



Our Ref: URA260702734

By Hand and By Email

Town Planning Board Secretariat
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point
Hong Kong

8 July 2026

Dear Sir/ Madam,

Section 16 Planning Application for Proposed Minor Relaxation of Building Height Restriction for the Urban Renewal Authority To Kwa Wan Road/ Wing Kwong Street Development Scheme ("KC-016")

Planning Submission

Pursuant to Section 16 of the Town Planning Ordinance (CAP.131), we submit herewith the captioned planning application for the consideration of the Town Planning Board. The following documents are enclosed for your onward processing:

1. A signed original copy of the application form; and
2. 4 hard copies of the Planning Statement.

Should you have any queries, please do not hesitate to contact me at [REDACTED] or our Ms. Mable Kwan at [REDACTED] / Ms. Kelly Lin at [REDACTED]. Thank you.

Yours sincerely,

Mike Kwan
General Manager, Planning & Design
Urban Renewal Authority

encl.

cc. DPO/K, PlanD (Attn: Ms. Vivian Lai, Ms. Vicki Au, Mr. Ryan Kwok)



**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

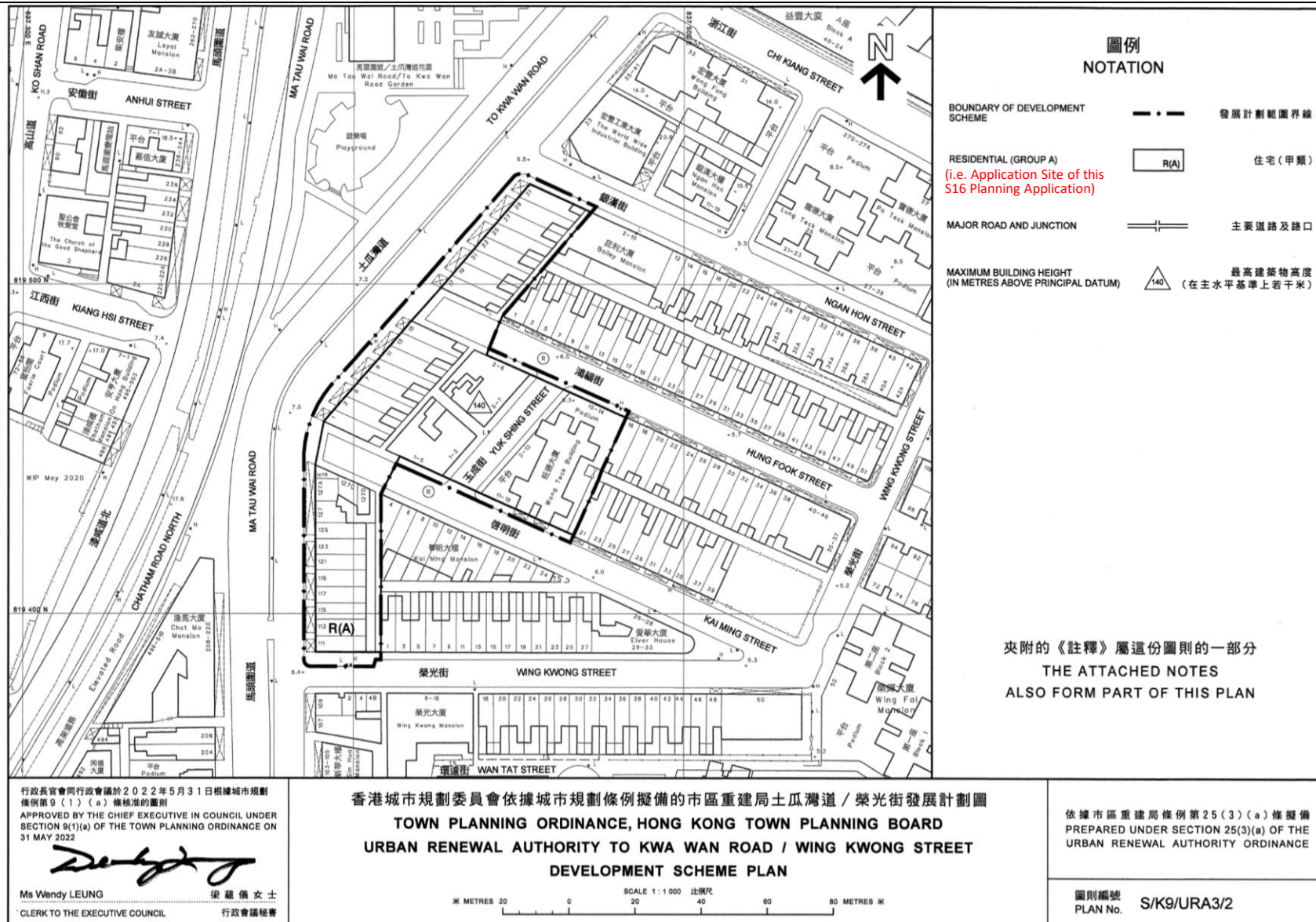
- 4.8.7 Since there is no increase in PR/GFA⁴ involved, the Environmental Assessment (EA), Sewerage Impact Assessment (SIA), Drainage Impact Assessment (DIA) and Water Supply Impact Assessment (WSIA) conducted for the Approved DSP confirmed the Scheme would not induce any adverse technical impacts on 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.

