part thereof
Motorcycle	Retail	1 parking space for every 200 m ²
	Residential (Visitor)	5 parking spaces per residential block with not less than 75 units
	Residential	1 space for every 100 residential units
	Retail	10% of total number of retail car parking space
Loading/Unloading Bay	Residential	1 space for every 800 residential units
	Retail	1 space for every 800 m ² of retail floor ⁽²⁾

Remarks:

Traffic Review Report

- (1) According to the PBT0 issued by LandsD dated 20 May 2025;
- (2) The Draft Land Grant has benchmarked the 2019 HKPSG standards;
- (3) Provision is divided into 65% LGV and 35% HGV, following the standards of the Draft Land Grant.

2.2.2. Based on the provision standards listed in **Table 2-3**, the provision of the car parking spaces and loading/unloading (L/UL) bays for the Current Indicative Proposal is presented in **Table 2-4**. The table shows that the provision of internal transport facilities of the S16 Planning Application follows the Draft Land Grant of the Scheme.

Table 2-4 – Proposed Provision of S16 Planning Application

Type	Land Use	Required Parking Provision	Proposed Parking Provision
Private Car	Residential	62	62
	Retail	42	42
	GIC ⁽¹⁾	N/A	2
	Residential (Visitor)	10	10
	Sub-total	114	116
Motorcycle	Residential	11	11
	Retail	4	4
	Sub-total	15	15
Loading/Unloading Bay (HGV)	Residential	2	2
	Retail	4	4
	GIC*	N/A	1
	Sub-total	6	7
Loading/Unloading Bay (LGV)	Residential	0	0
	Retail	7	7
	Sub-total	7	7

Remarks:

- (1) The GIC parking provision under the Enhanced Scheme follows that of the DSP Scheme, as there is no specific standard for GIC use.

2.3. Proposed Traffic and Pedestrian Network

- 2.3.1. The Current S16 Planning Proposal also retains the pedestrian and traffic network restructuring under the DSP. According to the previous TIA report of the Approved DSP in June 2022, Yuk Shing Street and portions of Hung Fook Street and Kai Ming Street were proposed to be closed and restructured with the adjoining commenced URA projects to form a holistic network of pedestrian walkways for enhancing the walking environment in the area (see **Figure 2.1**).
- 2.3.2. In addition, to further enhance the connectivity of the Scheme, its neighbourhood and the nearby To Kwa Wan MTR Station, an elevated footbridge was proposed to connect the proposed development to the Ma Tau

Traffic Review Report

Wai Road / To Kwa Wan Road Garden where the To Kwa Wan MTR Station Exit D is located (see **Figure 2.1**). The above proposals will remain unchanged under the S16 Planning Application.

2.4. Vehicular Access

- 2.4.1. Under the Current Indicative Proposal, the proposed vehicular access of the Application Site remains the same as that under the Approved DSP. The vehicular ingress is located at Kai Ming Street; while the vehicular egress will be located at Wing Kong Street adjacent to the junction of Ma Tau Wai Road / Wing Kwong Street. To reduce the conflict with the approach traffic from Wing Kwong Street, ground floor building set-back adjacent to the vehicular egress is adopted, which remain unchanged under the S16 Planning Application (See **Figure 2.1**).
- 2.4.2. 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 basements of the Scheme. (See **Figure 2.1**).

3. Traffic Impact

3.1. Trip Generation and Attraction

- 3.1.1. To compare the development traffic generation under the Current Indicative Proposal with the Approved DSP, references were made to the trip generation and attraction rates as stipulated in Annex C of *Transport Planning and Design Manual* (TPDM) Volume 1 Chapter 3 published by Transport Department. The adopted trip rates are presented in **Table 3-1** and are the same as the TIA of the Approved DSP.

Table 3-1 - Adopted Trip Rates

Land Use	Unit	Trip Rates			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Retail	pcu/hr/100 m ² GFA	0.2296	0.2434	0.3100	0.3563
Residential	pcu/hr/flat	0.0718	0.0425	0.0286	0.037

Traffic Review Report

- 3.1.2. Based on the indicative development parameters of the Approved DSP and the Current Indicative Proposal of the S16 Planning Application as mentioned in **Section 2.1**, the estimated trips are presented in **Table 3-2**.

Table 3-2 - Estimated Traffic Trips

Land Use	Trip Generation / Attraction (pcu/hr)				
	Indicative Development Parameters	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Current Indicative Proposal of the S16 Planning Application (A)					
Retail	8,213 m²	19	20	25	29
Residential	1,050 flats	75	45	30	39
	Total (A)	94	65	55	68
Approved DSP (B)					
Retail	8,322 m² ⁽¹⁾	20	21	26	30
Residential	900 flats	65	38	26	33
	Total (B)	85	59	52	63
	Total (A) – Total (B)	9 (+10.6%)	6 (+10.2%)	3 (+5.8%)	5 (+7.9%)

