

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K10/280

- Applicant** : Urban Renewal Authority (URA)
- Site** : Nos. 324 – 354 Ma Tau Wai Road (even nos.) and the Adjoining Government Land, Kowloon
- Site Area** : About 1,566m²
- Lease**¹ : Kowloon Inland Lots (KIL) 1714 RP, 1712 RP, 1782, 1692, 1806 RP, 2105, 1838 RP, 2103 RP, 2103 S.A RP, 1827 RP, 2104 RP, 1826 RP, 1846 RP, 2089 RP, 2181 and 2091, and Government Land
- Plan** : Draft Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/31
- Zoning** : “Residential (Group A)” (“R(A)”)
 (a) subject to a maximum plot ratio (PR) of 7.5 for domestic building or 9.0 for a building that is partly domestic and partly non-domestic, of which the domestic part shall not exceed 7.5, or PR of the existing building, whichever is the greater; and
 (b) subject to a maximum building height (BH) of 120 meters above Principal Datum (mPD) or the height of the existing building, whichever is the greater.
- Application** : Proposed Minor Relaxation of Domestic PR and BH Restrictions for Permitted Residential Development with Commercial/Retail uses, and Proposed Public Vehicle Park (PVP)

1 The Proposal

- 1.1 The applicant, URA, seeks planning permission for minor relaxation of maximum domestic PR restriction from 7.5 to 8.0 (+0.5 or +6.67%) (while keeping the maximum total PR of 9), maximum BH restriction (BHR) from 120mPD to 140mPD (+20m or +16.67%) for permitted residential development with commercial/retail uses, and proposed PVP at the application site (the Site) (**Plans A-1 to A-3**). According to the Notes of the OZP for the “R(A)” zone, while ‘Flat’, ‘Shop and Services’ and ‘Eating

¹ Subject to resumption under the Lands Resumption Ordinance.

Place’ uses² are always permitted, ‘PVP’ is a Column 2 use which requires planning permission from the Town Planning Board (the Board). Additionally, minor relaxation of the PR and BH restrictions may be considered by the Board on application under section 16 (s.16) of the Town Planning Ordinance (the Ordinance) based on the individual merits of a development proposal.

- 1.2 The Site is covered by the URA Ma Tau Wai Road/Lok Shan Road Development Project (DP) (KC-020)³ (**Plan A-2**), and its western boundary adjoins another URA’s Development Scheme (DS) area (CBS-2:KC) designated “R(A)” on the approved URA Kau Pui Lung Road/Chi Kiang Street Development Scheme Plan (DSP) No. S/K10/URA2/2⁴ (**Plans A-1 to A-3 and A-7**). The background of the DS and DP is provided in paragraph 4. According to the current submission (**Appendices Ia to Ic**), URA indicates the intention to pursue an integrated development (**Drawings A-3 and A-4**) by combining the Site and the CBS-2:KC site. A district-based urban renewal approach is proposed to facilitate design flexibility and enable comprehensive site planning for both sites. The Site and the adjoining CBS-2:KC site are subject to different statutory restrictions including permissible BH and PR and provision for ‘PVP’ use, therefore URA submits the application to allow design flexibility for the holistic planning and cohesive design across the future combined site.
- 1.3 A notional scheme for conducting necessary technical assessments is submitted by URA in support of the application. The proposed development comprises a 31-storey residential block providing 279 flats, atop a 4-storey podium of commercial/retail uses, carparks (with both ancillary and not more than 80 PVP spaces for private cars), recreational facilities and plant rooms, with not more than two basement levels (**Drawing A-2**). Private open space of 1m² per person in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) will be provided. Subject to detailed design, a proposed aboveground pedestrian connection of 10m in width and 8m in height in the south of the Site connecting the adjoining CBS-2:KC site and Ma Tau Wai Road will be provided (**Drawings A-1 and A-2**). A potential underground connection to the To Kwa Wan MTR station to the north of the Site and a canopy as one of the mitigation measures for noise impact subject to detailed design may be

² According to the Notes of the OZP for the “R(A)” zone, ‘Flat’ use is always permitted, while general commercial uses such as ‘Shop and Services’ and ‘Eating Place’ uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bay and/or plant room.

³ The DP primarily encompasses a major portion zoned “R(A)” on the OZP, i.e. the Site, and the surrounding public pavements designated as ‘Road’.