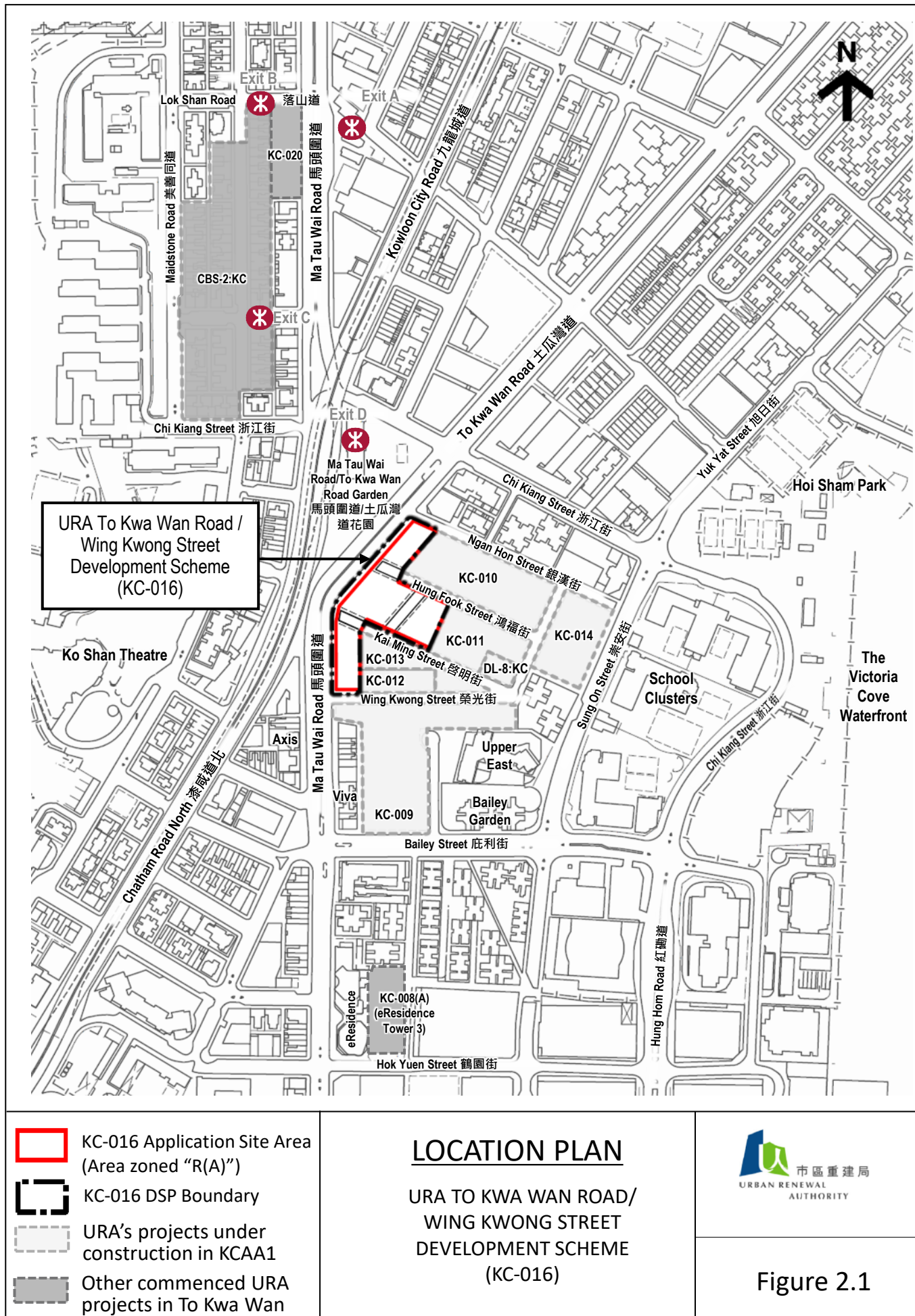
URBAN RENEWAL AUTHORITY

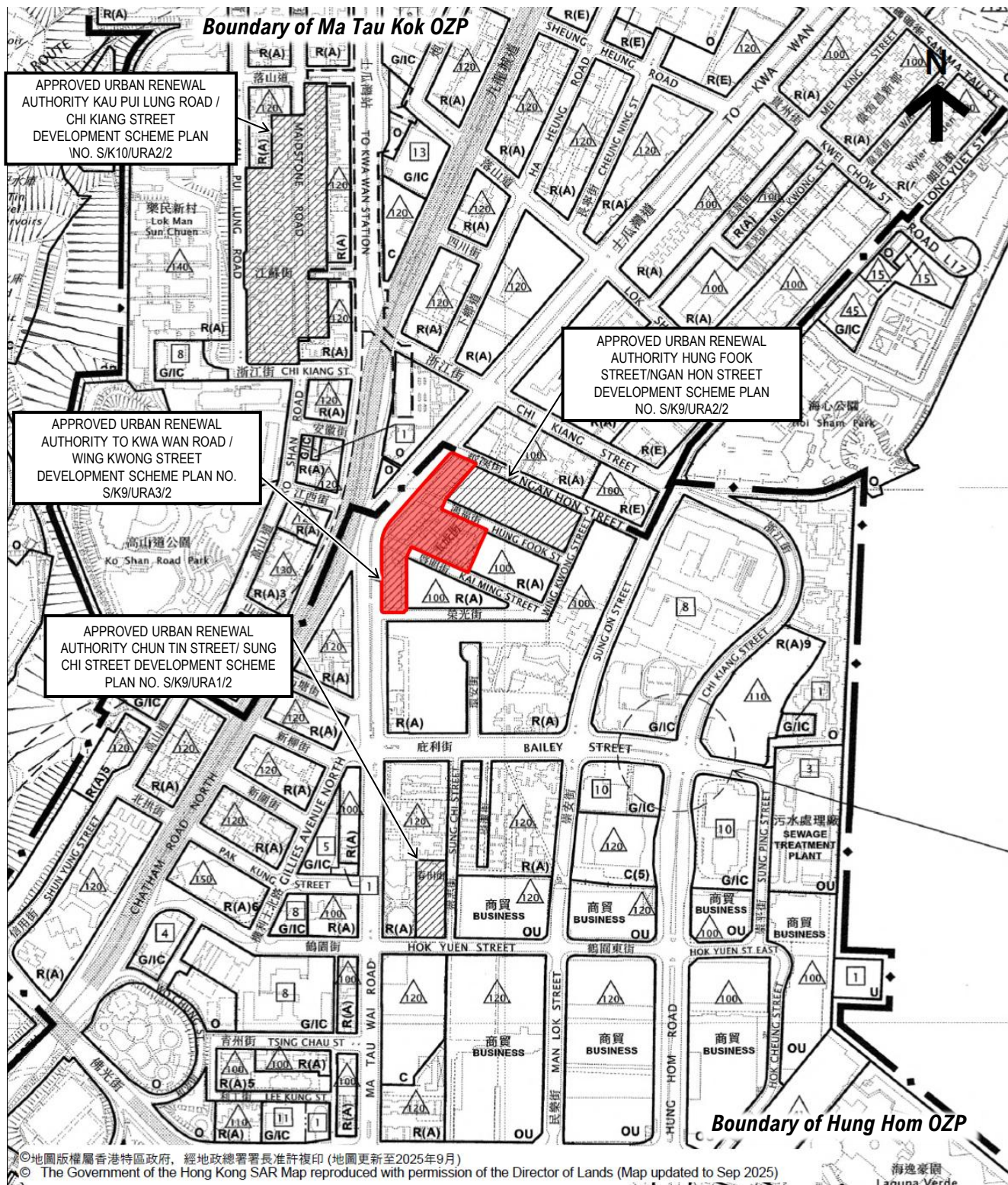
July 2026



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

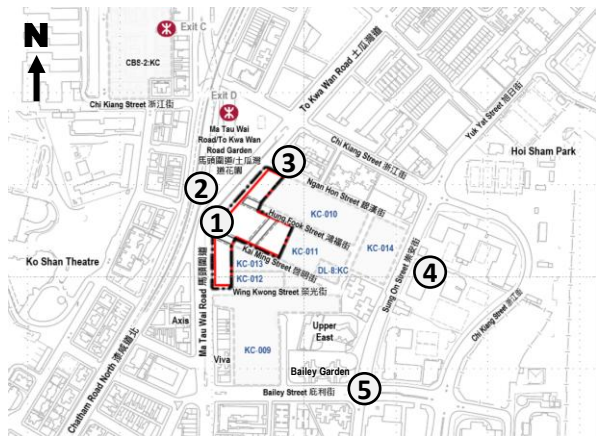
 KC-016 Application Site Area

EXTRACT OF THE EXISTING STATUTORY PLANS

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



Figure 2.2



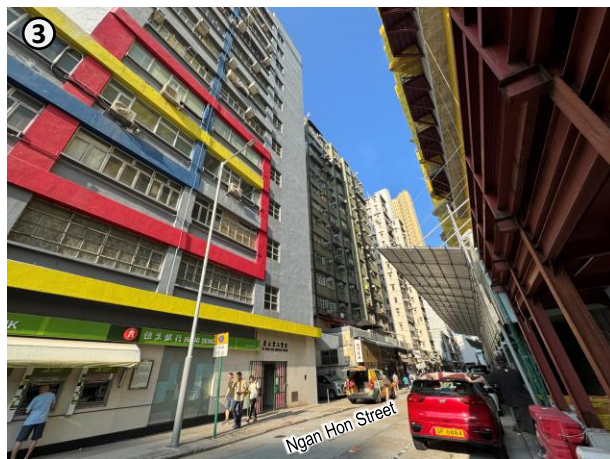
For identification purpose only



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

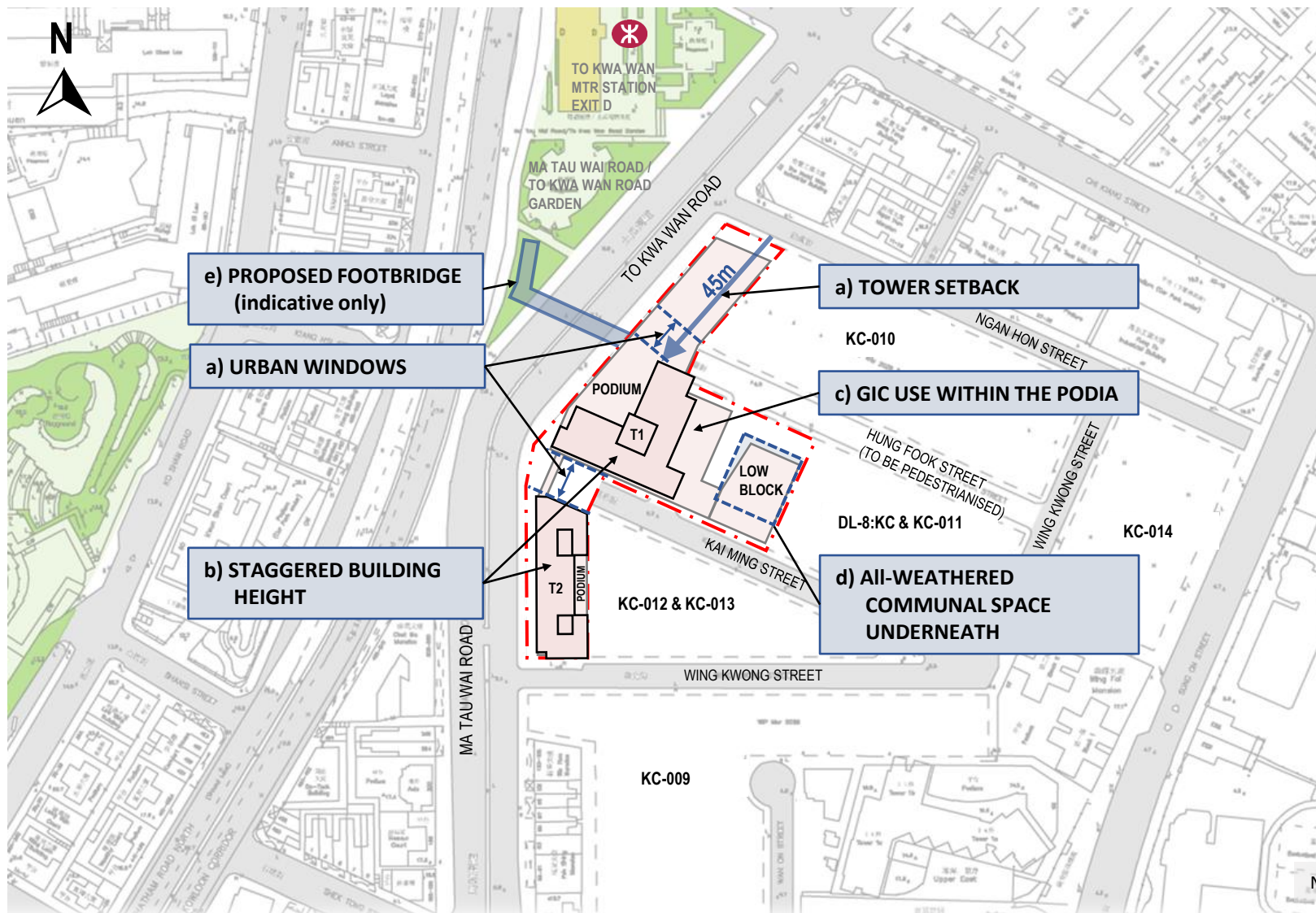
-  KC-016 Application Site Area (Area zoned "R(A)")
-  KC-016 DSP Boundary

SITE AND SURROUNDING CONTEXT

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



Figure 2.3



NOT TO SCALE

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

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

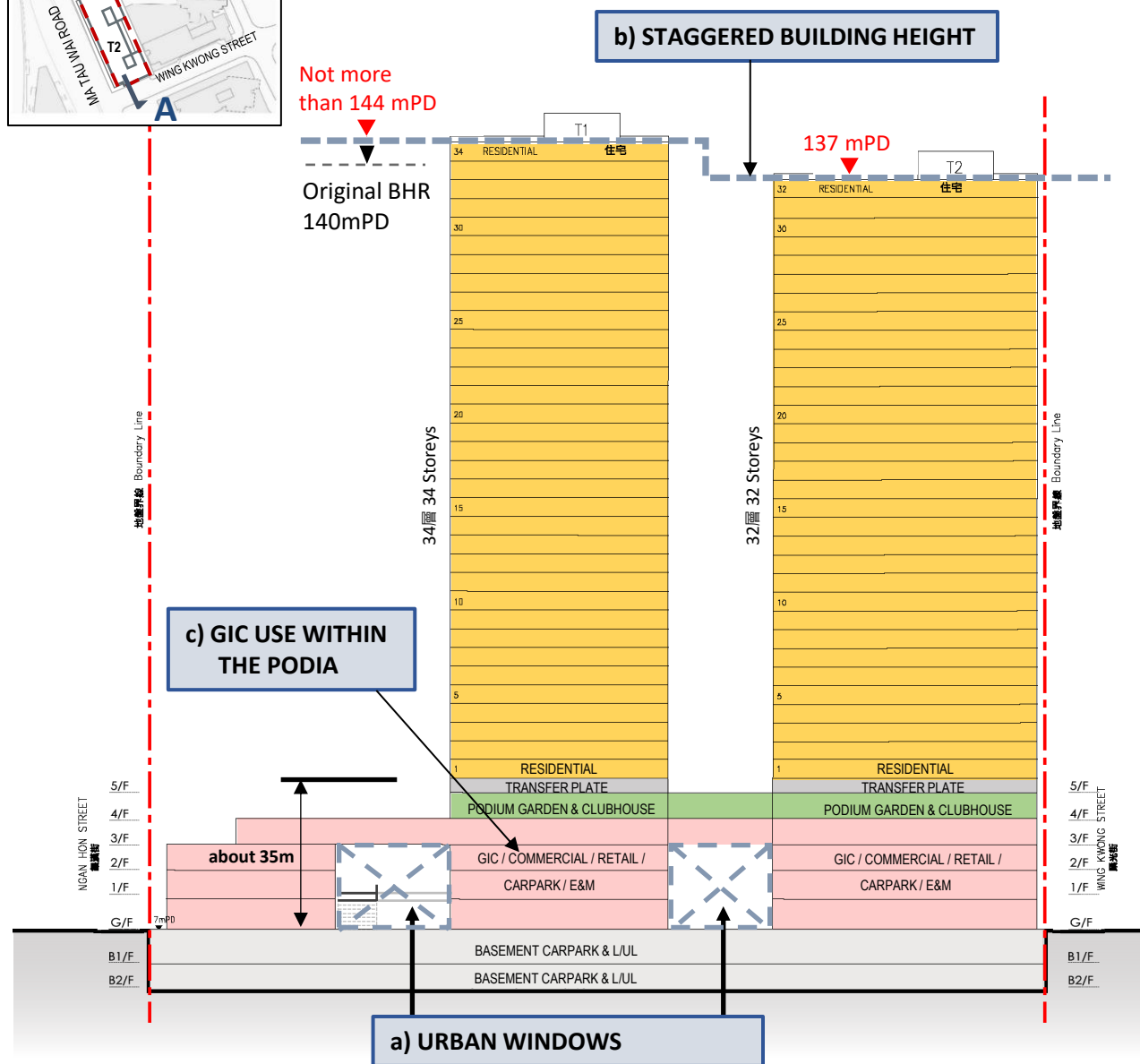
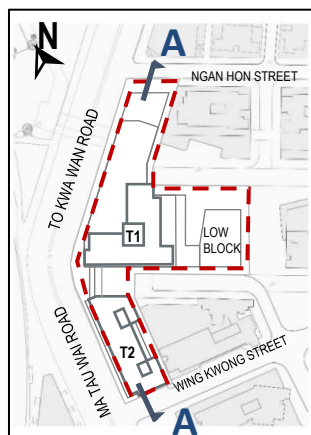
a) Retained Planning Gains from
Approved DSP

NOTIONAL BLOCK PLAN

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



Figure 3.1



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)

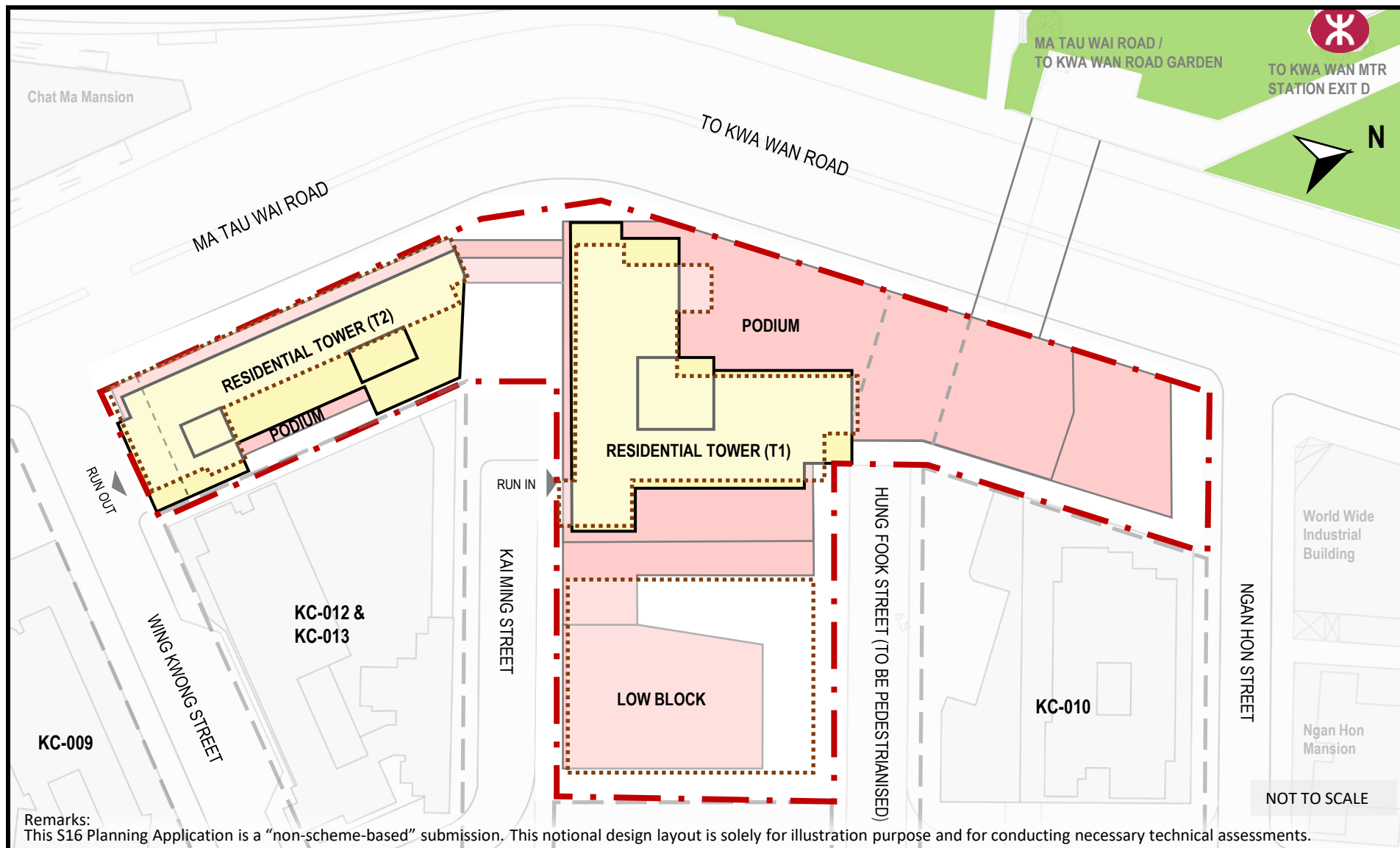
 Retained Planning Gains from Approved DSP

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)



Annex A

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 m ²	19	20	25	29
Residential	1,050 flats	75	45	30	39
	Total (A)	94	65	55	68
Approved DSP (B)					
Retail	8,322 m ² ⁽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%)

