

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K9/289

- Applicant** : Urban Renewal Authority (URA)
- Site** : 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.), 2-12 Yuk Shing Street (even nos.), whole of Yuk Shing Street, part of the road sections of Hung Fook Street and Kai Ming Street and various back lanes, Hung Hom, Kowloon
- Site Area** : About 5,475m²
- Land Status** : Government Land
- Plan** : Approved URA To Kwa Wan Road / Wing Kwong Street Development Scheme Plan (DSP) No. S/K9/URA3/2
- Zoning** : “Residential (Group A)” (“R(A)”)
 (a) subject to a maximum plot ratio (PR) of 7.5 for domestic building or 9.0 for a building that is partly domestic and partly non-domestic, of which the domestic part shall not exceed 7.5, or PR of the existing building, whichever is the greater; and
 (b) subject to a maximum building height (BH) of 140 meters above Principal Datum (mPD) or the height of the existing building, whichever is the greater.
- Application** : Proposed Minor Relaxation of BH Restriction (BHR) for the Permitted Residential Development with Government, Institution or Community (GIC), and Commercial/ Retail Uses

1 The Proposal

- 1.1 The applicant, URA, seeks planning permission for minor relaxation of maximum BHR from 140mPD to 144mPD (+4m or +2.9%) for permitted residential development with GIC, and commercial/retail uses, at the application site (the Site) (**Plan A-1a**) to facilitate adoption of Modular Integrated Construction (MiC) method of construction. The Site falls within an area zoned “R(A)” on the approved URA

To Kwa Wan Road / Wing Kwong Street DSP No. S/K9/URA3/2¹ (i.e. KC-016). According to the Notes of the DSP, minor relaxation of the BHR may be considered by the Town Planning Board (the Board) on application under section 16 (s.16) of the Town Planning Ordinance (the Ordinance) based on the individual merits of a development proposal. The Explanatory Statement (ES) of the DSP also specifies various planning merits and urban design features to be provided, including but not limited to (a) an all-weathered communal space with an area of not less than 500m²; (b) not less than 5,500m² gross floor area (GFA) for GIC uses; (c) a minimum full height setback of not less than 45m of the residential portion above the podium from the northern boundary of the DSP at Ngan Hon Street; (d) two urban windows at the podia with a minimum dimensions of not less than 15m in height and 15m in width, excluding architectural features, open-side deck and circulation; (e) staggered height profile descending from the north to the south; and (f) a footbridge connecting the proposed development through the Ma Tau Wai Road / To Kwa Wan Road Garden to the To Kwa Wan MTR station (**Drawing A-1**).

- 1.2 In support of the application, URA submits a notional scheme for the proposed development. The proposed development comprises two residential towers (Tower 1 (T1): 34-storey and Tower 2 (T2): 32-storey) atop 5-storey podium for GIC/commercial/retail/carpark/ electrical and mechanical (E&M) use and the podium garden & clubhouse. The two residential towers provide 1,050 flats. In the eastern portion of the Site, there is a 4-storey Low Block accommodating GIC/commercial/retail/carpark/E&M facilities. This Low Block is connected to the afore-mentioned 5-storey podium. An all-weathered communal space of not less than 500m² will be provided at G/F of the Low Block. A 2-storey basement is located across the Site mainly accommodating carpark and loading/unloading (L/UL) spaces with a portion for GIC/commercial/retail/carpark/E&M uses underneath the Low Block (**Drawings A-2a and A-2b**). The tentative completion year is 2032.
- 1.3 According to URA, by adopting MiC, the height of the proposed development will be increased due to (i) the use of double slabs which increases the floor-to-floor height of the residential floors from 3.15m to 3.25m; and (ii) accommodating an additional domestic GFA of about 3,700m², within 10% MiC floor area that can be exempted under Joint Practice Note (JPN) No. 8 on Incentive to Promote Green and Innovative Buildings – Enhanced Facilitation Measures for Buildings Adopting Modular Integrated Construction. To provide the planned staggered BH profile between the two residential towers T1 and T2, the number of residential storeys of T1 remains the same as the original notional scheme for the DSP (i.e. 34 storeys) and the proposed increase of BH for T1 from 140mPD to 144mPD is due to MiC slabs, whereas nine additional residential storeys are proposed for T2 to accommodate the additional domestic GFA (i.e. from 23 residential storeys at 110mPD to 32 residential storeys at 137mPD). Notwithstanding the BH increase, the current notional scheme has retained the planning merits and urban design features proposed under the DSP as aforementioned in paragraph 1.1 (**Drawings A-1, A-2a and A-2b**).