⁴ Under the Notes of the DSP, the “R(A)” zone is subject to a maximum PR of 8.0 for domestic building or 9.0 for a building that is partly domestic and partly non-domestic, of which the domestic part shall not exceed 8.0, and a maximum BH of 140mPD, or PR and the height of the existing building, whichever is the greater. PVP is always permitted within this “R(A)” zone. In addition, pursuant to the Notes of the DSP, an underground PVP should be provided; and the Explanatory Statement (ES) specifies that not less than 164 PVP spaces shall be incorporated within the CBS-2:KC site as required by the Government.

provided (**Drawings A-1 and A-7**). No separate vehicular access is proposed for the Site and vehicular run-in/outs are proposed to be shared with the adjoining CBS-2:KC site (**Drawing A-3**). As a building block may eventually span across the Site and the adjoining CBS-2:KC site to achieve an integrated development, URA undertakes⁵ that the portion of the future combined development falling within the Site will not exceed maximum domestic PR 8.0 and total PR 9.0. The tentative completion year is 2033/34.

- 1.4 The proposed block plan and section plan of the notional scheme, and the master layout and connectivity of the combined development are at **Drawings A-1 to A-4**. The development parameters of the notional scheme are summarised below:

Development Parameters	Notional Scheme^[1]
Site Area (m ²)	1,566
Maximum Total PR	9.0
- Maximum domestic	8.0
Maximum Total Gross Floor Area (GFA) (m ²)	About 14,094
- Maximum domestic (m ²)	About 12,528
Maximum BH at main roof level (mPD)	140
Number of Block	1
Number of Storeys	
- Residential floors	31
- Podium floors ^[2]	4
- Basement floors ^[3]	2
Number of Flats ^[4]	279
Estimated Population ^[5]	About 753
Site Coverage ^[6]	
- Domestic	Not more than 37.5%
- Non-domestic (Below 15m)	Not more than 100%
Parking Facilities	
- Private Car Parking	58
- Motorcycle Parking	5
- PVP for Private Cars	Not more than 80 ^[7]
- Loading/Unloading (L/UL) Spaces	3

Note:

[1] The notional scheme is indicative in nature. URA/the future developer may come up with a different scheme in developing the Site.

[2] In addition to lobby/clubhouse (one storey), podium floors include commercial/retail (not more than

⁵ The undertaking will be substantiated and incorporated by an Authorised Person in general building plan submissions and land grant stipulation to be liaised and agreed with relevant Government departments at detailed design stage.

- three storeys in total) and carpark uses.
- [3] These include commercial/retail (not more than three storeys in total) and carpark uses.
- [4] Based on an average flat size of 45m².
- [5] 2.7 occupants per flat is assumed based on the average domestic household size in Kowloon City District based on Population Census 2021.
- [6] In accordance with the First Schedule of Building (Planning) Regulations (B(P)R) for a Class B site.
- [7] As specified in the Notes of the DSP, an underground PVP shall be provided at the CBS-2:KC site, and it was estimated that 164 parking spaces was required at the timing of preparing the DSP. To provide flexibility for integrated development with the CBS-2:KC site, permission is sought for relocating not more than 80 parking spaces to the Site.

1.5 Technical assessments including Traffic Impact Assessment (TIA), Visual Impact Assessment (VIA), Air Quality Impact Assessment (AQIA), Environmental Assessment (EA) (including Noise Impact Assessment (NIA), Waste Management Study (WMS) and Water Supply Impact Assessments (WSIA)), Quantitative Risk Assessment (QRA), Drainage and Sewerage Impact Assessment (DSIA) have been submitted by the applicant to demonstrate that the proposed notional scheme will not generate adverse impacts to the surrounding areas.

1.6 Taking into account the traffic improvement measures identified in the TIAs for the adjoining CBS-2:KC site and the combined site, including junctions improvement⁶ and traffic arrangement on existing roads, the subject TIA demonstrates that the proposal will not generate significant adverse impacts. Based on the VIA, the overall visual impact of the proposed development ranges from 'negligible' to 'slight' from the selected public viewing points (**Drawings A-5 and A-6**) and significant adverse visual impacts to the surroundings are not anticipated. To minimize potential adverse noise impact, mitigation measures including provision of canopy, enhanced acoustic balcony and window (**Drawing A-7**), are recommended in the NIA.

1.7 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 2.6.2026 (Appendix I)
- (b) Supporting Planning Statement (SPS) received on 2.6.2026 (Appendix Ia)
- (c) Supplementary Information received on 5.6.2026 (Appendix Ib)
- (d) Further information (FI) received on 16.7.2026* (Appendix Ic)

Remarks:

** accepted and exempted from publication and recounting requirements*

2 **Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are set out in the SPS

⁶ Improvement to three critical junctions, i.e. Tin Kwong Road/Kau Pui Lung Road/Hop Yat Road; Tin Kwong Road/Ma Tau Wai Road/Ma Hang Chung Road; and Chi Kiang Street/Ko Shan Road.

and FI at **Appendices Ia and Ic**, which are summarised as follows:

Holistic Planning of URA Projects under 'District-based' Urban Renewal Approach

- (i) The application aligns the domestic PR and BH of the Site with those of the DSP, facilitating an integrated development that ensures holistic planning and implementation for both URA projects (i.e. KC-020 and CBS-2:KC). Adopting a 'district-based' urban renewal approach, this combined development maximizes site efficiency through comprehensive site planning for the podium and building block designs.