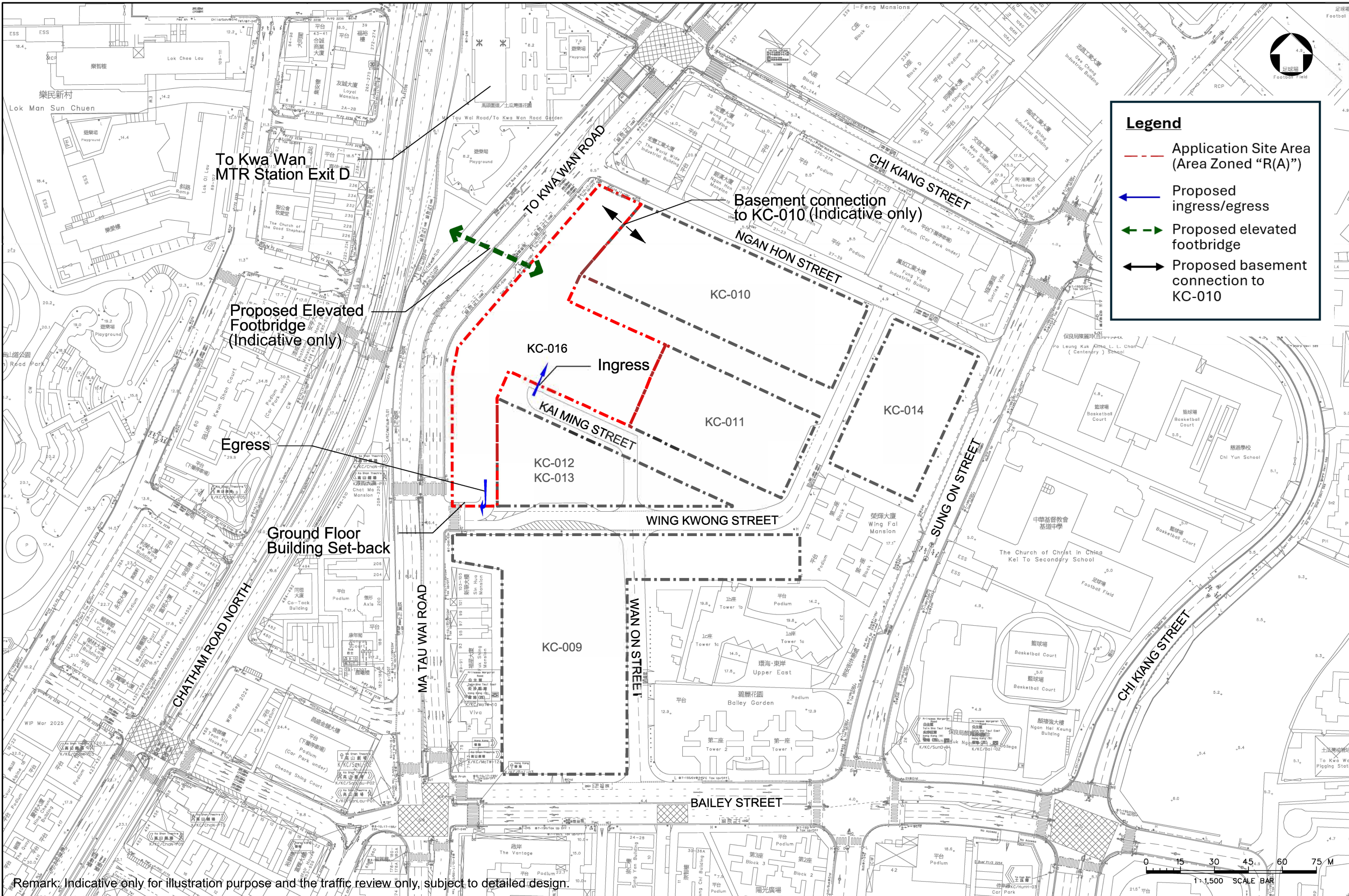
Remarks:

- (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.



**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)**

VISUAL APPRAISAL

July 2026

Urban Renewal Authority



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1. INTRODUCTION

- 1.1. This Visual Appraisal (VA) was prepared in support of the planning application pursuant to Section 16 of the Town Planning Ordinance (Cap. 131) (S16 Planning Application), for minor relaxation of the building height restriction (BHR) for adoption of Modular Integrated Construction (MiC) for the Approved URA To Kwa Wan Road/ Wing Kwong Street Development Scheme (KC-016) (the Scheme).
- 1.2. The Scheme 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 (**Figure 1.1** refers). 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 the approved To Kwa Wan Road / Wing Kwong Street Development Scheme Plan No. S/K9/URA3/2 (the Approved DSP) (the Application Site) (**Figure 1.2** refers).
- 1.3. The Application Site falls within an area zoned “R(A)” on the Approved DSP (**Figure 1.2** refers) and is subject to a maximum domestic plot ratio (DPR) of 7.5 and total plot ratio (PR) of 9.0, with BHR of 140mPD.
- 1.4. This S16 Planning Application is to seek Town Planning Board (TPB)’s approval on **minor relaxation of BHR from 140mPD as permitted in the approved DSP to 144mPD (+about 2.9% (i.e. within 4% increase of total story height of MiC floors))** as per the Joint Practice Note (JPN) No. 8 to facilitate the adoption of MiC at the Application Site.
- 1.5. The S16 Planning Application is a “non-scheme-based” submission. The notional design and indicative development parameters provided in the application are solely for illustration purpose and conducting necessary technical assessments. To support this application, this VA report has been prepared according to TPB Guideline No. 41A to evaluate potential visual impacts. The assessment adopts the notional design of the Approved DSP Visual Impact Assessment (VIA) as its baseline visual condition as well as the key viewpoints (VPs) from the 2021 with minor adjustments (**Appendix 1** refers).
- 1.6. This VA report will cover the following:
 - Section 2: describes the indicative development proposal under the current S16 Planning Application;
 - Section 3: identifies the area of assessment, selected viewing points and the visual context of the Application Site;
 - Section 4: identifies the key visual sensitive receivers;
 - Section 5: appraises the potential visual impacts induced by the S16 Planning Application; and
 - Section 6: summarizes the findings of the VA

2. THE INDICATIVE DEVELOPMENT PROPOSAL

- 2.1. The subject S16 Planning Application seeks TPB permission for minor relaxation of BHR from 140mPD to 144mPD (+ about 2.9% (i.e. within 4% increase of total story height of MiC floors)) in accordance to JPN No. 8) to facilitate the adoption of MiC. The DPR and total PR under the Approved DSP will remain unchanged. The notional block plan and section plan are provided in **Figure 2.1** and **Figure 2.2** for illustration purpose and visual appraisal only.

Comparison of the Approved DSP Proposal and the Current S16 Planning Proposal

- 2.2. 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 2.1** below.

Table 2.1: Comparison of Indicative Development Parameters of the Approved DSP Proposal and Current S16 Planning Proposal

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%)

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Coverage ⁽⁹⁾	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100% Non-domestic portion above 15m: Not more than 65%	Domestic portion: Not more than 40% Non-domestic portion below 15m: Not more than 100% Non-domestic portion above 15m: Not more than 65%	No change
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.

- 2.3. The current S16 Planning Proposal will retain all the following key planning gains of the Approved DSP Proposal, including (**Figures 2.1** and **2.2** refer):
- 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. AREA OF ASSESSMENT

3.1 Area of Visual Influence (AVI)

3.1.1 According to TPB PG-No. 41A, the assessment area (i.e., the visual envelope) should cover the AVI within which the future development at the Application Site is pronouncedly visible from key sensitive viewers. The assessment area for the VA is defined by the visual envelope (VE) of the Application Site. The VE has taken 3 times the proposed building height of the Tower 1 under the Notional Design of the Current S16 Planning Application (i.e. 137m based on the mean site level at 7mPD and the proposed building height at 144mPD at main roof level) as an assumption. A radius of approximately 411m (i.e. 137m x 3) from the Application Site is defined as the Assessment Area.

3.1.2 As illustrated in **Figure 3.1**, the assessment area extends to Hoi Sham Park and the waterfront of To Kwa Wan to the east, Hok Yuen Street to the south, Lok Shan Road to the north and Ko Shak Road Park to the west (**Figure 3.1** refers).

3.2 Selection of Public Viewing Points (VP)

3.2.1 The VPs for selected this VA has made reference to those adopted in the VIA for the Approved DSP, as the visual context surrounding the Application Site remains largely unchanged (**Section 3.3** refers).

3.2.2 With reference to TPB Guideline No. 41A, the VA should be based on strategic and popular local VPs, and VPs at the adjacent neighbourhood, which are easily accessible and popular to the public or tourists. The VA should also primarily assess the impact on public viewers from the most affected viewing points, including popular areas used by the public for outdoor activities, rest, sitting-out and leisure, and key pedestrian nodes near the MTR stations.

3.2.3 Based on the TPB Guideline No.41A and the VIA of the Approved DSP, and considering the minor extent of proposed increase in BH (by 4m (around +2.9%)), the following 4 local VPs (**Figure 3.1** and **Figure 3.2** refer) and 1 Strategic VP (**Figure 3.3** refers) from the VIA of the Approved DSP are selected, and they are considered applicable and valid for this VA to evaluate the visual impact of the S16 Planning Application. The selected VPs have covered different directions and include short-range, medium-range and long-range views to effectively represent the public views in relation to the proposed development (**Table 4.1** refers).

Local VPs

VP 1: Junction between Ma Tau Wai Road and Lok Shan Road

VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden

VP 3: Hoi Sham Park

VP 4: Junction between Ma Tau Wai Road and Bailey Street

Strategic VP

VP5: Hong Kong Convention and Exhibition Centre (VP5)¹

3.3 Visual Context and Character

3.3.1 The visual context is shaped by the combined composition of all the visual elements which come into sight of the viewers. Presently, the assessment area is predominantly built-up areas with the following visual elements (**Figure 3.4** refers):

- Currently vacant following demolition works completed in early 2026, the hoarded Application Site sits within the Ma Tau Wai Road area—a neighborhood characterized by sporadic redevelopments where older, low-rise and medium-rise buildings co-existing with modern high-rise residences. The high-rise developments include Chatham Gate (~145mPD) to the southwest, Bayview (~146mPD) to the northeast, Kwun Shan Court (~130mPD) and Homantin Hillside (~120mPD) to the west, alongside the Vantage (~120mPD), eResidence (~120mPD), and Upper East (~100mPD) to the south and east of the Application Site respectively. More future high-rise developments including Highwood (~120mPD) at To Kwa Wan Road located to the north of the Application Site are anticipated in the area.
- The area to the west of the Application Site across Ma Tau Wai Road and Chatham Road North comprises a mix of some tenant buildings and medium-to-high-rise residential buildings including Loyal Mansion (~64mPD);
- To the north and northeast of the Application Site is an area consisting of medium-to-high-rise buildings such as Honour Building (~45mPD), as well as some medium-rise industrial buildings along Sung On Street such as Gee Chang Industrial Building (~44mPD);
- To the immediate east and south of the Application Site are a cluster of Authority's commenced projects² with building heights at about 100mPD as shown in the **Figure 3.4**;

¹ It is expected the proposed development will be concealed by the existing developments from SVP5 (**Figure 5.5** refers). According to TPB Guideline No.41A, since the proposed development may slightly encroach the protected ridgeline, SVP5 is still covered in the VA to demonstrate the potential visual impact.

² Including Bailey Street / Wing Kwong Street Development Project (KC-009), Hung Fook Street / Ngan Hon Street Development Scheme (KC-010), Kai Ming Street Demand-Led Redevelopment Project (DL-8:KC), 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) and Wing Kwong Street / Sung On Street Project (KC-014).

- To the further southeast of the Application Site are the low-to-medium-rise GIC facilities (primary and secondary schools at around 20-30mPD and the Kowloon City Government Office at around 48mPD), together with some medium-rise industrial buildings (such as Hang Fung Industrial Building at about 48mPD) and residential buildings.

3.3.2 Major open spaces in the assessment area include Ko Shan Road Park to the west and Hoi Sham Park to the east of the Application Site. The latter features diverse recreational facilities and a promenade along the coast of To Kwa Wan. Closer to the northern side of the Application Site are several smaller open spaces, including Ma Tau Wai Road/ To Kwa Wan Road Garden connected to MTR To Kwa Wan Station Exits D.

3.3.3 With the consideration of the above, it is observed that the Application Site is situated in a dense urban core and the height of the building blocks gradually steps down from around 140mPD to below 50mPD, from inland areas to the developments along To Kwa Wan waterfront, which the Current S16 Planning Proposal would fully respect.

3.3.4 While the subject S16 Planning Application is a non-scheme-based submission, the Current S16 Planning Proposal proposed to adopt MiC construction method, with incorporation of the following key visual qualities:

- **Compatibility with surrounding environment:** The future buildings at the Application Site have a maximum building height of 144mPD with a stepped building height design (from 144mPD to 137mPD under the Current S16 Planning Proposal, and a low-rise retail block with 4-storey high to the east of the Project). The staggered profile of the current planning proposal adheres to the established stepped building height profile of the wider area, which descends from inland areas with taller buildings (e.g. Chatham Gate with 145mPD in height) down to the developments located at the further southeastern side of the Application Site with around 50mPD or below in height to the waterfront.
- **Enhancing visual permeability of the surrounding developments:** By maintaining the two urban windows at the podia along Ma Tau Wai Road and the 45m setback of the residential tower from Ngan Hon Street, visual permeability and comfort of the surrounding area can be enhanced.

4. KEY VISUAL SENSITIVE RECEIVERS AT LOCAL VIEWPOINTS

- 4.1 As per the requirements of TPB PG-No. 41A, key visually sensitive receivers (VSRs) are those people, who have views of the Application Site from the most affected VPs, and are most likely to be affected by the proposed visual change. The identified VSRs include the public at popular areas for outdoor activities, recreation, rest, leisure and prominent travel routes where their visual attention may be caught by the proposed development.
- 4.2 The sensitivity of VSRs can be graded as high, medium or low, taking into account the following factors:
- 1) The activities they are engaged in;
 - 2) The duration for which the proposed development remains visible;
 - 3) View towards the change is full or partial; and
 - 4) The public perception towards the portion of the proposed development.
- 4.3 The nature of the people who are mostly affected by the proposed visual changes at the key VPs, which can be categorised into two groups:
- **Recreation** – General public has sights on the Notional Design of the Application Site while engaging in recreational facilities. Their visual sensitivity varies depending on the type of recreational activity they are engaging in.
 - **Traveller** – General public has sights on the Notional Design of the Application Site in public passageways. Their visual experience depends on the speed of travel and whether their views will be continuous or occasional.
- 4.4 **Table 4.1** lists the visual sensitivity of the selected VSRs at the selected VPs.