¹ According to the Notes of the DSP for the “R(A)” zone, ‘Flat’ is always permitted, while general commercial uses such as ‘Shop and Services’ and ‘Eating Place’ uses are always permitted (a) on the lowest three floors of a building, taken to include basements but excluding floors wholly or mainly car parking, L/UL bay and/or plant room; or (b) in the purpose-designed non-residential portion of a building with the all-weathered communal space.

- 1.4 Same as the original notional scheme for the DSP, three existing road sections (i.e. portions of Hung Fook Street and Kai Ming Street and the whole of Yuk Shing Street) will be closed to create a car-free zone. The current notional scheme maintains the following transport and pedestrian connectivity arrangements : (i) the run-in is at Kai Ming Street and run-out at Wing Kwong Street (**Drawing A-4**); (ii) 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; and (iii) a footbridge connecting the Site to the MTR station will also be provided (**Drawing A-5**).
- 1.5 The proposed block plan, section plan, the photomontages and the comparison between the current notional scheme and the original notional scheme for the DSP are at **Drawings A-1 to A-4**. The original notional scheme is at **Plans A-7a to A-7b**. The comparison of development parameters is summarised below:

Development Parameters	Original Notional Scheme For DSP (a)	Current Notional Scheme (b)	Difference (b) – (a)
Site Area (m ²)	About 5,475 ^[1]	About 5,475	No change
Maximum PR - Domestic	9.0 7.5	9.0 7.5 ^[2]	No change
Maximum Total Gross Floor Area (GFA) (m ²)	About 49,275	About 49,275 ^[2]	No change
Maximum domestic (m ²)	About 41,062	About 41,062 ^[2]	No change
Maximum BH at main roof level (mPD)	T1: 140 T2: 110 Low Block: 27	T1: 144 T2: 137 Low Block: 27	T1: +4 (+2.9%) T2: +27 (+24.5%) Low Block: No change
GIC GFA ^[3] (m ²)	Not less than 5,500		No change
All-weathered Communal Space (m ²)	Not less than 500		No change
Number of Storeys - Residential floors - T1 - T2 - Podium floors ^[4] - Basement floors ^[5]	 34 23 5 2	 34 32 5 2	 No change +9 (+39.1%) No change No change
Number of Storeys for Non-Domestic Tower (the Low Block)	4	4	No change
Number of Flats	About 964	About 1,050 ^[6]	+86 (+8.9%)
Site Coverage - Domestic - Non-domestic (Below 15m) - Non-domestic (Above 15m)	Not more than 40% Not more than 100% Not more than 65%		No change

Note:

- The net site area of the DSP was about 5,548m².
- Excluding about 3,700m² domestic GFA which can be exempted due to adoption of MiC according to JPN No.8. The actual GFA exemption will be worked out at detailed design stage.

3. GIC facilities include a specialized co-parenting support centre; a centre for home care services for frail elderly persons; a district elderly community centre Sub-base; an integrated family service centre; an integrated family service centre; an independent school social work office and a 100-place residential care home for the elderly. These GIC facilities as required by the Government are exempted from GFA calculation under the DSP.
4. Including the podium floors for GIC/Commercial/Retail/Carpark/E&M use and the Podium Garden & Clubhouse floor.
5. Including carpark and area for GIC/Commercial/Retail/E&M uses
6. The increase in number of flats is due to additional GFAs made available due to adoption of MiC and adjusted flat mix/ sizes. For a like-for-like analysis, the current average flat size of about 42.6m² is applied to the original notional scheme in the comparison table. The actual number of flats and flat sizes will be determined at detailed design stage. Based on Population Census 2021, the average domestic household size in Kowloon City District is 2.7 persons. The anticipated population of the notional scheme is 2,835.