Accommodate Site Constraints Through Combined Development

- (ii) The Site is severely constrained by an elongated configuration with a site width of only 21m, which limits building layout flexibility and efficiency. Abutting a primary distributor (i.e. Ma Tau Wai Road) with only a short frontage along Lok Shan Road, the Site faces major constraints in providing independent vehicular access and parking provisions. Given its narrow northern boundary and close proximity to the adjoining CBS-2:KC site, there is insufficient space to fulfil the prescribed window requirements under the B(P)R, thereby forcing an inefficient single-aspect design. These physical limitations can be pragmatically resolved through a combined development with the adjoining CBS-2:KC site.

Enhance Walkability and Accessibility of the Area

- (iii) The proposed combined development allows holistic planning of the podium layout and ground level spaces and enables better connection between the two sites, thereby enhancing walkability, internal circulation, and overall efficiency across both projects.
- (iv) The integration shall facilitate pedestrian linkage between Government, institution or community (GIC) and open space cluster in the east and the residential cluster including Lok Man Sun Chuen (LMSC) in the west of the Site via the spatial connection and podia of the combined development, along with the existing pedestrian crossings at Ma Tau Wai Road, improving walkability and accessibility to the To Kwa Wan MTR exits (**Drawing A-4**).
- (v) The public open space (POS) and the at-grade pedestrian avenue/event plaza required under the adjoining CBS-2:KC site (**Plan A-7**) will remain unaffected but will be holistically designed together with the Site, particularly through the proposed pedestrian connection, to form a cohesive open space and pedestrian network that enhances overall connectivity.

Relaxed BHR for an Integrated Design and Potential Aboveground Carpark

- (vi) Aligning BHRs between the two sites provides the vertical flexibility to optimize the building layout, enabling slimmer residential blocks and staggered podiums. Visual comfort, building separation, and sunlight penetration at the pedestrian level can be enhanced. The proposed BHR is compatible with the surroundings as it aligns with LMSC and Celestial Heights (**Plan A-4**) and maintains the height profile of the area, which steps down gradually towards the waterfront.
- (vii) The proposed increase in BH offers the design flexibility needed to accommodate the aboveground car parks, which may be granted full GFA exemption in line with the latest PNAP APP-2 published in November 2025. The aboveground car parks have already been fully factored in the notional scheme and the feasibility will be evaluated to ensure an optimized layout at detailed design stage.

Enhancing Development Flexibility and Optimising Land Use Allocation

- (viii) The application is in line with the planning intention and uses stipulated on the “R(A)” zone with a provision for minor relaxation of development parameters. Aligning the development controls of the Site enables a ‘district-based’ combined development across two sites to enhance development flexibility with urban design benefits. The proposed increase in domestic PR provides flexibility to optimize the residential-commercial mix, thereby responding to housing demand amid an ample supply of commercial properties without increasing the overall development intensity.
- (ix) Key planning gains and urban design features proposed under the authorized DP will be retained, including shared-use of vehicular access to maintain street vibrancy along Ma Tau Wai Road, enhanced linkage between the east and west and integrated underground connection between the Site, MTR station and the adjoining CBS-2:KC site.

Technical Aspects

- (x) Technical assessments are conducted based on the notional scheme to demonstrate that the proposal is technically feasible and will not induce adverse impacts on the surroundings with the applied development parameters. With the mitigation measures stated in paragraph 1.6, the proposed development can comply with relevant traffic noise standards and operates within the capacity of public services and the traffic improvements measures could cater for the traffic flow arising from the proposed development. As there are Liquefied Petroleum Gas (LPG) Storage Installations found near LMSC, which are considered Potentially Hazardous Installations (PHIs), the QRA concludes that no adverse risk impact is anticipated and no mitigation measures is

required. The VIA concludes that the visual impacts are acceptable as the proposal generally blends with the surrounding developments. As to the pre-war building within the Site (**Plans A-2, A-5 and A-6**), photographic records will be conducted once resumption is completed.

- (xi) Future development on the Site not exceeding the development parameters applied will not pose any additional adverse impacts beyond what have been identified under the technical assessments. With the total PR unchanged at 9.0, variations in building bulk are minimal and will not affect the VIA. Similarly, changes in building form will have no impact on the TIA, AQIA, WMS, WSIA, DIA, and QRA findings. During the detailed design stage, an updated NIA will be submitted for the Environmental Protection Department's approval to ensure full compliance with noise mitigation standards with necessary mitigation measures.