Table 4.1 – Brief Analysis of Visually Sensitive Receivers at Selected Viewing Points

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Analysis	Sensitivity
VP 1: Junction between Ma Tau Wai Road and Lok Shan Road	VSR: Nearby residents and pedestrians/ drivers Type of User: Traveller	360m	The view of this VP consists of low-to-medium rise residential buildings on the right-hand side, To Kwa Wan Market and Government Offices and BMW House on the left-hand side, with a partially obstructed sky view. The residential tower and podium of the Notional Design will only be partially visible due to the buildings in the foreground. A high level of pedestrian activity is observed given the proximity of this VP to To Kwa Wan MTR Station Exit A. Viewers are mainly transient pedestrians passing Ma Tau Wai Road focusing on the road or traffic conditions.	Medium
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden	VSR: Facility users, nearby residents and pedestrians Type of User: Recreation/ Traveller	70m	This view of the northern boundary of the Application Site contains trees and benches in the garden, the vacant Application Site and KC-010 that is under construction in the foreground. The sky view is partially obstructed by the high-rise developments like the Vantage (~120mPD) and Chatham Gate (~145mPD) in the background. Due to its proximity to the Application Site, the residential tower and podium of the Notional Design will be visible. Park users sitting in the garden for rest and pedestrians from/ to the Exit D of To Kwa Wan MTR Station are observed. Since the garden is close to the Application Site, pedestrians and park users will have a frequent view of the Application Site.	High
VP 3: Hoi Sham Park	VSR: Facility users, nearby residents and pedestrians Type of User: Recreation/ Traveller	300m	The view of the northeastern boundary of the Application Site captures the football field and trees in Hoi Sham Park, which is surrounded by Gee Chang Industrial Building (~45mPD) in the foreground, with a sky view partially obstructed by the high-rise developments (e.g. Sunrise Villa at ~115mPD and Upper East at ~100mPD) in the middle ground and background. The Application Site will be concealed by the existing buildings. Park users mainly focus on the outdoor recreational activities (e.g. football games) and will have a rare view of the Application Site which is completely blocked.	Medium

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Analysis	Sensitivity
VP 4: Junction between Ma Tau Wai Road and Bailey Street	VSR: Nearby residents and pedestrians/ drivers Type of User: Traveller	120m	The view of southwestern boundary of the Application Site features tenement buildings and high-rise developments (such as Viva at ~95mPD) along Ma Tau Wai Road in the foreground, City Hub (~120mPD), a small portion of ridgeline to the east of Lion Rock at the end of Ma Tau Wai Road and a limited sky view in the background. The residential tower and podium of the Notional Design will be partially visible and screened off by the existing buildings in the foreground. The VP features traffic and pedestrian activities at Ma Tau Wai Road. Transient pedestrians and drivers are the primary VSRs, resulting in an occasional view of the Application Site.	Medium
VP5: Hong Kong Convention and Exhibition Centre (SVP5)	VSR: Pedestrians along the Wan Chai promenade and tourists Type of User: Recreation	3.5km	The long-distance panoramic view towards the Application Site is largely characterized by the existing high-rise and high-density developments in Hung Hom, featuring the Victoria Harbour, an open sky view and the continuous ridgelines extending to Kowloon Peak as backdrop. The Notional Design will be blocked by Chatham Gate (~ 145mPD). Pedestrians' view towards the Application Site will be rare, since they mainly focus on the harbour view and the Notional Design will be completely blocked by the existing buildings.	High

5 ASSESSMENT OF VISUAL IMPACTS

5.1 Methodology for the Appraisal of Visual Impacts

5.1.1 With reference to TPB PG-No. 41A, the visual appraisal of the overall visual impacts of the proposed development on VSRs can be determined by its impacts in terms of visual composition, visual obstruction and visual change from public viewing points. The overall visual impact of the proposed development will be categorised into “beneficial”, “negligible”, “slight”, “moderate”, “substantial”.

5.2 Appraisal of Visual Impacts

5.2.1 For the visual appraisal of the local VPs, photomontages of three development scenarios will be prepared for comparison of the changes before and after development of the Notional Design at the Application Site, namely:

- i. **Existing Condition** – Illustrating the existing condition of the VPs.
- ii. **Approved DSP Proposal** (i.e. the Baseline Scenario - baseline visual condition of the Application Site) – Referring to the notional design for the Approved DSP for KC-016, with maximum DPR of 7.5, total PR of 9.0 and BHR of 140mPD in accordance with the development controls of the subject “R(A)” zone in the Approved DSP (**Appendix 1** refers).
- iii. **Current S16 Planning Proposal** (i.e. the Proposed Scenario) – Referring to the Notional Design of the Current S16 Planning Proposal, with proposed maximum DPR of 7.5, total PR of 9.0 and BHR of 144mPD (**Figure 2.1** and **Figure 2.2** refer).

5.2.2 The appraisal of the visual impacts of each VP is conducted by comparing the visual changes between the Approved DSP Proposal and the Current S16 Planning Proposal and summarised in **Table 5.2** below. The corresponding photomontages are shown in **Figures 5.1 to 5.5**.

Table 5.1 – Appraisal of Visual Impacts of Selected Viewpoints

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Visual Change (Visual Composition, Visual Obstruction, and Visual Change)	Resultant Overall Visual Impact
VP 1: Junction between Ma Tau Wai Road and Lok Shan Road	VSR: Nearby residents and pedestrians/ drivers Type of User: Traveller	360m	As shown in Figure 5.1 , this VP mainly features various existing medium-to-high-rise buildings (e.g. the Vantage at ~120mPD) in the background, and the medium-rise To Kwa Wan Market and Government Offices, and low-rise tenement buildings along Ma Tau Wai Road. Similar to the Approved DSP Proposal, the Current S16 Proposal will be compatible with the existing dense urban streetscape dominated by medium-to-high residential developments in the background, thus causing negligible effect on the visual composition. Only a small portion of the residential tower under both proposals will be visible from this medium-range VP, and they will slightly reduce the partially obstructed sky view to a similar extent. Since the VSRs of this VP are primarily transient pedestrians and drivers, their attention is predominantly directed towards the road traffic and may have short and occasional views towards the Application Site. The visual change and the magnitude of change caused by the slight increase in BH will thus be negligible on the VSRs in VP1.	Negligible
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden	VSR: Facility users, nearby residents and pedestrians Type of User: Recreation/ Traveller	70m	As illustrated in Figure 5.2 , this VP consists of the high-rise developments including the URA KC-010 (~100mPD) in the foreground and Chatham Gate (~145mPD) in the background, with trees in the garden as visual buffer. It is anticipated that the slight increase in the BH at the Application Site will not affect the visual composition in this VP. The Current S.16 Proposal will reduce slightly a greater part of the sky view compared with the Approved DSP Proposal. However, the Notional Design of the Current S.16 Proposal maintains the good design features as mitigation measures including the urban windows at the podium and the tower setback of 45m that helps maintain the separation between the proposed development and KC-010. These reduce the extent of obstruction to the sky view and maintain the visual permeability despite the proposed BH increase. The VSRs in this VP are either transient in nature travelling from/ to the MTR station or park users focusing on resting with occasional view towards the Application Site. Based on the above and considering the proximity of the Application Site, the visual change and magnitude of change caused by the proposed increase in BH are expected to be slight on the VSRs.	Slight

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Visual Change (Visual Composition, Visual Obstruction, and Visual Change)	Resultant Overall Visual Impact
VP 3: Hoi Sham Park	VSR: Facility users, nearby residents and pedestrians Type of User: Recreation/ Traveller	300m	The view shown in Figure 5.3 captures the football field and trees in Hoi Sham Park with Gee Chang Industrial Building (~45mPD) in the foreground, the high-rise developments in the middle ground and background, with a partially obstructed sky view. In both proposals, the proposed developments are completely concealed by Gee Chang Industrial Building and the high-rise developments including Sunrise Villas (~115mPD) and L · Harbour 18 (~100mPD), as well as the URA KC-014 and KC-10 developments (~100mPD) in the middle ground and background. Therefore, it is anticipated that the towers under both proposals will cause no change to the visual composition and will not induce visual obstruction. Thus, no visual change will be caused by the Current S.16 Planning Proposal and the magnitude of change to the viewers is negligible.	Negligible
VP 4: Junction between Ma Tau Wai Road and Bailey Street	VSR: Nearby residents and pedestrians/ drivers Type of User: Traveller	120m	The view shown in Figure 5.4 is framed mainly by existing high-rise buildings along Ma Tau Wai Road (such as Viva at ~95mPD and Axis at ~95mPD) and tenement buildings (~30-50mPD) in the foreground, with City Hub (~120mPD) and a small portion of the ridgeline to the east of Lion Rock in the background. With the building mass in both proposals being partially screened off by the adjoining existing buildings, the visual composition remains largely the same. Compared with the DSP Approved Proposal, the Notional Design of T2 under Current S16 Planning Proposal will increase to 137mPD, which will slightly increase the obstruction to the sky view. However, the Notional Design of T2 still maintain a staggered height profile with T1 behind, which is 144mPD, reducing the extent of visual obstruction. The viewers in this VP are mainly local residents and pedestrians who are transient in nature and their views towards the proposed development are short in duration. Based on the above, the effect of visual change and the magnitude of change on VSR are considered as slight.	Slight

VP	Visually Sensitive Receiver and Type of User	Approx. Viewing Distance	Visual Change (Visual Composition, Visual Obstruction, and Visual Change)	Resultant Overall Visual Impact
VP5: Hong Kong Convention and Exhibition Centre (SVP 5)	VSR: Facility users, pedestrians along the Wan Chai promenade Type of User: Recreation	3.5km	The view shown in Figure 5.5 is largely characterized by the existing high-rise and high-density developments in Hung Hom, the harbour view together with an open sky view and the continuous ridgelines in Kowloon as backdrop. While both proposals will only marginally encroach the 20% building free zone, they are all completely concealed by Chatham Gate (~145mPD) in the foreground and thus there will be no impact on the visual composition and visual elements. No obstruction to the sky view or ridgeline is anticipated. The viewers of this BP mainly focus on the ridgeline and harbour view. Considering the above, no visual change is anticipated.	Negligible

6 EVALUATION OF OVERALL VISUAL IMPACT

6.1 This VA is submitted to evaluate the degree of visual impacts on VSRs from major public VPs arising from the subject S16 Planning Application. The notional design of the Approved DSP Proposal approved by CE in C in May 2022 is adopted as the baseline visual condition to assess the potential impact created by the Current S16 Planning Proposal.

6.2 **Table 6.1** below summarizes the visual sensitivity and impact of the selected VPs.

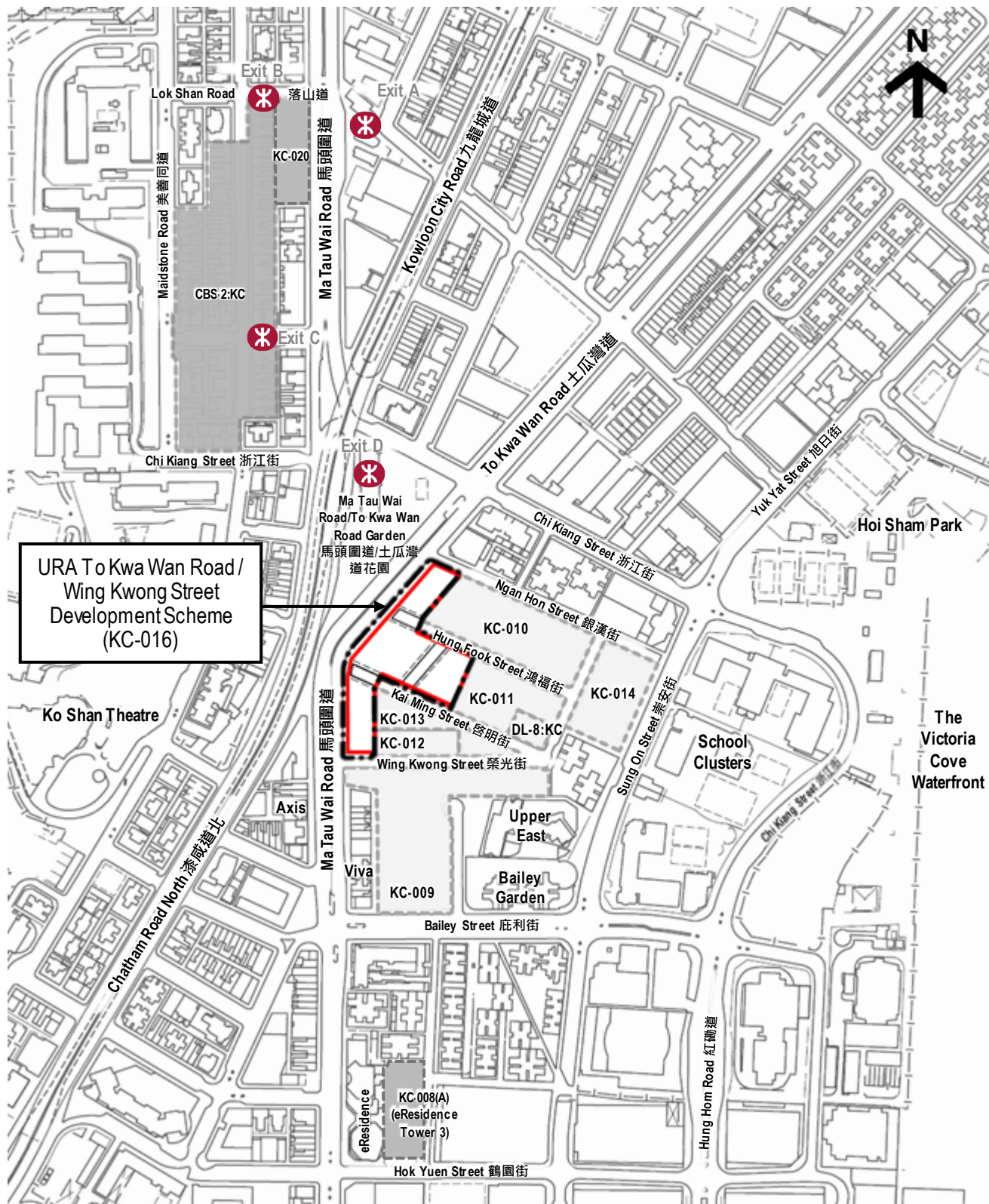
Table 6.1 – Summary of Visual Impacts

Viewing Points	Visual Sensitivity	Resultant Overall Visual Impact
VP 1: Junction between Ma Tau Wai Road and Lok Shan Road	Medium	Negligible
VP 2: Ma Tau Wai Road/ To Kwa Wan Road Garden	High	Slight
VP 3: Hoi Sham Park	Medium	Negligible
VP 4: Junction between Ma Tau Wai Road and Bailey Street	Medium	Slight
VP 5: Hong Kong Convention and Exhibition Centre (SVP5)	High	Negligible

6.3 Compared with the Approved DSP, the anticipated changes in building mass will be limited, as the total PR remains unchanged at 9.0. The proposed minor increase in building height from 140mPD to 144mPD will only result in a minor magnitude of visual change, as the Current S16 Planning Proposal generally blends in with the existing urbanscape. Design features including the staggered building height profile, tower setback of 45m and urban windows at podia are maintained to maximise the visual permeability and reduce visual obstruction. By comparing the views to the Approved DSP Proposal and the Current S16 Planning Proposal from the 5 selected VPs (4 local VPs and 1 SVP), the overall visual impact caused by the subject S16 Planning Application will be **negligible to slight** across all assessed VPs.