Technical Assessments

- 1.6 The applicant has submitted a Traffic Review Report (TRR) and an Visual Appraisal (VA) to demonstrate that there are no adverse impacts in traffic and visual aspects arising from the current notional scheme.
- 1.7 Due to the increase in flat number, the current notional scheme would generate additional traffic flow. According to the TRR, the traffic impact on the local road network is considered minimal and insignificant, and no insurmountable traffic impact on the surrounding road network is anticipated. According to the VA, the minor increase in BH will only result in a minor visual change, as the current notional scheme generally blends in with the existing townscape. By comparing the current notional scheme with the original notional scheme, the overall visual impact, including the views from the 5 selected public viewing points (VPs) (4 local VPs and 1 strategic viewing points (SVP)) caused by the current notional scheme will be 'negligible' to 'slight' across all assessed VPs (**Drawings A-3a and A-3e**). The staggered BH profile within the Site can also be maintained.
- 1.8 In support of the application, the applicant has submitted the following documents:
 - (a) Application Form received on 23.7.2026 **(Appendix I)**
 - (b) Supporting Planning Statement (SPS) received on 23.7.2026 **(Appendix Ia)**
 - (c) Further information (FI) received on 4.9.2026* **(Appendix Ib)**

Remarks:
 * accepted and exempted from publication and recounting requirements

2 Justifications from the Applicant

The justifications put forth by the applicant in support of the application are set out in the SPS and FI at **Appendices Ia and Ib**, which are summarised as follows:

In line with the Government's Policy to Adopt MiC

- (a) To align with the Government's directives to promote wider use of MiC in Hong Kong to enhance productivity, the current notional scheme shall adopt MiC technologies to optimise environmental and social planning gains, such as reducing construction waste, mitigating on-site risks to improve site safety, etc. Adoption of MiC requires double slabs which increases the floor-to-floor height of residential floors from 3.15m to 3.25m. Under JPN No. 8, a maximum of 10% of floor area

constructed using MiC will be exempted from GFA calculation. With the exempted GFA, an additional domestic GFA of about 3,700m² will be brought for the current notional scheme. The increase in BHR arises solely from the MiC design, and the proposed 4m increase is in line with magnitude stipulated under JPN No. 8 which allows an increase of BH up to 4% of the total storey height of MiC floors.

Maintaining Design Flexibility and Project Implementation

- (b) The application only seeks minor relaxation of BHR due to MiC and the maximum domestic PR and total PR remain unchanged as permitted under the DSP. The proposed residential development with GIC and commercial/retail uses is in line with the planning intention. Upon planning approval, a concrete design will be finalised at the detailed design stage.

Increasing Housing Supply and Retaining Committed Planning Gains of DSP

- (c) The increased number of flats contributes to housing supply. Meanwhile, the key planning gains and urban design features as proposed under the DSP as mentioned under paragraph 1.1 will be retained.

Compatible with Surrounding Context and Technical Aspects

- (d) The VA conducted based on the current notional scheme demonstrates that the proposed increase of BH will not generate adverse impact to the existing and planned surrounding context. The proposed BH of 144mPD integrates harmoniously with the general BH 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.
- (e) The proposed BHs for the two residential towers will cascade down from 144mPD for T1 in the north to about 137mPD for T2 in the south, and further down to a low-rise GIC/commercial block in the east, maintaining a staggered height with cohesive urban landscape alongside the adjacent Kowloon City Action Area 1 (KCAA1)² redevelopment cluster.
- (f) The traffic review conducted demonstrates that the current notional scheme will not induce adverse traffic impact on the surroundings. After a review of the assessments on air ventilation, environmental, sewerage, drainage and water supply aspects for the original notional scheme, it is considered that the findings remain valid. There will be no insurmountable impact generated from the current notional scheme.