Reponses to Public Comments

- (xii) The KC-020 DP is governed by the restrictions under "R(A)" zone of Ma Tau Kok OZP, instead of a DSP. Subject to TPB's decisions, the application for minor relaxation of development parameters allows flexibility based on individual merits. The 'non-scheme-based' approach enables URA and its potential joint-venture partner adopt different schemes in providing district-wide planning gains, addressing site-specific constraints, and adapting to market and community needs while safeguarding urban design quality at detailed design stage.

- (xiii) Combined development and the proposed pedestrian connection will break up the podium mass, preventing potential wall effects and enhancing spatial and pedestrian connectivity. Besides, the average flat size of approximately 45m² fully complies with the minimum saleable area requirement of 26m² stipulated by the Government.

3 Compliance with the "Owner's Consent/Notification" Requirements

The applicant is not the "current land owner" but has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the "Owner's Consent/Notification" Requirements under Sections 12A and 16 of the Ordinance (TPB PG-No.31B) by publishing the notices of the application on local newspapers specified by the Board and posting site notices at/near the Site. Detailed information would be deposited at the meeting for Members' inspection. For the Government Land, the "Owner's Consent/Notification" Requirements as set out in TPB PG-No.31B are not applicable.

4 Background

- 4.1 In response to the Policy Addresses (PAs) of 2018 and 2019, URA has been invited to identify clusters of Civil Servants' Co-operative Building Society (CBS) Scheme suitable for high-density development as pilot sites and explore the redevelopment mode in accordance with the usual project implementation approach adopted by URA. CBS-2:KC is one of the pilot CBS redevelopment projects implemented by way of a DS in accordance with section 25 of the URA Ordinance. A DSP, involving upzoning an area of around 11,225m² from "R(A)" subject to maximum domestic PR 7.5/total PR 9.0 and BHR of 120mPD and area shown as 'Road' to "R(A)" with maximum domestic PR 8.0/total PR 9.0 and BHR of 140mPD, had been prepared to facilitate and guide the re-planning and restructuring of the CBS-2:KC site. The draft URA Kau Pui Lung Road/Chi Kiang Street DSP was gazetted on 21.4.2023 and was subsequently approved on 6.2.2024.
- 4.2 Subsequent to the approval of the above DSP, URA commenced the DP (KC-020) covering the Site on 9.8.2024. The DP aims to redevelop a group of private tenements buildings of three to nine storeys mainly for domestic use with non-domestic uses on ground floor. The Site was zoned "R(A)" with the extant restrictions at the time of commencement of the DP and has remained unchanged since then. The DP is implemented in accordance with section 26 of the URA Ordinance, and it was authorized by the Secretary for Development (SDEV) on 26.8.2025.

5 Previous Application

There is no previous application concerning the Site.

6 Similar Application

There is one similar application (No. A/K10/275) (**Plan A-1** and **Appendix II**) for minor relaxation of BHR from 100mPD to 130mPD (i.e. +30m or +30%) for the permitted public housing development within the "R(A)" zone on the OZP. The application was approved by the Metro Planning Committee (the Committee) on 16.7.2024 mainly on the considerations that the proposed development was generally in line with the planning intention of the "R(A)" zone, keeping with the BH profile of the waterfront development and comparable to new developments in a wider context; and no adverse impact was anticipated.

7 The Site and Its Surrounding Areas (Plans A-1 to A-6)

7.1 The Site is

- (a) bounded by Ma Tau Wai Road to the east, Mai Lok Building to the south, URA Kau Pui Lung Road/Chi Kiang Street DS to the west and Lok Shan Road to the north. There are exits of MTR To Kwa Wan Station at Lok Shan Road as well as the other side of Ma Tau Wai Road to the east; and
- (b) currently occupied by 15 private tenements buildings of three to nine storeys mainly for domestic use on upper floors and non-domestic uses on ground floor. They were completed between 1941 and 1969 (i.e. all aged 50 or above), except for the building at No. 344 Ma Tau Wai Road which is a pre-war building (**Plans A-2, A-5 and A-6**).

7.2 The surrounding areas have the following characteristics:

- (a) predominantly residential with retail uses on the ground floor of these residential buildings, including both private buildings and some clusters of CBS buildings, mainly zoned “R(A)” with a maximum BHR of 120mPD along Maidstone Road and Ma Tau Wai Road;
- (b) to the further west across the DS area and Kau Pui Lung Road is a public rental estate (LMSC⁷) developed by Hong Kong Housing Society, zoned “R(A)” with a maximum BHR of 140mPD; and
- (c) to the east across Ma Tau Wai Road are a cluster of open spaces including Lok Shan Road Sitting-out Area and To Kwa Wan Complex Playground, as well as a compound of GIC facilities including the To Kwa Wan Market and Government Offices and some schools.