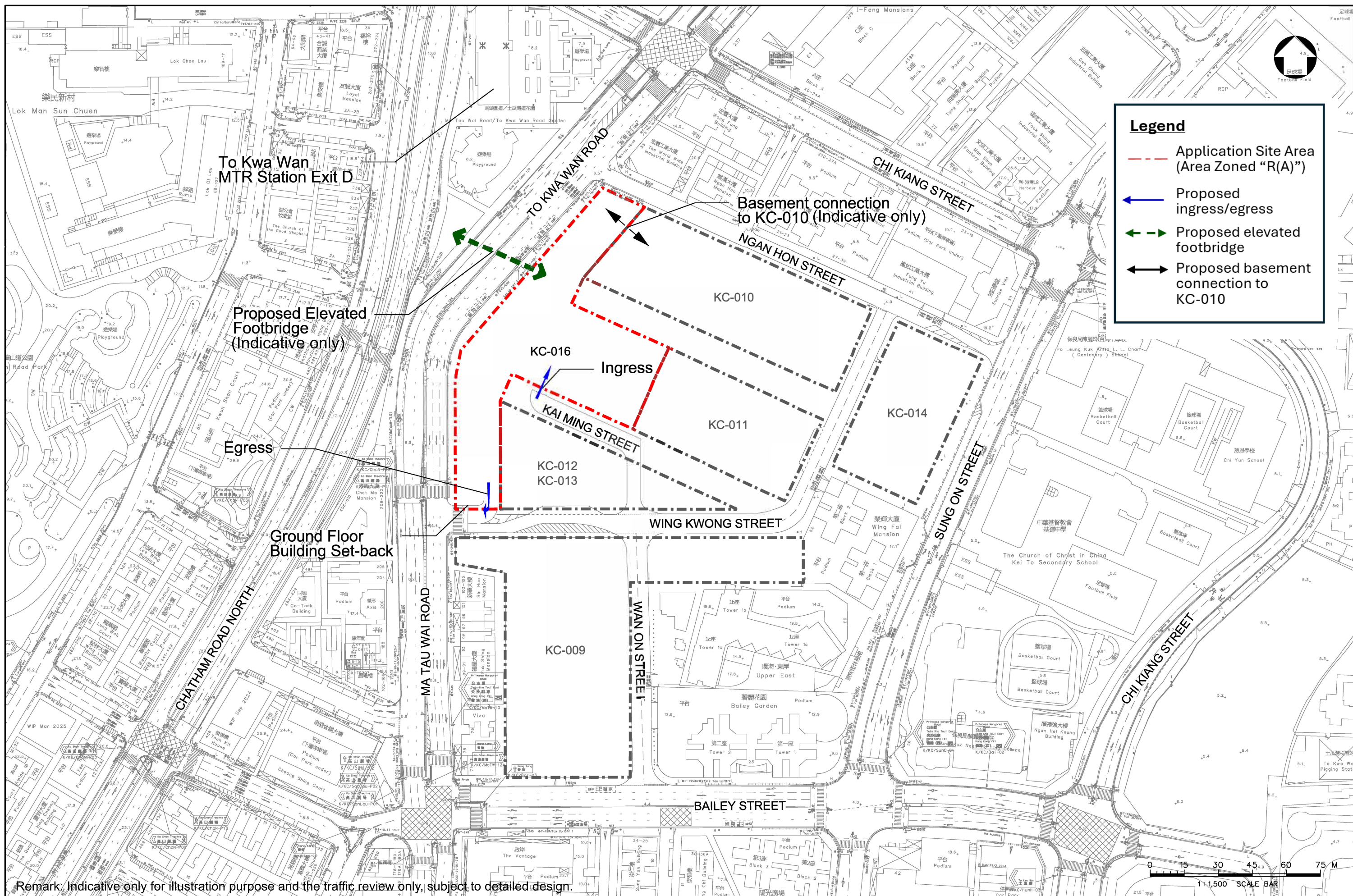
Remarks:

- (1) The net site area of the Approved DSP was about 5,548sq.m. 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 , domestic GFA of about 41,610 sq.m. and non-domestic GFA of 8,322sq.m..

- 3.1.3. As shown in **Table 3-2**, the Current Indicative Proposal of the S16 Planning Application would generate an additional two-way traffic flow of 15 pcu and 8 pcu during the AM and PM peak hours respectively, as compared with the DSP Scheme. Hence, the additional traffic impact on the local road network arising from the Current Indicative Proposal is considered minimal and insignificant, and no insurmountable traffic impact on the surrounding road network is anticipated.

4. Conclusion

- 4.1.1. In light of the findings of this Traffic Review, it is concluded that the findings of the Approved TIA for the DSP Scheme remain valid, and no insurmountable traffic impact would be imposed on the surrounding road network by the S16 Planning Application.



Remark: Indicative only for illustration purpose and the traffic review only, subject to detailed design.

PRINTED BY: CHEUNG310_3008/2026 10:45:42
FILENAME: lwsatkins.com\Project\CNCNHK\Project\233047_URA_tem2026\26.00 Working and Temporary\SC007 KC-016\CAD\TND001-01\Figure 2.1.dgn
MODEL NAME: Default



Traffic Review Report for 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)

Title			
LOCATION PLAN			
Scale at A3	1 : 1,500	Date	JUN 2026
		Figure No.	2.1