6.4 In conclusion, the subject S16 Planning Application is considered fully acceptable from the visual point of view.

URBAN RENEWAL AUTHORITY
July 2026



Legend

- KC-016 Application Site Area (Area zoned "R(A)")
- KC-016 DSP Boundary
- URA's projects under construction in KCAA1
- Other commenced URA projects in To Kwa Wan

LOCATION PLAN

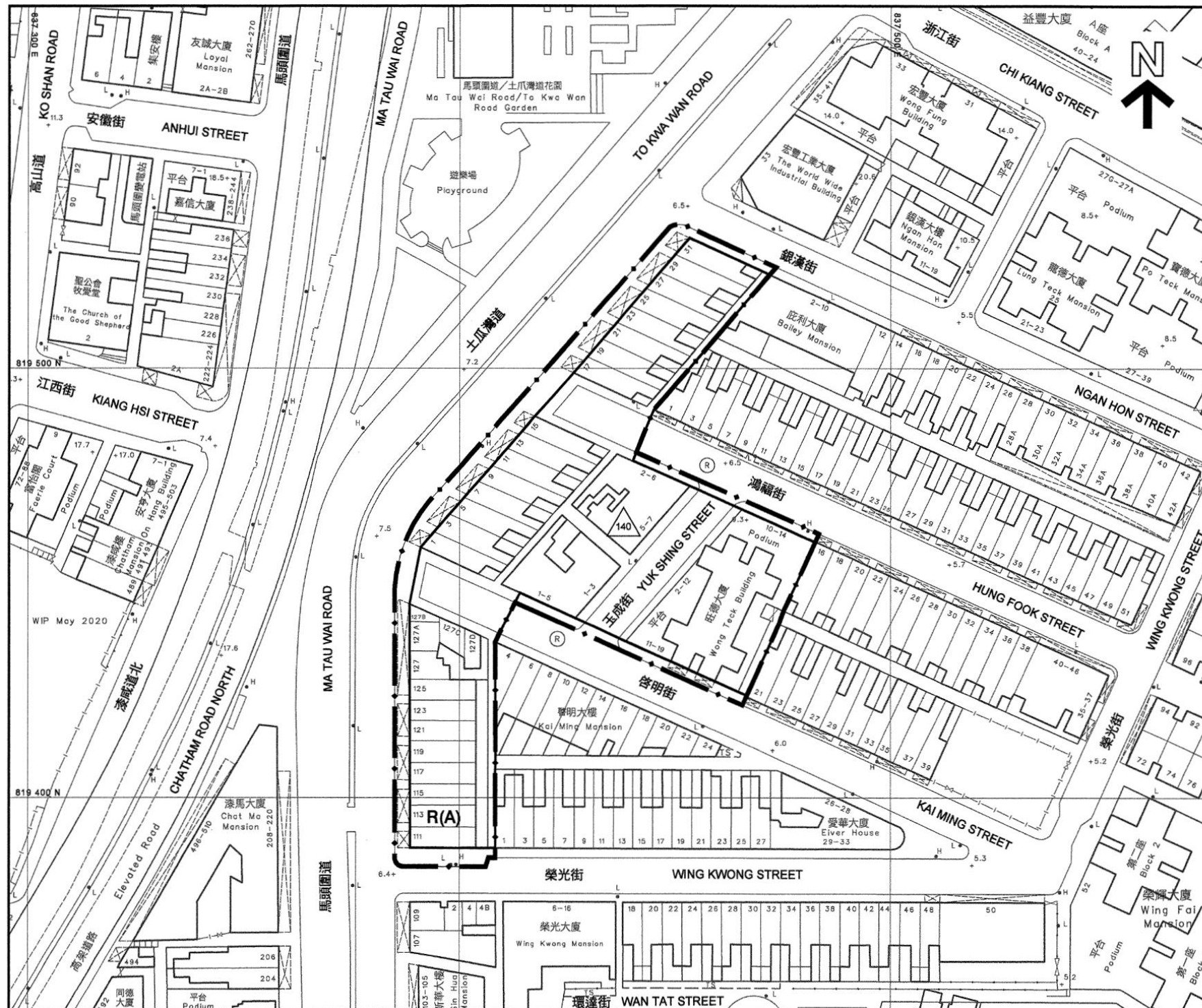
URA TO KWA WAN ROAD/
WING KWONG STREET
DEVELOPMENT SCHEME

(KC-016)

Visual Appraisal



Figure 1.1



圖例 NOTATION

BOUNDARY OF DEVELOPMENT SCHEME	— • —	發展計劃範圍界線
RESIDENTIAL (GROUP A) (i.e. Application Site of this S16 Planning Application)	R(A)	住宅(甲類)
MAJOR ROAD AND JUNCTION	==	主要道路及路口
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	△ 140	最高建築物高度 (在主水平基準上若干米)

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES
ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2022年5月31日根據城市規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 31 MAY 2022


Ms Wendy LEUNG 梁蕙儀女士
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的市區重建局土瓜灣道 / 榮光街發展計劃圖 TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD URBAN RENEWAL AUTHORITY TO KWA WAN ROAD / WING KWONG STREET DEVELOPMENT SCHEME PLAN

SCALE 1:1 000 比例尺
米 METRES 20 0 20 40 60 80 METRES 米

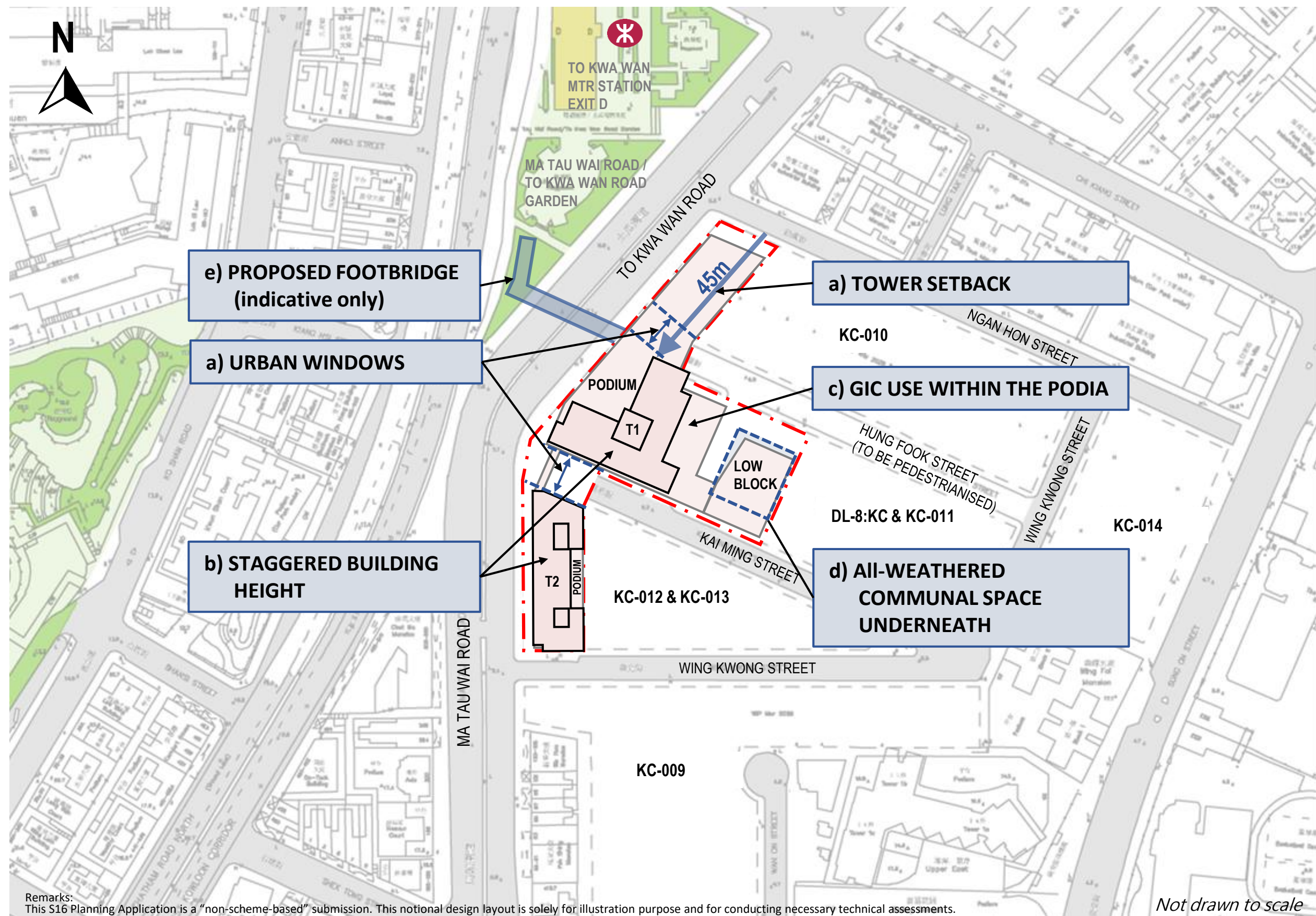
依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE
URBAN RENEWAL AUTHORITY ORDINANCE

圖則編號
PLAN No. S/K9/URA3/2

APPROVED DSP No. S/K9/URA3/2
URA TO KWA WAN ROAD/ WING KWONG STREET
DEVELOPMENT SCHEME (KC-016)
Visual Appraisal



Figure 1.2



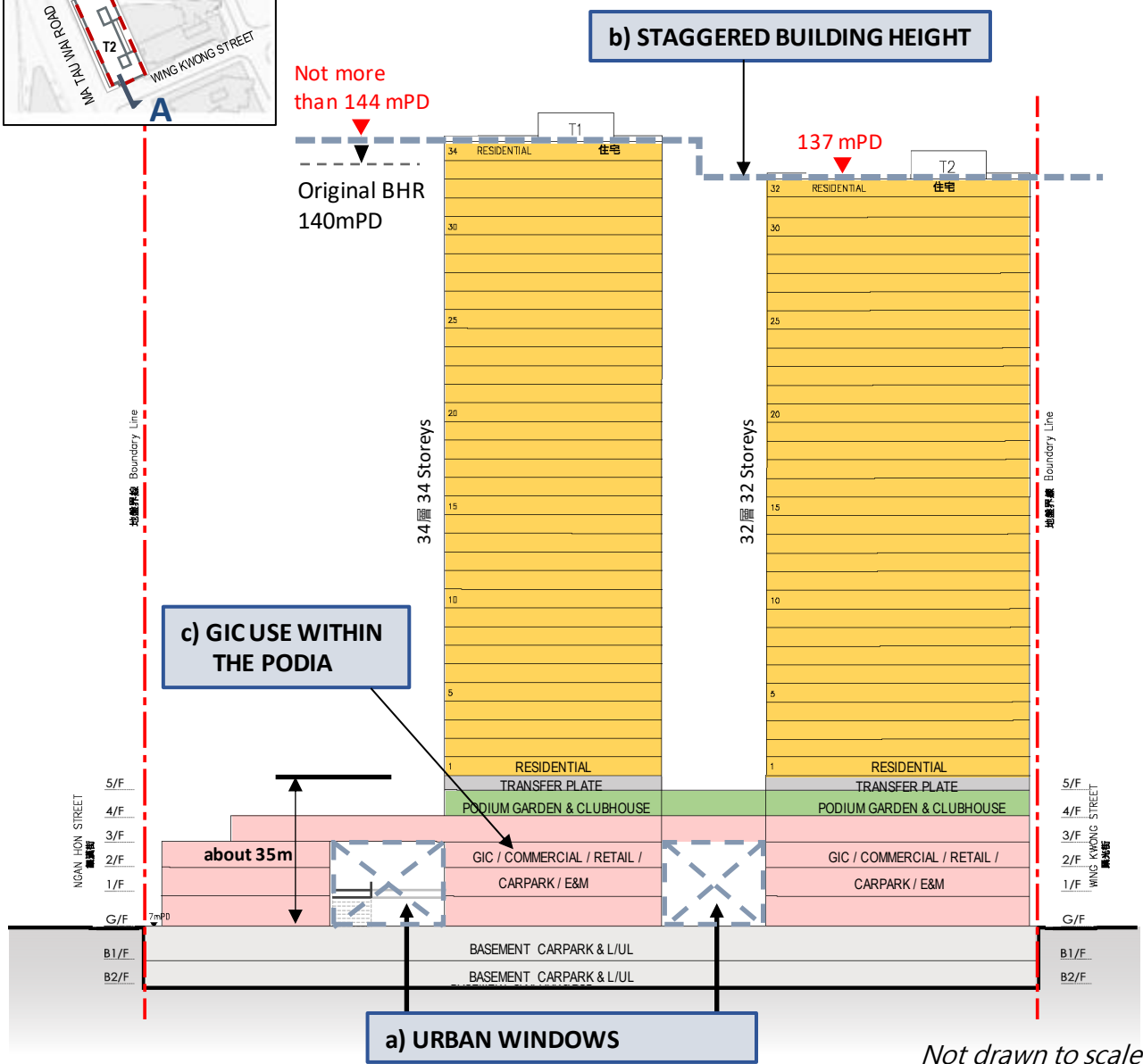
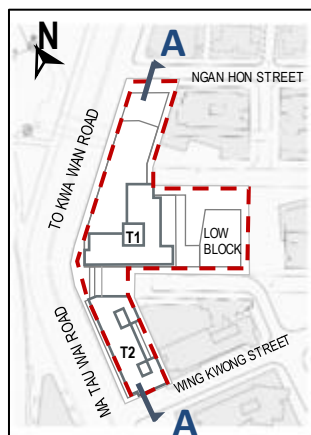
Legend

- Application Site Area (Area Zoned "R(A)")
- a Retained Planning Gains from Approved DSP

NOTIONAL BLOCK PLAN

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

Visual Appraisal



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.