8 Planning Intention

- 8.1 The planning intention of “R(A)” zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing

⁷ LPG storage installations are found near LMSC Block G and Block I, which are classified as notifiable gas installation under the Gas Safety Ordinance, where a QRA will be required to ascertain that the risk level posed by the installation would be acceptable in accordance with a set of Risk Guidelines referred in the HKPSG. QRA submitted covers only the LPG storage installation at Block G that is 125m away from the Site.

building.

8.2 According to the ES of the OZP, BHRs are imposed on the OZP for various development zones. A minor relaxation clause in respect of the BHRs is incorporated into the Notes of the OZP to provide incentive for developments/redevelopments with design merits/planning gains. Each application for minor relaxation of BHRs will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
- (b) accommodating the bonus PR granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air ventilation and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible PR under the OZP; and
- (f) other factors, such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

9 Comments from Relevant Government Bureau/Departments (B/Ds)

9.1 The following government B/Ds have been consulted and their views on the application are summarised as follows:

Policy Perspective

9.1.1 Comments of the SDEV:

- (a) one of the initiatives of the 2018 PA, namely, is to increase housing supply by full utilisation of the development potential of the cluster of CBS sites in the urban districts. CBS-2:KC at Kau Pui Lung Road, which is adjoining the Site to its west, is one of the two pilot CBS redevelopment

projects to improve the overall environment through the provision of GIC facilities, POS, public car parking spaces, both at-grade and underground integrated pedestrian networks, on top of provision of housing supply. In order to enhance the overall site efficiency, minimise the impact on the pedestrian environment and maintain street vibrancy along Ma Tau Wai Road, URA intends to develop the Site holistically with the adjoining CBS-2:KC. According to the notional scheme, parking spaces and motorcycle parking spaces will be provided at the Site or in the adjacent CBS-2:KC, with interconnected basement floors for pedestrians and vehicles, and a shared vehicular run in/out to be provided in CBS-2:KC at Kau Pui Lung Road; and

- (b) Development Bureau (DEVB) acknowledges and appreciates URA's efforts in urban redevelopment while noting the proposed domestic PR for this DP exceeds the general permissible domestic PR in Kowloon OZPs. The proposed domestic PR of 8.0 is the same as that of the adjoining CBS-2:KC, which will be redeveloped together with the Site in a comprehensive manner. Having regard to the aim of achieving a coherent planning design for the two redevelopment projects, DEVB gives policy support to the proposed domestic PR of 8.0 for the application.

Land Administration

9.1.2 Comments of the Chief Estate Surveyor/Urban Renewal Section, LandsD:

- (a) no particular comment on the application. Her comments in considering the DP are still valid and applicable (**Appendices IV and V**); and
- (b) her detailed comments are at **Appendix IV**.

Building Matters

9.1.3 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K of BD):

- (a) he has no objection to the application; and
- (b) all building works are subject to compliance with the Building Ordinance (BO) and its allied regulations; and detailed comments under the BO will be formulated at the building plan submission stage. While it is premature to advise whether the proposed canopy on 1/F of the residential

floors as a noise mitigation measure is GFA accountable under B(P)R, in general, any portion of canopy within the lot boundary is GFA accountable under the B(P)R subject to further details on the design. His detailed advisory comments are at **Appendix V**.

Traffic

9.1.4 Comments of the Commissioner for Transport (C for T):

- (a) she has no particular comment on the TIA. As the access arrangement and required traffic improvement measures are consistent with the accepted arrangement and parking provisions do not contradict the agreed overall provision of the combined development, she has no objection in principle to the application from a traffic engineering perspective; and
- (b) her detailed comments are at **Appendix IV**.

9.1.5 Comments of the Chief Engineer/Railway Development 1-1, Railway Development Office, Highways Department (HyD):

- (a) the Site falls within the railway protection boundary of the SCL between Tai Wai and Hung Hom Section of the existing Tuen Ma Line. He has no comment from railway development point of view; and
- (b) his advisory comments are at **Appendix V**.

Environmental

9.1.6 Comments of the Director of Environmental Protection (DEP):

- (a) based on the SPS (**Appendix Ia**) including the AQIA, EA and DSIA submitted by the applicant, it is noted that the notional design under the application is for illustrative purpose for technical assessments; and insurmountable environmental impacts are not anticipated as summarised at **Appendix IV**;
- (b) on the above basis, he has no objection to the application from environmental perspective. As he understands from the applicant that the draft land grant for the Site will be circulated for departmental comments at a later stage, he intends not to impose planning conditions on the application. His other comments on the AQIA, EA and DSIA are

provided in the advisory comments at **Appendix V** for further consideration and refinement during detailed design stage.