Responses to Public Comments

- (g) Compared with the original notional scheme, the flat mix is revised to better meet the current market's situation. The indicative average flat size, i.e. 42.6m², can meet the minimum flat size requirement (i.e. not less than 26m² in saleable area) imposed

² Based on the District Urban Renewal Forum (DURF) Study, URA has undertaken a community planning study in Kowloon City/To Kwa Wan district, also known as KCAA1, which aims to improve living environment of an old urban district through holistic master planning. KC-016 is part of KCAA1.

by the Government.

- (h) An all-weathered communal space of not less than 500m² alongside private open space according to Hong Kong Planning Standards and Guidelines (HKPSG) will be provided.

3 Compliance with the “Owner’s Consent/Notification” Requirements

The Site is entirely Government land. ‘Owner’s Consent/Notification’ requirements in TPB PG-No.31B are not applicable.

4 Background

Kowloon City Action Area 1 (KCAA1) (Drawing A-5, Plan A-1c and Plan A-4)

- 4.1 According to the Urban Renewal Plan for Kowloon City recommended under the DURF study in 2014, an area bounded by Ngan Hon Street, Ma Tau Wai Road, Bailey Street and Sung On Street was identified as a ‘Proposed Redevelopment Priority Area’ where urban renewal in the form of redevelopments led by URA should be given priority in view of the poor building and environmental conditions in the area. URA commenced in 2010 a community planning study in Kowloon City/To Kwa Wan district, known as KCAA1, to improve living environment through holistic master planning.
- 4.2 KCAA1³ comprising eight URA projects (including the one under this application) is intended to be an accessible, distinctive, liveable, vibrant community (**Drawing A-5**). Through reconfiguring existing vehicular roads into pedestrian streets, provision of setback for wider footpaths and creation of new footpaths, a connected neighbourhood comprising a network of pedestrianized streets running from east to west and from north to south is created. KCAA1 is connected to the To Kwa Wan MTR station through the planned footbridge of the Site. Under holistic planning, vehicular traffic will be re-routed and a shared parking facilities will be provided in one project (i.e. KC-010) to serve most of KCAA1 projects⁴ to reduce vehicular run-ins/outs and potential traffic conflicts. The Site, being closest to the MTR station and the only site of KCAA1 having direct frontage to the district trunk roads (namely To Kwa Wan Road, Ma Tau Wai Road and East Kowloon Corridor), is positioned as the landmark gateway to connect KCAA1 with the major transport nodes. Therefore, new GIC facilities in KCAA1 are concentrated at the Site, and a Low Block providing GIC/commercial/retail facilities over a communal space occupies the eastern portion of the Site, which is at the heart of KCAA1. Under this arrangement, residential towers within the Site are placed in the west. The tallest

³ KCAA1 includes eight projects. The Site is known as KC-016. The other projects are (i) Bailey Street / Wing Kwong Street Development Project (DP) (KC-009) (i.e. to be known as One Victoria Cove); (ii) Hung Fook Street / Ngan Hon Street DS (KC-010); (iii) Hung Fook Street / Kai Ming Street DP (KC-011); (iv) Kai Ming Street DP (DL-8:KC); (v) Wing Kwong Street DP (KC-012); (vi) Kai Ming Street / Wing Kwong Street DP (KC-013); and (vii) Wing Kwong Street / Sung On Street DP (KC-014).

⁴ Except KC-016 (the Site) and KC-009.

building within KCAA1 is T1 in the west of the Site (proposed to be increased from 140mPD to 144mPD) and the other sites in KCAA1 are subject to BHR of 100mPD, thereby creating a staggered building height profile within KCAA1 (**Plan A-4**).

The DSP for the Site (KC-016)

- 4.3 On the DSP approved by the Chief Executive in Council on 10.6.2022 (**Plan A-1b**), the Site is zoned “R(A)” and subject to a BHR of 140mPD to accommodate various design measures as set out in paragraph 1.1 above (**Drawings A-1 and A-2a**). Subsequent to the approval of the DSP, land acquisition and resumption as well as site demolition works have been completed. The remaining seven projects within KCAA1 are under construction.