Legend

- KC-016 Application Site Area (KC-016)
- a) Retained Planning Gains from Approved DSP

NOTIONAL SECTION PLAN

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



Figure 2.2



Legend

- Application Site (KC-016)
- Adjoining URA Developments
- Assessment Area (411 m from the Application Site)
- Open Spaces
- A Location of Viewing Points

LOCATIONS OF LOCAL VIEWING POINTS (VP1-VP4)

URA TO KWA WAN ROAD/ WING KWONG STREET

DEVELOPMENT SCHEME (KC-016)

Visual Appraisal



VP1
Junction between Ma Tau Wai Road and
Lok Shan Road



VP2
Ma Tau Wai Road /
To Kwa Wan Road Garden



VP3
Hoi Sham Park



VP4
Junction between Ma Tau Wai Road and
Bailey Street

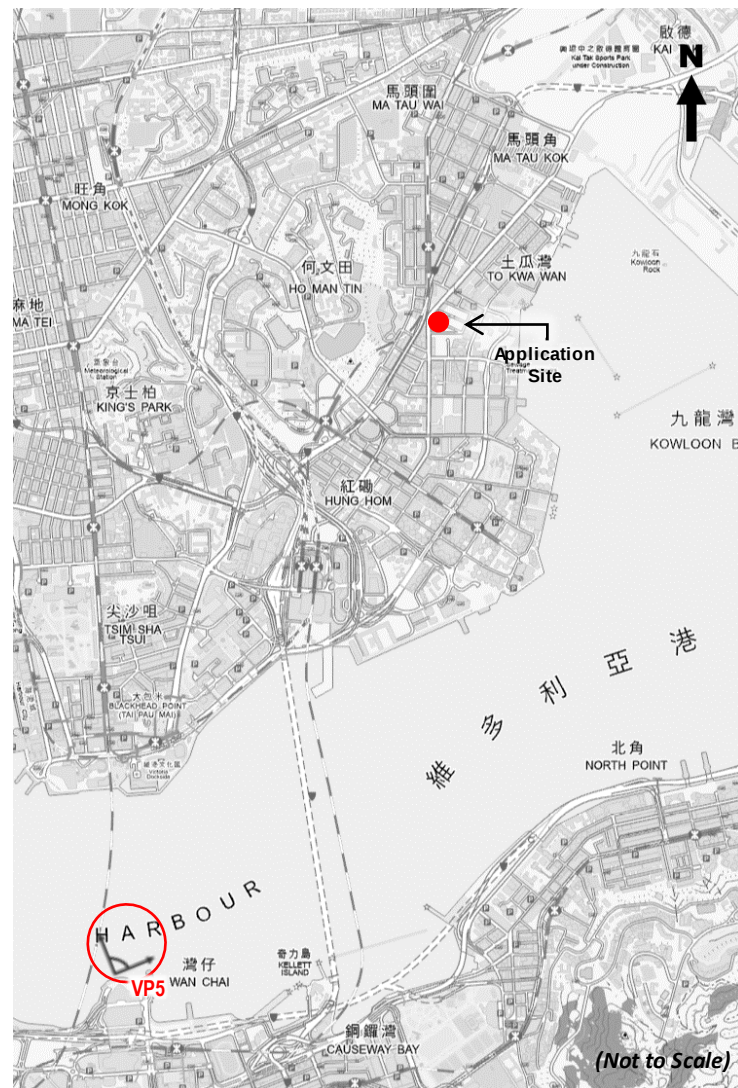
PHOTOS OF LOCAL VIEWING POINTS (VP1-VP4)

URA TO KWA WAN ROAD/ WING KWONG STREET

DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

Key Plan



Existing Condition



VP5

Hong Kong Convention & Exhibition Centre (SVP5)

LOCATION AND PHOTO OF STRATEGIC VIEWING POINT (VP5)

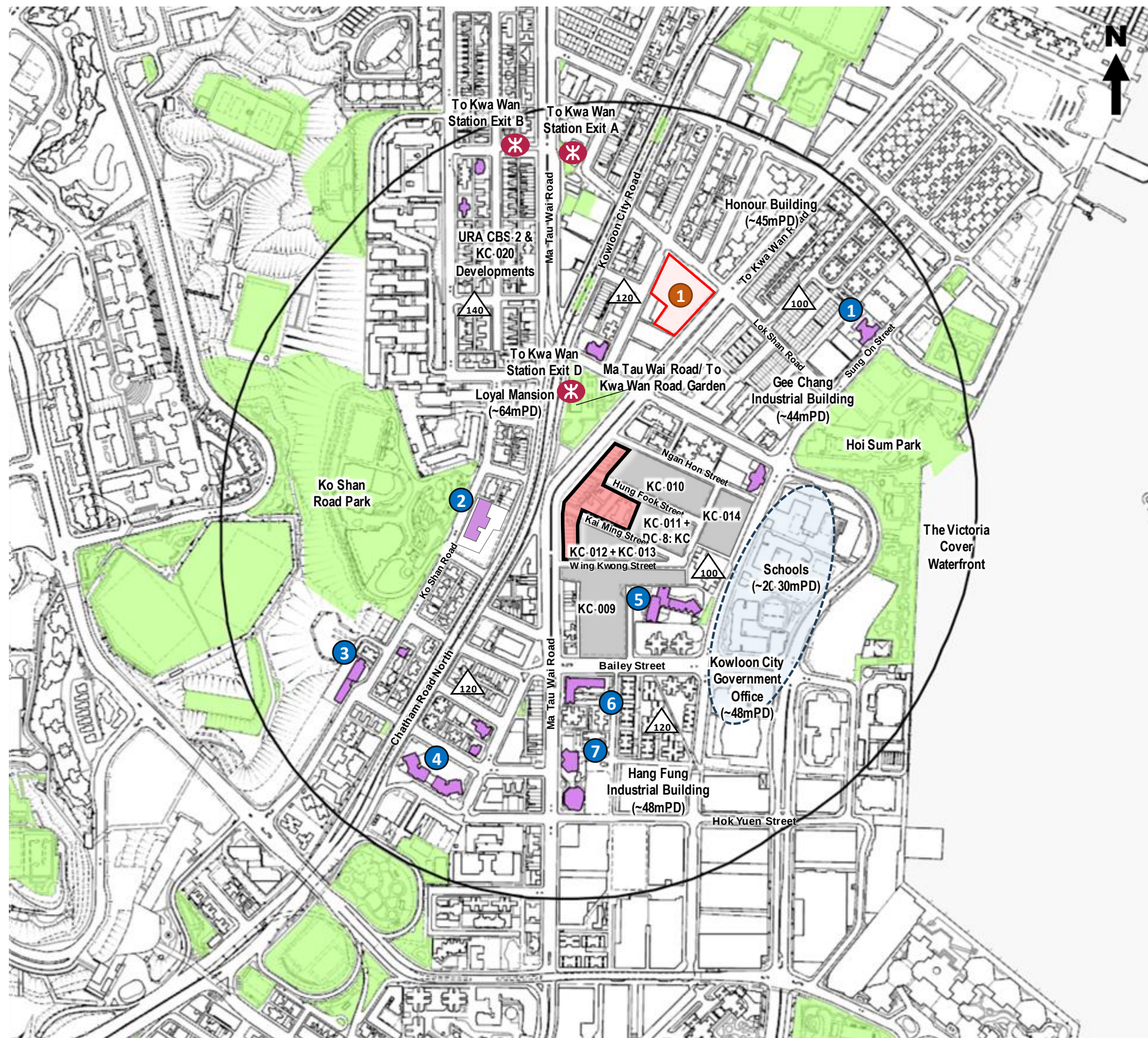
URA TO KWA WAN ROAD/ WING KWONG STREET

DEVELOPMENT SCHEME (KC-016)

Visual Appraisal



Figure 3.3



Legend

- Application Site
- URA Developments Adjoining the Application Site
- Assessment Area (432 m from the Application Site)
- Open Spaces
- Developments with $\geq 100\text{mPD}$ within the Assessment Area
- 1 Bayview ($\sim 146\text{mPD}$)
- 2 Kwun Shan Court ($\sim 130\text{mPD}$)
- 3 Homantin Hillside ($\sim 120\text{mPD}$)
- 4 Chatham Gate ($\sim 145\text{mPD}$)
- 5 Upper East ($\sim 100\text{mPD}$)
- 6 The Vantage ($\sim 120\text{mPD}$)
- 7 eResidence ($\sim 120\text{mPD}$)
- Future Developments
- 1 Highwood ($\sim 120\text{mPD}$)
- GIC Cluster

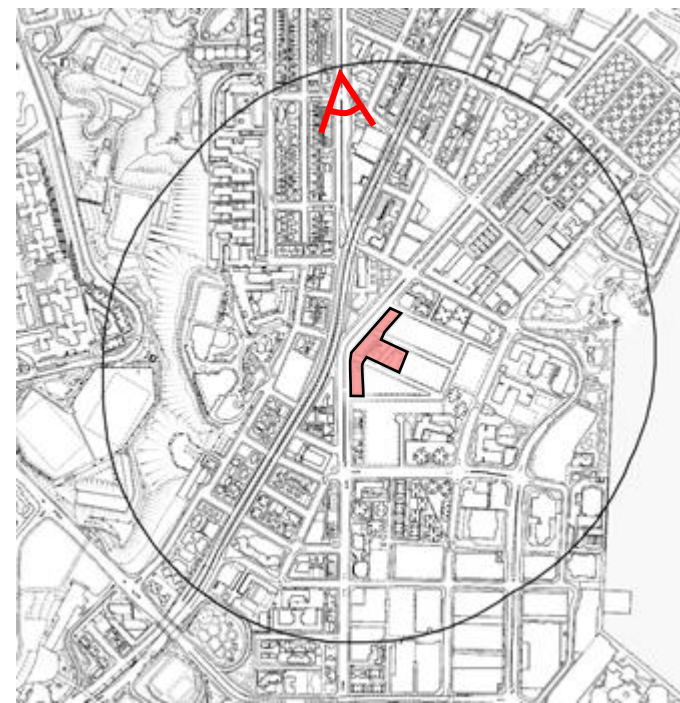
Not drawn to scale

VISUAL CONTEXT AND CHARACTERS

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

Visual Appraisal

Key Plan



- The Scheme Area
 - Boundary of the Assessment Area (411 m from the Scheme)
 - ↖ VP1
- (not drawn in scale)

To Kwa Wan Market and Government Offices (~50mPD)

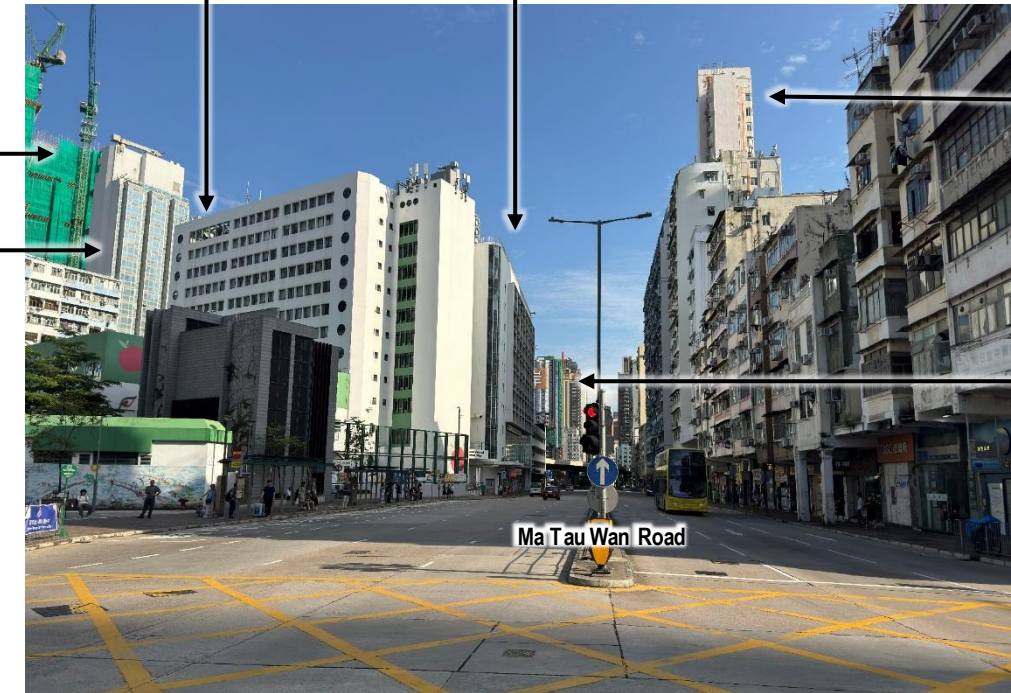
BMW House (~50mPD)

Highwood (~120mPD)

O'Hotel (~72mPD)

Braemar Court (~85mPD)

The Vantage (~120mPD)



Existing Condition

To Kwa Wan Market and Government Offices (~50mPD)

BMW House (~50mPD)

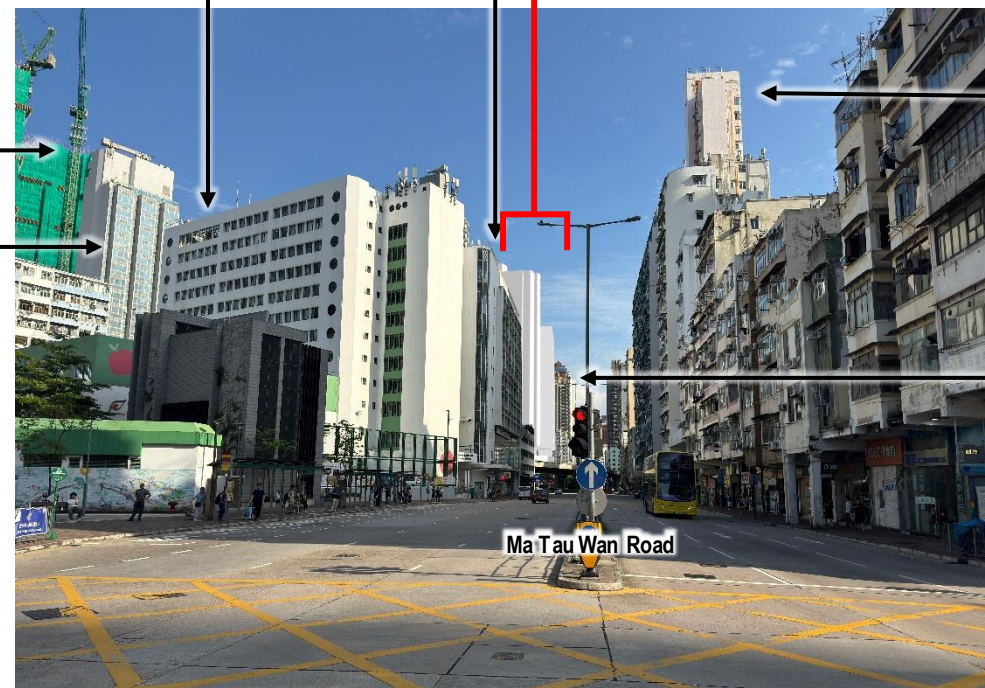
Approved DSP Proposal (max 140mPD)