Fire Safety

9.1.7 Comments of the Director of Fire Services (D of FS):

- (a) he has no comment on the application subject to water supplies for firefighting and fire service installations being provided to the satisfaction of the D of FS under other regulatory regimes; and
- (b) his detailed comments are at **Appendix IV** and the advisory comments to the applicant are at **Appendix V**.

Urban Design, Visual Impact and Landscape Planning Aspects

9.1.8 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L of PlanD):

- (a) no adverse comment on the application from urban design, visual and landscape planning perspectives;

Urban Design and Visual Aspects

- (b) the Site is located within a cluster of residential developments to the west of Ma Tau Wai Road zoned “R(A)” with BHRs ranging from 120mPD to 140mPD. The URA Kau Pui Lung Road/Chi Kiang Street DS with BHR of 140mPD is situated to its immediate west. On the other side of Ma Tau Wai Road, there is another cluster of residential developments sandwiched between Ma Tau Wai Road to the west and To Kwa Wan Road to the southeast zoned “R(A)” with BHR of 120mPD. According to the ES of the OZP, there are four main BH bands – 80mPD, 100mPD, 120mPD and 140mPD in the Ma Tau Kok area for the “Commercial”, “Comprehensive Development Area”, “R(A)”, “Residential (Group B)” and “Residential (Group E)” zones – increasing progressively from the waterfront to the inland and foothill areas. The proposal with a proposed BH of 140mPD may weaken the intended stepped height profile descending towards the waterfront. Notwithstanding that, it will generally be compatible with the prevailing character and intended height profile of the surrounding area;

- (c) the applicant has submitted a VIA for the notional scheme in support of the application. As per the submitted VIA, the overall visual impact of the proposed development from the identified public viewing points ranges from “negligible” to “slight” when compared with the OZP compliant scheme, taking into account the existing and planned developments in the surroundings; and

Landscape Planning

- (d) with reference to the site photos, the Site is currently occupied by the existing buildings and footpath; and no trees nor vegetation was found within the Site.

Heritage Conservation

9.1.9 Comments of the Antiquities and Monuments Office (AMO), DEVB

- (a) there are no declared monuments, graded historic buildings, new items for grading assessment by the Antiquities Advisory Board, Government historic site identified by the AMO or sites of archaeological interest falling within or in close vicinity of the Site. He has no comment on the application from heritage conservation perspective; and
- (b) his advisory comments are at **Appendix V**.

9.2 The following government departments have no comment on/objection to the application. Their comments, if any, are at **Appendices IV and V**:

- (a) District Lands Officer/Kowloon West, LandsD;
- (b) Chief Estate Surveyor (Railway Development Section/Head Office), LandsD;
- (c) Chief Engineer/Mainland South, Drainage Services Department (DSD);
- (d) Chief Engineer/Construction, Water Supplies Department (WSD);
- (e) Chief Highway Engineer/Kowloon, HyD;
- (f) Commissioner of Police;
- (g) Project Manager (East), Civil Engineering and Development Department (CEDD);
- (h) Head of Geotechnical Engineering Office, CEDD;
- (i) Director of Electrical and Mechanical Services (DEMS); and
- (j) District Officer (Kowloon City), Home Affairs Department.

10 Public Comments Received During the Statutory Publication Period

- 10.1 During the statutory 3-week public inspection period, three comments (**Appendix III**) from individuals were received, including two objections and one expressing views.
- 10.2 An objector argues that the ‘non-scheme-based’ submission, which lacks a concrete proposal, fails to review actual impacts. It seeks approval for an envelope of rights without binding commitments and sets precedent implications. General Government’s policies and commercial marketability do not constitute valid site-specific planning justifications. Combining developments to circumvent BHRs should be pursued through a DSP amendment subject to full public participation; and any potential approval should be tied to stringent conditions. Another objection contends that the application represents another revenue-driven URA development that degrades living quality. It introduces a wall-effect podium without utilizing basement for parking, eliminates the back alley thereby destroying street-level ventilation, provides no private open space or additional community facilities, and reduces unit sizes.
- 10.3 A comment expresses that flat size should be no less than 400ft² (i.e. around 37m²). To achieve this intention, the PR could be adjusted, or fewer units should be committed to ensure no smaller flats.