Enhanced Facilitation Measures for Buildings Adopting MiC

- 4.4 In July 2022, the Buildings Department (BD), Lands Department (LandsD) and Planning Department (PlanD) jointly issued JPN No. 8 on ‘Enhanced Facilitation Measures for Buildings Adopting MiC’ to provide a 10% concession for MiC floor area in the calculation of GFA and site coverage, and a 4% storey height concession for MiC floors in the calculation of the BHR, to enhance facilitation measures for promoting wider adoption of MiC in new buildings. If MiC is not adopted in the proposed building, the GFA concessions and minor relaxation of BHR for the MiC floors as approved under this application will no longer be applicable.

5 Previous Application

There is no previous application concerning the Site.

6 Similar Application

There is no similar application for minor relaxation of BH restriction in “R(A)” zone within the DSP.

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

7.1 The Site

- (a) is bounded by Hung Fook Street and Kai Ming Street to the east, Wing Kwong Street to the south, To Kwa Wan Road and Ma Tau Wai Road to the west and Ngan Hon Street to the north; and
- (b) was previously largely occupied by tenements buildings which have all been demolished.

7.2 The surrounding areas have the following characteristics:

- (a) to the immediate east and south surrounded by seven redevelopment sites of KCAA1 which are under construction (**Plan A-1c and Plan A-4**);

- (b) further east across Sung On Street is a large “G/IC” zone mainly occupied by four schools;
- (c) to the immediate west is To Kwa Wan Road/Ma Tau Wai Road and the elevated East Kowloon Corridor. Across the roads are some high-density residential clusters zoned “R(A)” subject to BHRs ranging from 120mPD to 140mPD; and
- (d) to the northwest across To Kwa Wan Road is the Ma Tau Wai Road/To Kwa Wan Road Garden zoned “Open Space” with the To Kwa Wan MTR Station.

8 Planning Intention

The planning intention of the “R(A)” zone is primarily for high-density residential development 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-residential portion of a building with the all-weathered communal space.

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

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

Land Administration

9.1.1 Comments of the District Lands Officer/Kowloon West and Chief Estate Surveyor/Urban Renewal Section, LandsD:

- (a) no comment on the application; and
- (b) their detailed comments are at **Appendix II** and the advisory comments to the applicant are at **Appendix IV**.

Building Matters

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

- (a) no objection under the Building Ordinance (BO) to the application; and
- (b) detailed comments under the BO will be formulated at the building plan submission stage.

Traffic

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

- (a) no comment on internal transport facilities, proposed traffic and pedestrian network and vehicular access; and

- (b) his detailed comments are at **Appendix II**.

Environmental

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

- (a) no objection on the subject development from environmental planning perspective since insurmountable environmental impact arising from the updated scheme is not anticipated. Technical assessment clauses (NIA and SIA) are required to be imposed in the land grant conditions to require URA to conduct detailed assessment during the design stage. If the Remediation Report is not yet approved before executing the land grant, land contamination assessment clause will also be required; and
- (b) his detailed comments are at **Appendix II**.

Fire Safety

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

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

Social Welfare

9.1.6 Comments of the Director of Social Welfare:

- (a) on the understanding that URA will ensure all requirements for the welfare facilities will be fulfilled and there will be ongoing liaison with his department during the detailed design and construction stages, he has no adverse comment on the planning application; and
- (b) his detailed comments are at **Appendix II**.