Highwood (~120mPD)

O'Hotel (~72mPD)

Braemar Court (~85mPD)

The Vantage (~120mPD)



Approved DSP Proposal (140mPD)

To Kwa Wan Market and Government Offices (~50mPD)

BMW House (~50mPD)

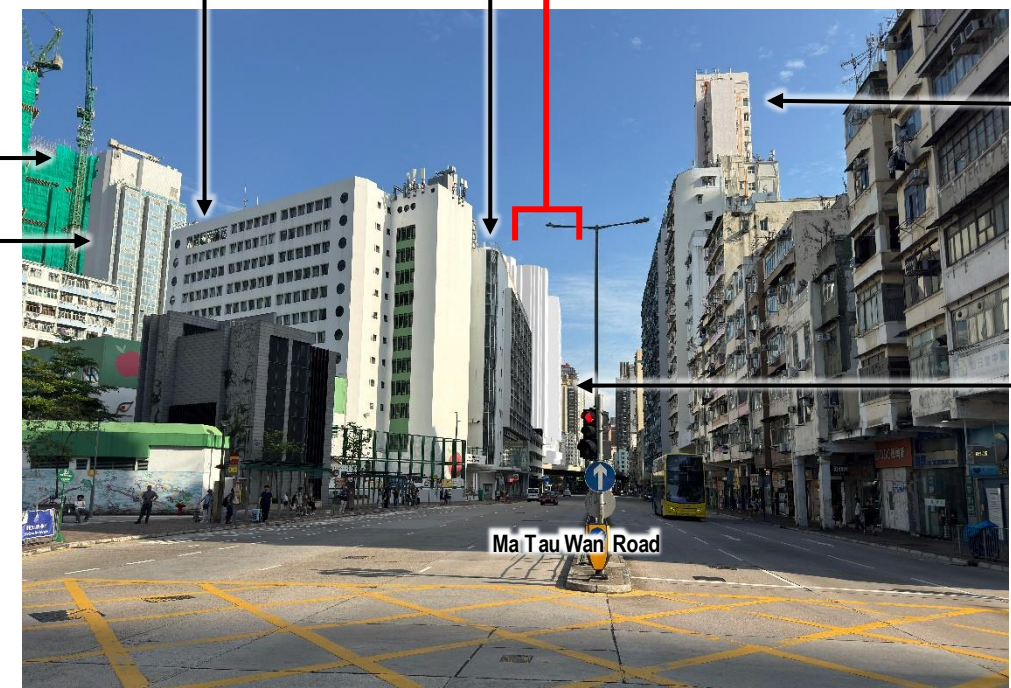
Current S16 Planning Proposal (max 144mPD)

Highwood (~120mPD)

O'Hotel (~72mPD)

Braemar Court (~85mPD)

The Vantage (~120mPD)



Current S16 Planning Proposal (144mPD)

PHOTOMONTAGES OF VP1 – Junction between Ma Tau Wai Road and Lok Shan Road

URA TO KWA WAN ROAD/ WING KWONG STREET

DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

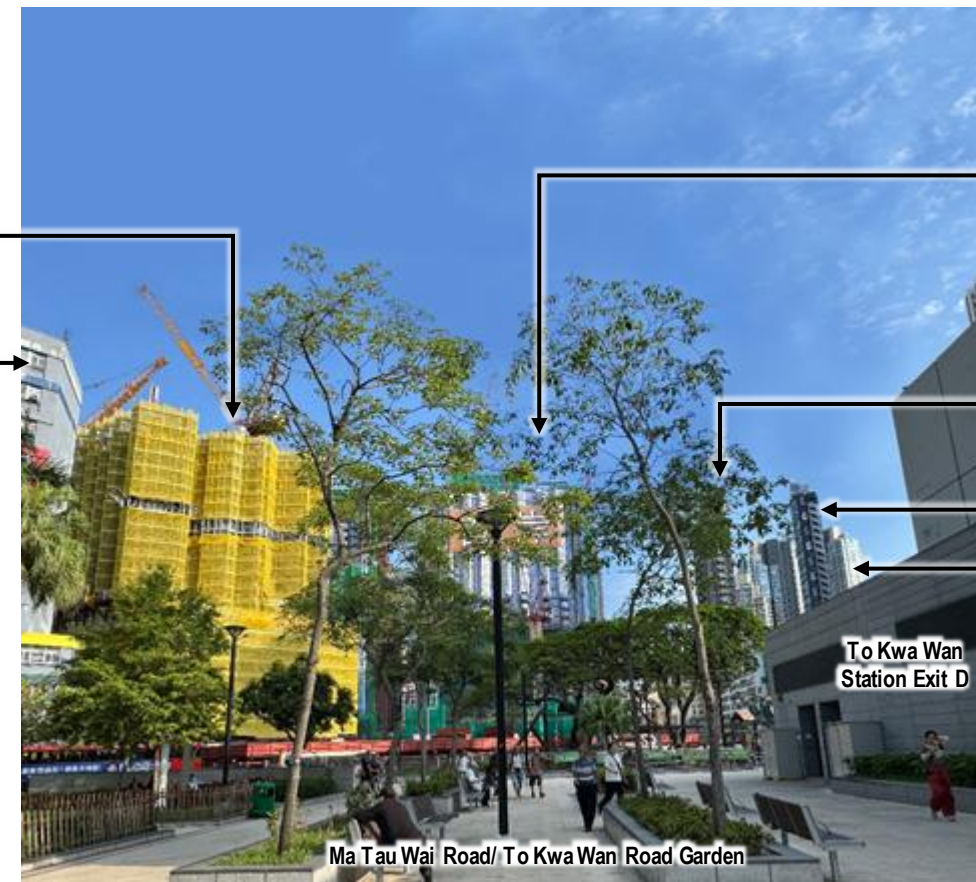
Key Plan



- ▭ The Scheme Area
- Boundary of the Assessment Area (411 m from the Scheme)
- ↗ VP2
- (not drawn in scale)

KC-010 (Future)
(~100mPD)

The World Wide Industrial Building
(~47mPD)

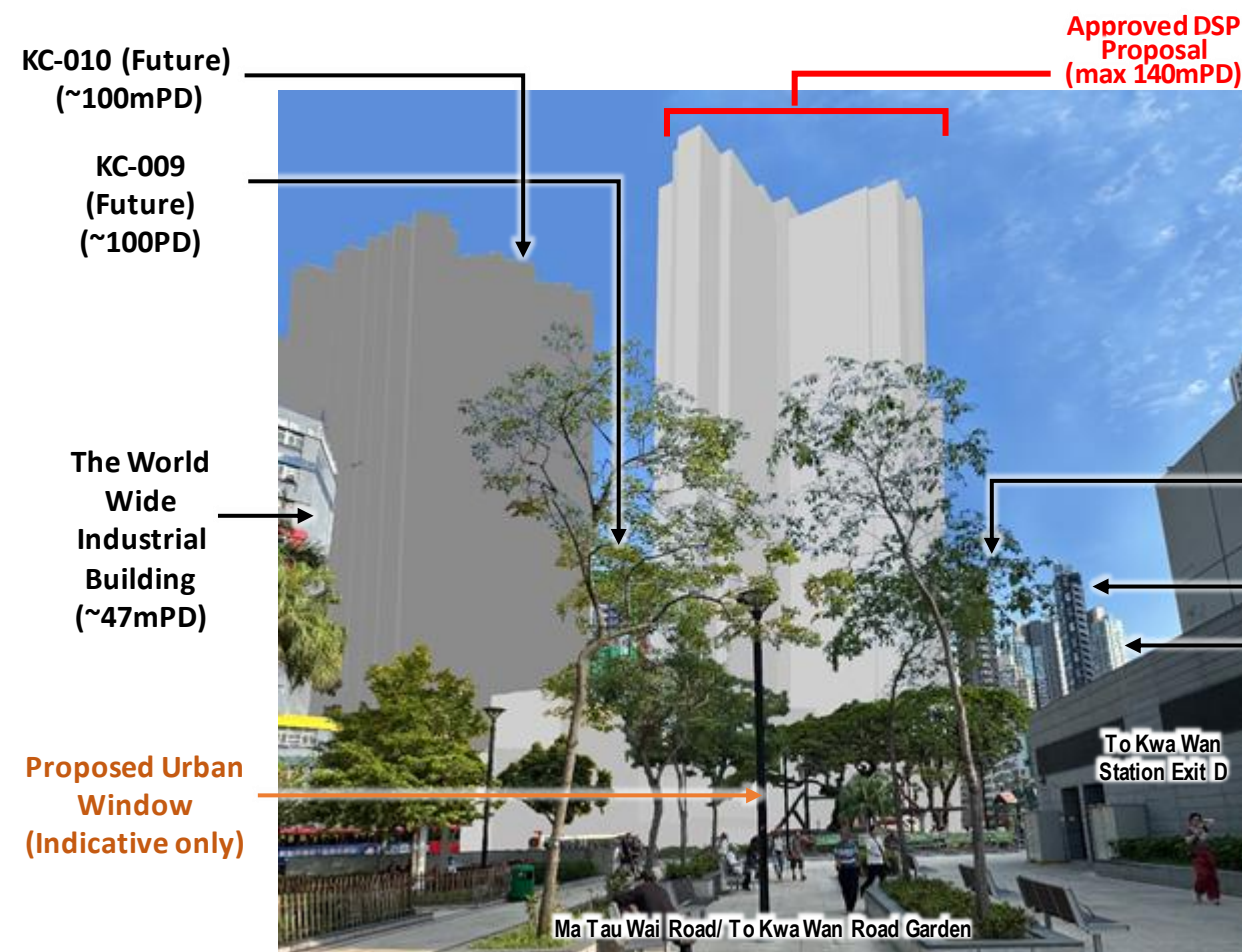


KC-009 (Future)
(~100PD)

Axis
(~95mPD)

The Quad
(~118mPD)

Chatham Gate
(~145mPD)



Approved DSP Proposal (140mPD)

KC-010 (Future)
(~100mPD)

KC-009 (Future)
(~100PD)

Axis
(~95mPD)

The Quad
(~118mPD)

Chatham Gate
(~145mPD)

The World Wide Industrial Building
(~47mPD)



Current S16 Planning Proposal (144mPD)

Current S16
Planning Proposal
(max 144mPD)

Axis
(~95mPD)

The Quad
(~118mPD)

Chatham Gate
(~145mPD)

PHOTOMONTAGES OF VP2 – Ma Tau Wai Road/ To Kwa Wan Road Garden

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

Visual Appraisal

Key Plan



- The Scheme Area
- Boundary of the Assessment Area (411 m from the Scheme)
- A VP3
(not drawn in scale)

L · Harbour 18
(~100mPD)

Sunrise Villa
(~115mPD)

Upper East
(~100mPD)

KC-014 (Future)
(~100mPD)



Gee Chang Industrial Building
(~45mPD)

Existing Condition

KC-010 (Future)
(~100mPD)

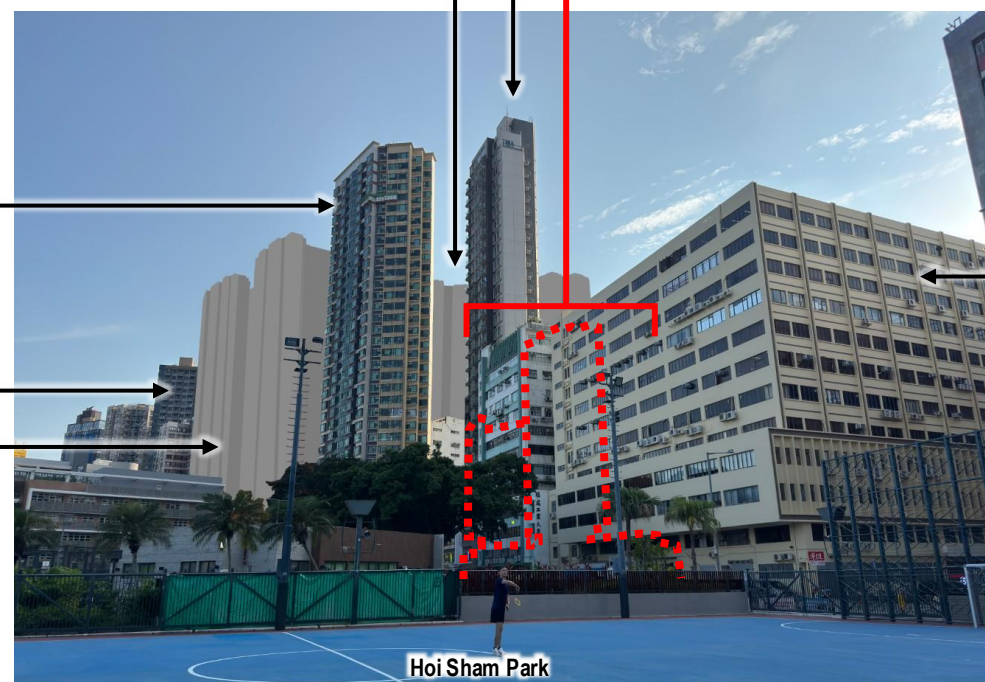
L · Harbour 18
(~100mPD)

**Approved DSP Proposal
(max 140mPD)**

Sunrise Villa
(~115mPD)

Upper East
(~100mPD)

KC-014 (Future)
(~100mPD)



Gee Chang Industrial Building
(~45mPD)

Approved DSP Proposal (140mPD)

KC-010 (Future)
(~100mPD)