11 Planning Considerations and Assessments

- 11.1 The current application is seeking planning permission for minor relaxation of maximum domestic PR restriction from 7.5 to 8.0 (+0.5 or +6.67%) while keeping the maximum total PR of 9, maximum BHR from 120mPD to 140mPD (+20m or +16.67%) for permitted residential development with commercial/retail uses, and proposed PVP with not more than 80 parking spaces on the Site currently covered by the DP.

Planning Intention and Land Use Compatibility

- 11.2 According to the Notes of the OZP, the proposed development for permitted residential use is in line with the planning intention of the “R(A)” zone intended primarily for high-density residential developments. PVP use is proposed on the Site to provide flexibility for relocating some of the committed PVP (not more than 80 parking spaces) within the adjoining CBS-2:KC site at detailed design stage under the holistic planning approach to achieve the planning and design merits detailed in paragraph 11.3, while keeping the overall PVP provisions of CBS-2:KC site unchanged (i.e. 164 spaces). The proposed PVP use as a Column 2 use is compatible with the adjacent residential developments in the immediate vicinity of the Site and will serve the community need.

Holistic Planning of the Combined Development

- 11.3 In the pursuit of a ‘district-based’ urban renewal approach, the application seeks to align the development restrictions imposed on the Site under the OZP with those governing the adjoining CBS-2:KC site under the DSP so as to provide the greatest flexibility for holistic planning of the two projects to enhance the overall development layout and efficiency. The minor relaxation of PR and BH restrictions sought and permission for ‘PVP’ use under the application would render holistic planning of the Site and the adjoining CBS-2:KC site possible. The integrated approach would allow strategic building massing, optimized tower and podium separation, and reconfigured block layouts, which is conducive to enhanced walkability, connectivity, and internal circulation. As shown from the notional design of the combined development and walkability and accessibility concept plan (**Drawings A-3 and A-4**), there are potential connections with the GIC cluster across Ma Tau Wai Road to the east, and the residential cluster across Kau Pui Lung Road to the west.

Minor Relaxation of Domestic PR Restriction

- 11.4 In view of urban decay and ageing buildings, the Government encourages speeding up urban redevelopment. Having regard to the aim of achieving a coherent planning design for the two redevelopment projects, i.e. the Site and the adjoining CBS-2:KC site, DEVB gives policy support to the proposed domestic PR of 8.0 for the application. The total PR restriction remains unchanged under the application, which aligns with the maximum PR restrictions of 9.0 for “R(A)” zones on the OZP. According to the applicant, should maximum domestic PR 8.0 be adopted in the detailed design, the remaining permissible non-domestic PR 1.0 would still meet the needs of the future residents in view of the abundance of existing retail and commercial facilities in the vicinity.

Minor Relaxation of BHR

- 11.5 The Site is subject to site constraints under a standalone development scenario. As stated in paragraph 2, the Site is elongated and abuts a primary distributor (i.e. Ma Tau Wai Road) with only a narrow frontage onto Lok Shan Road, making it exceptionally difficult to optimize the building layout and design efficiently, or to provide self-sufficient vehicular access. Aligning the permitted BH for both sites, as the applicant submits, would facilitate a combined development to overcome site constraints. Besides, minor relaxation of maximum domestic PR will generate a need for increasing BH to accommodate the increase in residential units. Further, as factored in the notional scheme, the proposed higher BH can accommodate aboveground carparks as promulgated in the 2025 Policy Address.

- 11.6 The Site is situated in the inland area of Ma Tau Kok within a cluster of “R(A)” zones, which are subject to BHRs of 120mPD to its north and south, and 140mPD to its west including the adjoining CBS-2:KC site and LMSC across Kau Pui Lung Road (**Plan A-4**). The VIA conducted (**Appendices Ia and Ic**) demonstrates that the visual impacts of the proposed development ranges from ‘negligible’ and ‘slight’ from the selected public viewing points (**Drawings A-5 and A-6**). According to CTP/UD&L of PlanD, although the proposal with a proposed BH of 140mPD may weaken the intended stepped height profile descending towards the waterfront, it would generally be compatible with the prevailing character and intended height profile of the surrounding area. She has no adverse comment on the application from urban design, visual and landscape perspectives.

Design Merits

- 11.7 With the consistent set of domestic PR and BH restrictions, the Site can be holistically planned with the adjoining CBS-2:KC site with the opportunities to further enhance planning and design merits committed in these URA projects as detailed at paragraph 2. The proposed aboveground pedestrian connection of 10m in width and 8m in height incorporated in the notional scheme shall be able to strengthen the spatial integration of the combined site as well as the local connectivity between the GIC cluster across Ma Tau Wai Road to the east, and the residential cluster across Kau Pui Lung Road to the west.