Urban Design, Visual Impact and Landscape Planning Aspects

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

- (a) no adverse comments on the application from urban design, visual and air ventilation perspectives;
- (b) the Site is located within a cluster of residential developments to the east of Ma Tau Wai Road and To Kwa Wan Road zoned “R(A)” with BHRs ranging from 100mPD to 120mPD. To the west of To Kwa Wan Road and Kowloon City Road, there is another cluster of residential developments zoned “R(A)” with BHRs ranging from 120mPD to

140mPD;

Urban Design and Visual Aspects

- (c) the applicant has submitted a VA for the current notional scheme in support of the application. The VA concludes that the overall visual impacts of the proposed development from the identified public VPs range from 'negligible' to 'slight' when compared with the original notional scheme for the DSP, taking into account the existing and planned developments in the surroundings. Design measures including (i) staggered height profile with the higher block T1 (144mPD) cascading down to the lower block T2 (137mPD); (ii) a full-height setback of not less than 45m of the residential portion above podium of the proposed development from the northern boundary of the Site at Ngan Hon Street; (iii) two intervening spaces/urban windows with a minimum dimension of not less than 15m in height and 15m in width at the podia; (iv) an all-weathered communal space of not less than 500m² underneath the Low Block; and (v) a footbridge connection between the Site and the MTR station, as proposed in the original scheme for the DSP Scheme, are all retained. Given the surrounding context, it is unlikely that the proposed development will induce significant adverse effects on the visual character of the surrounding townscape;

Air Ventilation

- (d) as noted from paragraph 4.8.6 of the SPS, design measures (ii) to (iv) as mentioned in paragraph (c) above which were proposed in the original notional scheme for the DSP are maintained to facilitate air ventilation. As such, no significant adverse air ventilation impact on the surrounding pedestrian wind environment is anticipated;

Landscape Planning

- (e) based on the aerial photo taken in 2025, the Site is located in an area of city grid mixed urban landscape character comprising residential buildings and public open space. The proposed minor relaxation of BHR for the permitted residential development with GIC and commercial/retail uses is considered compatible with the landscape setting in the proximity;
- (f) with reference to the above aerial photo and site photos taken on 4.8.2026, the Site is formed and under construction, and no trees are observed within it. According to the application form, no tree felling will be involved; and
- (g) in view of the above, significant adverse landscape impact arising from proposed use is not anticipated.

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

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

10 Public Comments Received During the Statutory Publication Period

- 10.1 During the statutory publication period, one opposing comment (**Appendix III**) from an individual was received which objects to the increase in flat number in the mature urban district and the decrease in average flat size. The commenter queries that MiC will not necessarily increase the flat number and is concerned that there is no internal open space in the proposed development.

11 Planning Considerations and Assessments

- 11.1 The current application is seeking planning permission for minor relaxation of maximum BHR from 140mPD to 144mPD (+4m or +2.9%) for permitted residential development with GIC, and commercial/retail uses. Specifically, T1 will be increased from 140mPD under the original notional scheme for the DSP to 144mPD under the current application while T2 from 110mPD to 137mPD which is still within the BHR under the DSP. The proposed increase in BHR is solely for adoption of MiC.

Planning Intention and Land Use Compatibility

- 11.2 According to the Notes of the DSP, the proposed development for permitted residential use with an all-weathered communal space, GIC facilities, and commercial/retail uses is in line with the planning intention of the “R(A)” zone. Essential elements including provision of an all-weathered communal space in the low-rise GIC/commercial/retail block, GIC facilities, commercial uses on the lowest three floors of a building or in the purpose-designed non-residential portion of a building with the all-weathered communal space, and a footbridge connecting the Site to To Kwa Wan MTR station are all retained.

Minor Relaxation of BHR

- 11.3 The BHR of the Site, i.e. 140mPD, is drawn up taking account of the overall site context and planning concepts of KCAA1, as well as the urban design measures for the Site mentioned in paragraphs 4.2 and 1.1 above. Given its proximity to the MTR station and district trunk roads, the Site is planned as a landmark gateway as well as a community hub for KCAA1. An all-weathered communal space cum low-rise GIC/commercial block is placed in the east of the Site, which is the centre of KCAA1, thereby leaving the residential towers in the western portion of the Site. Furthermore, residential towers are required to be sited 45m away from the northern boundary of the Site atop a 5-storey podium accommodating

GIC/commercial/retail/carpark/E&M uses and podium garden and clubhouse, and two urban windows are required to be provided in the podium to enhance the local wind environment. All these factors account for the BHR for the Site which is higher than the surrounding residential sites.