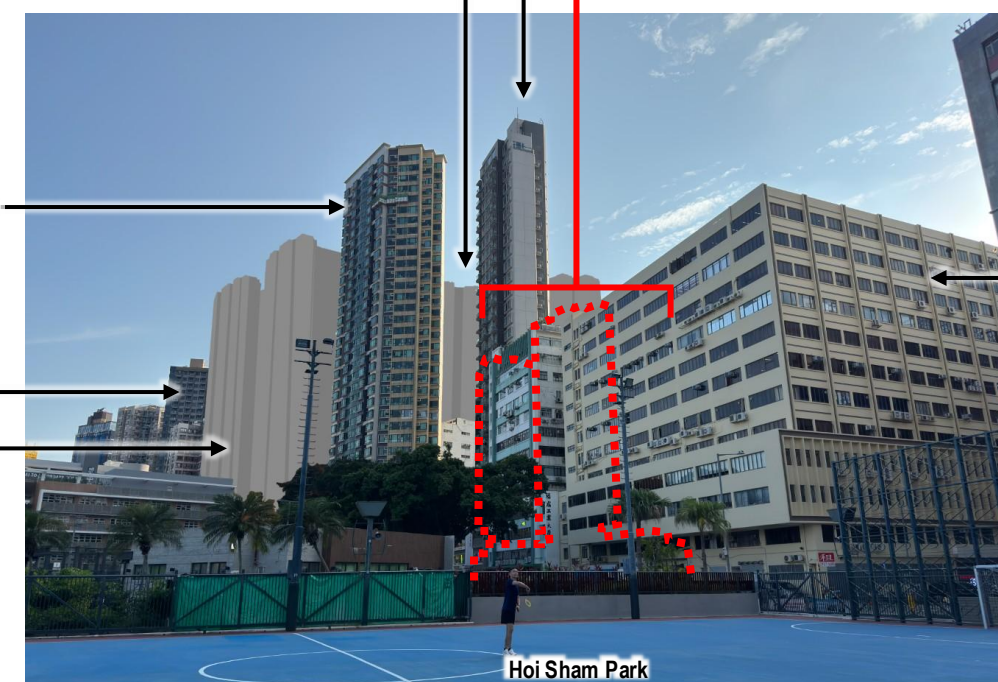
L · Harbour 18
(~100mPD)

**Current S16 Planning Proposal
(max 144mPD)**

Sunrise Villa
(~115mPD)

Upper East
(~100mPD)

KC-014 (Future)
(~100mPD)



Gee Chang Industrial Building
(~45mPD)

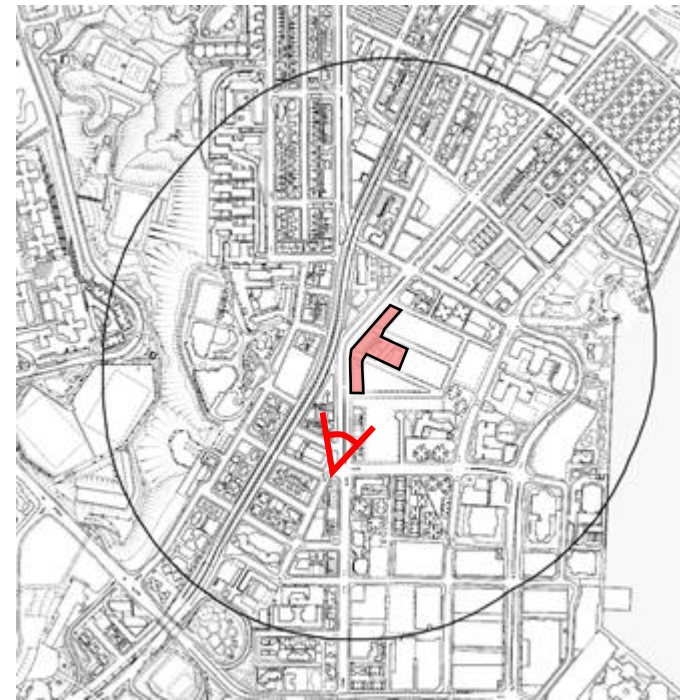
Current S16 Planning Proposal (144mPD)

PHOTOMONTAGES OF VP3 – Hoi Sham Park

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

Visual Appraisal

Key Plan



- The Scheme Area
- Boundary of the Assessment Area (411 m from the Scheme)
- △ VP4
(not drawn in scale)

City Hub
(~120mPD)

Axis
(~95mPD)

Cheong Shing Court
(~47mPD)

KC-009 (Future)
(~100PD)

Viva
(~95mPD)



Existing Condition

Approved DSP
Proposal
(max 140mPD)

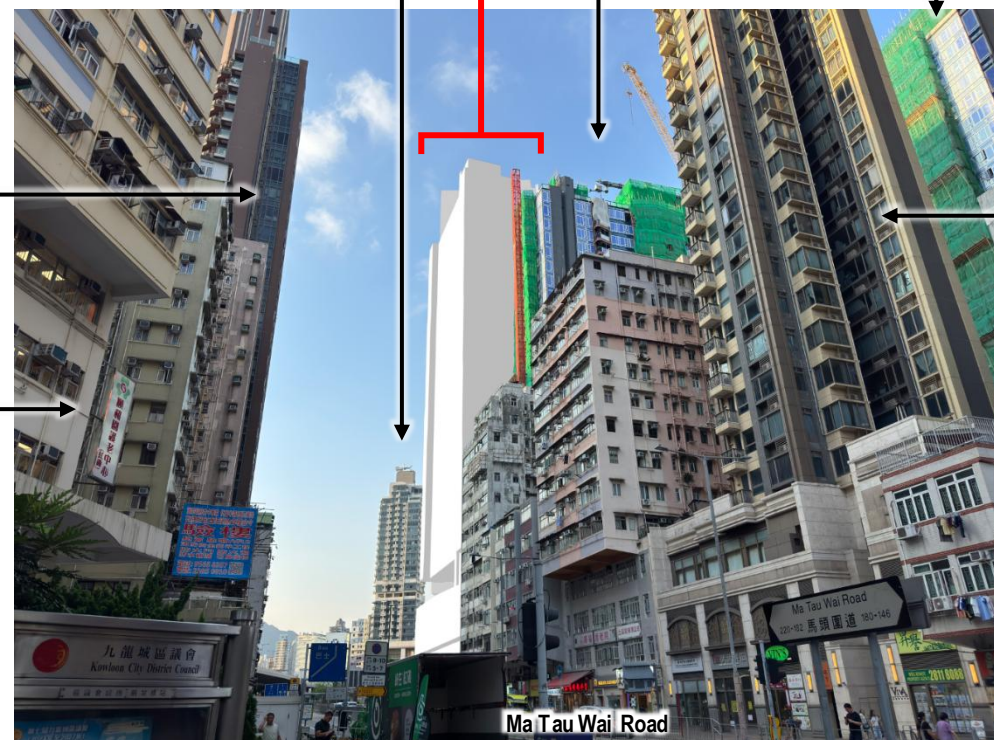
KC-009 (Future)
(~100PD)

Viva
(~95mPD)

City Hub
(~120mPD)

Axis
(~95mPD)

Cheong Shing Court
(~47mPD)



Approved DSP Proposal (140mPD)

Current S16
Planning Proposal
(max 144mPD)

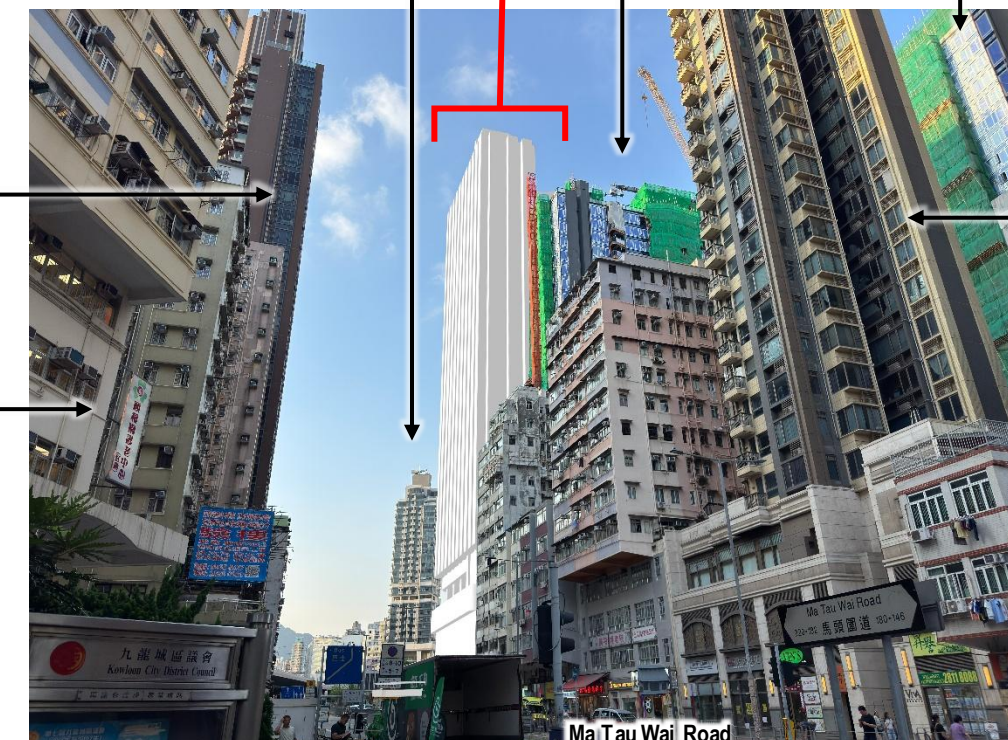
City Hub
(~120mPD)

Axis
(~95mPD)

Cheong Shing Court
(~47mPD)

KC-009 (Future)
(~100PD)

Viva
(~95mPD)



Current S16 Planning Proposal (144mPD)

PHOTOMONTAGES OF VP4 – Junction between Ma Tau Wai Road and Bailey Street

URA TO KWA WAN ROAD/ WING KWONG STREET

DEVELOPMENT SCHEME (KC-016)

Visual Appraisal

Key Plan



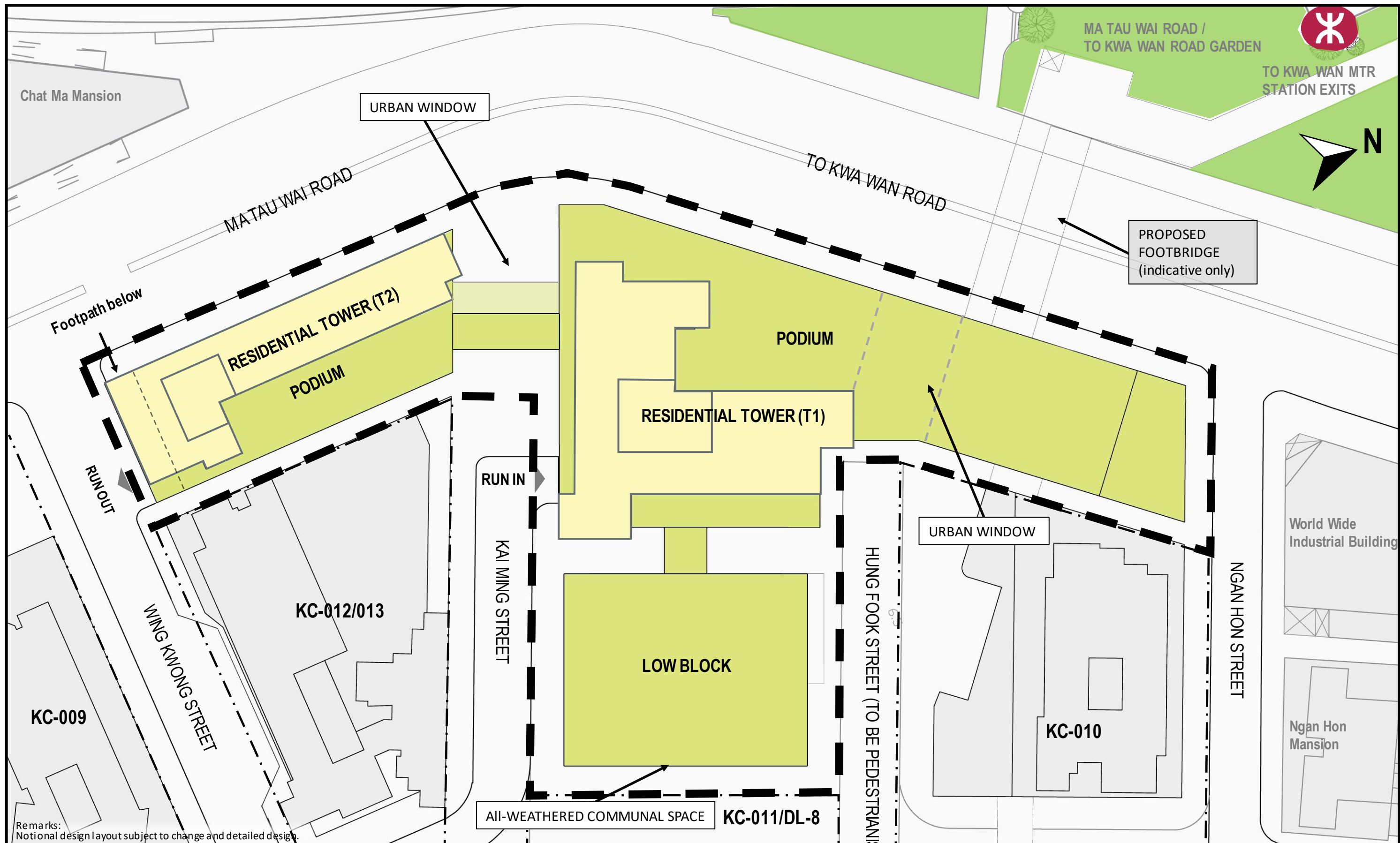
Existing Condition



Photo extracted from Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41)
https://www.pland.gov.hk/pland_en/resources/strategic_vp/index.html

PHOTOMONTAGES OF VP5 – Hong Kong Convention & Exhibition Centre (SVP5)

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



Remarks:
Notional design layout subject to change and detailed design.

Legend

--- DSP Boundary

NOTIONAL DESIGN OF THE APPROVED DSP PROPOSAL

(Approved by Chief Executive in Council on 31 May 2022)
URA TO KWA WAN ROAD/ WING KWONG STREET
DEVELOPMENT SCHEME (KC-016)
Visual Appraisal