Technical Aspects

- 11.8 The technical assessments based on the notional scheme have demonstrated that there are no adverse technical impacts arising from the application. The applicant submits that future development on the Site not exceeding the development parameters applied will not pose any additional adverse impacts beyond what have been identified under the technical assessments. The TIA demonstrates that with traffic improvement measures proposed for the adjoining CBS-2:KC site and traffic arrangement on existing roads for the combined site, no significant adverse traffic impact is anticipated. C for T has no adverse comment on the proposed shared vehicular access, parking provisions (including the proposed PVP) together with the required traffic improvement measures. With the imposition of relevant mitigation measures, such as provision of canopy, enhanced acoustic balcony and window etc., DEP has no adverse comment from environmental perspectives. Other relevant government departments consulted including BD, FSD, HyD, WSD and DSD have no adverse comments on/no objection to the application, subject to incorporation of relevant conditions under other administrative and regulatory regimes. DEMS has no

comment on the QRA in support of the application.

Indicative Scheme

- 11.9 The notional scheme submitted by the applicant is indicative to facilitate assessments on the maximum capacity of the Site on the possible layout, that the increase in maximum domestic PR and BH as well as the proposed provision of PVP is technically feasible in principle and will not induce significant adverse impacts in terms of traffic, visual, environmental and gas safety aspects. Should the Committee approve the application, the approval is for the minor relaxation of maximum domestic PR and BH restrictions and the proposed PVP as proposed under the application. Given the unique circumstances of these URA projects as illustrated at paragraph 11.3 above, this is to allow flexibility in formulating the development proposal for the future combined site at the detailed design stage.
- 11.10 However, the development parameters applied, i.e. the domestic PR and the BH restrictions, as well as the proposed PVP of not more than 80 spaces, will be binding should the application be approved. URA undertakes that the domestic PR of the future development within the application Site boundary will not exceed 8.0 under the integrated development with the adjoining CBS-2:KC site.

Similar Application

- 11.11 As stated in paragraph 6, the Committee has approved a similar application No. A/K10/275 for minor relaxation of BHR for permitted public housing development within the “R(A)” zone on the OZP. Approving the current application is generally in line with the Committee’s previous decision.

Public Comments

- 11.12 Regarding the concern on the ‘non-scheme-based’ submission (i.e. the indicative nature of the application), indeed under the circumstances, TPB may approve the applied key parameters and proposed uses without binding the notional scheme. The subject application is to facilitate urban renewal and detailed design will need to be worked out by URA with prospective joint venture developer. Nevertheless, should the application be approved, the applied key parameters and use as stated in paragraph 11.1 will be binding on the Site. To ensure the proposed design element (i.e. provision of setback for better pedestrian connection) will be realised, an approval condition is recommended in paragraph 12.2 below.
- 11.13 Regarding the query on planning justifications for the minor relaxation of PR and BH

restrictions, the assessment in paragraphs 11.4 to 11.6 above and the applicant's justifications/responses in paragraphs 2(vi) to (xiii) are relevant. Regarding the objection and/or the suggestion raised in the public comments about the potential 'wall-effect' resulting from the proposed development, including more open space as well as community facilities and street-level ventilation and the concern on flat size, the assessments in paragraphs 11.3 to 11.11 above are relevant and the applicant has provided responses as stated in paragraph 2(xiii) above.

12 Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 24.7.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following approval condition and advisory clauses are suggested for Members' reference:

Approval Condition

- (a) the provision of a setback of not less than 10m along the southern boundary of the application Site up to 8m above street level to provide an aboveground pedestrian connection between the adjoining site of Urban Renewal Authority Kau Pui ~~lung~~ **Lung** Road/Chi Kiang Street Development Scheme and ~~To Kwa Wan~~ **Ma Tau Wai** Road.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix V**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the applicant fails to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of plot ratio and building height restrictions.

13 Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14 Attachments

Appendix I	Application Form received on 2.6.2026
Appendix Ia	Supporting Planning Statement received on 2.6.2026
Appendix Ib	Supplementary Information received on 5.6.2026
Appendix Ic	FI received on 16.7.2026
Appendix II	Similar application within “R(A)” zone in Ma Tau Kok OZP
Appendix III	Public Comments
Appendix IV	Detailed Comments of Government Departments
Appendix V	Recommended Advisory Clauses
Drawing A-1	Notional Block Plan
Drawing A-2	Notional Section Plan
Drawing A-3	Notional Master Layout of the Combined Development
Drawing A-4	Walkability and Accessibility Concept Plan in To Kwa Wan
Drawings A-5 to A-6	Photomontages
Drawing A-7	Noise mitigation measures proposed in NIA
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Building Height Plan
Plans A-5 to A-6	Site Photos
Plan A-7	Potential Open Space and Pedestrian Connection Proposed under the DSP