- 11.4 This application is for minor relaxation of BHR for the adoption of MiC, which is considered in line with JPN No. 8 as laid out at paragraph 4.4. According to URA, adopting MiC for the proposed development requires the use of double slabs which increases the floor-to-floor height from 3.15m to 3.25m, and will bring additional domestic GFA of about 3,700m² under JPN No. 8. The current notional scheme keeps the number of storeys of the taller tower T1 unchanged and adds nine storeys to the lower tower T2 to accommodate such additional domestic GFA. Through this arrangement, the applicant seeks minor relaxation of the maximum BH of 4m for T1 only (from 140mPD to 144mPD) (+2.9%). The minor increase of 4m will not affect the planned height profile of KCAA1. The staggered height profile descending from the Site to the other sites of KCAA1 in the east subject to BHR of 100mPD is maintained. Within the Site, the BH variation between towers can still be maintained, though the difference is reduced to 7m. As demonstrated by the VA, the visual impacts are acceptable as the current notional scheme generally blends with the surrounding developments. CTP/UD&L considers that it is unlikely for the proposed development to induce significant adverse effects on the visual character of the surrounding townscape and the surrounding pedestrian wind environment having regard to the retention of the various design measures, and has no adverse comment on the application from the urban design, visual and air ventilation perspective. If MiC is not adopted, the height relaxation under this application will not apply.

Retaining Planning and Design Merits under the DSP

- 11.5 Various planning and design merits under the DSP are retained under this application. Good design features, such as not less than 45m setback of the residential portion above podium from northern boundary of the DSP and provision of two urban windows with a minimum dimensions of not less than 15m in height and 15m in width are also provided in the current notional scheme to maintain the east-west direction wind breezeway along Hung Fook Street and Kai Ming Street. Moreover, the required GIC provision and the proposed footbridge connected to the MTR station are incorporated.

Technical Aspects

- 11.6 The TR based on the current notional scheme has demonstrated that there is no adverse traffic impact arising from the increase in number of flats. C for T has no adverse comment on the application. Other relevant government departments consulted including BD, EPD, FSD, HyD, WSD and DSD have no adverse comments on/no objection to the application, subject to incorporation of relevant conditions under other administrative and regulatory regimes.

Notional Scheme

- 11.7 The notional scheme submitted by the applicant is for undertaking technical assessments on the feasibility and impacts of the notional scheme incorporating the increase in BH arising from adoption of MiC. It is demonstrated that the notional scheme is technically feasible and will not induce significant visual and air

ventilation impacts. Should the Committee approve the application, the approval is for the minor relaxation of maximum BHR under the application. The maximum BH for the residential towers (i.e. T1: 144mPD and T2: 137mPD) as indicated in the application will be binding.

Public Comments

- 11.8 Regarding the public comment, the planning consideration and assessments in paragraphs 11.2 and 11.4 above, departmental comments and the applicant's justifications / responses in paragraph 2 are relevant.

12 Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comment mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 11.9.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed.

Advisory Clauses

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

- 12.3 There is no strong reason to recommend rejection of the application.

13 Decision Sought

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

14 Attachments

Appendix I	Application Form received on 23.7.2026
Appendix Ia	Supporting Planning Statement received on 23.7.2026
Appendix Ib	FI received on 4.9.2026
Appendix II	Detailed Comments of Government Departments
Appendix III	Public Comments
Appendix IV	Recommended Advisory Clauses

Drawing A-1	Notional Block Plan
Drawings A-2a to A-2b	Notional Section Plans
Drawings A-3a to A-3e	Photomontages
Drawing A-4	Comparison of Original Notional Scheme for DSP and the Current Notional Scheme
Drawing A-5	District-Based Design Concept for KCAA1
Plan A-1a	Location Plan
Plan A-1b	Approved DSP
Plan A-1c	Urban Renewal Projects in Hung Hom
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Building Height Plan
Plans A-5 to A-6	Site Photos
Plans A-7a to A-7b	Original Notional Scheme for the DSP

PLANNING DEPARTMENT
SEPTEMBER 2026