

Appendix 3:

Replacement pages of the Planning Statement

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 domestic plot ratio (DPR) and building height restriction (BHR) for URA Kai Tak Road / Sa Po Road Development Scheme (KC-015).

The Application Site is located in Kowloon City district and is zoned “Residential (Group A)” (“R(A)”) on the approved URA Kai Tak Road / Sa Po Road Development Scheme Plan No. S/K10/URA1/2 (the Approved DSP). It is subject to a maximum DPR of 7.5 and total plot ratio (PR) of 9.0, with BHR of 120mPD.

With an aim to enhance development flexibility, facilitate the adoption of the Modular Integrated Construction (MiC) method, and accommodate an above-ground carpark design, this S16 Planning Application seeks TPB's approval for a minor relaxation of DPR from 7.5 to 8.0 (with total permissible PR remains the same as 9.0) and BHR from 120mPD to 140mPD.

The proposed increase in BHR is primarily driven by two factors:

- (i) an increase of about 11m for MiC; and
- (ii) an increase of about 9m for above-ground carpark subject to detailed design.

Should MiC not be adopted by practisers in the implementation of the future development, the minor relaxation of BHR to 129mPD (i.e. increase of 9m) would still be adopted for the above-ground carpark design.

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 justification 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;
- Deliver environmental and social planning gains through adoption of MiC;
- Facilitate delivery of committed planning gains and accommodate site constraints;
- Provide additional urban design merits to the surrounding neighbourhood;
- In line with the Government's initiatives of facilitating aboveground carpark design;
- Enhance flexibility for residential and commercial land uses allocation in response to market needs;
- Maintain development flexibility and project's implementability;
- Opportunity has been taken to increase housing supply by slight adjustment of permissible domestic plot ratio;
- Compatible with existing and planned surrounding context;
- Retain 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 條就市建局啟德道/沙浦道發展計劃（KC-015 / 申請地點）申請略為放寬最高住用地積比率及建築物高度限制（本規劃申請）。

申請地點位於九龍城區，在已核准的《市建局啟德道／沙埔道發展計劃圖則編號 S/K10/URA1/2》（「已核准發展計劃圖」）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 120 米。

為增加發展彈性以應對市場需求，並採納「組裝合成」建築法（MiC）及地面停車場的設計，本規劃申請向城規會申請規劃許可，將最高住用地積比率 7.5 倍略為放寬至 8.0 倍（最高總地積比率維持在 9.0 倍），並將建築物高度限制由主水平基準以上 120 米略為放寬至 140 米。

擬議略為放寬建築物高度限制主要基於兩個因素：

- (i) 為採用「組裝合成」建築法而增加約 11 米；及
- (ii) 因應地面停車場設計而增加約 9 米（需視乎詳細設計而定）。

即使發展項目最終不採用「組裝合成」建築法，為容納地面停車場設計，建築物高度限制仍放寬至主水平基準上 129 米（即增加地面停車場所需高度）。

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；
- 促進落實規劃裨益並克服地盤限制；
- 為周邊社區增添額外城市設計效益；
- 配合政府推動及便利設置的地面停車場；
- 提高住宅及商業用途分配的彈性以回應市場需求；
- 保持設計彈性及項目可實施性；
- 輕微調整最高住用地積比率以增加房屋供應；
- 與周邊現有及已規劃的環境互相協調；
- 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。

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 maximum domestic plot ratio (DPR) and building height restriction (BHR) for the URA Kai Tak Road / Sa Po Road Development Scheme (KC-015/the Scheme). 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 Kai Tak Road / Sa Po Road Development Scheme Plan No. S/K10/URA1/2 (the Application Site) (**Figure 1.1** refers). The subject S16 Planning Application is a “non-scheme-based” submission, the design of the future development will not be bounded by the notional design submitted herein.
- 1.2 The Scheme was commenced on 22 February 2019 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 Kai Tak Road / Sa Po Road Development Scheme Plan (DSP) to the TPB, which was subsequently approved by the Chief Executive in Council (CE in C) on 29 September 2020. The approved URA Kai Tak Road / Sa Po Road Development Scheme Plan No. S/K10/URA1/2 (the Approved DSP) was published on 9 October 2020.
- 1.3 With an aim to enhance development flexibility to meet market needs, adopt Modular Integrated Construction (MiC) method and above-ground (AG) carpark design, the URA intends to seek Town Planning Board (TPB)’s approval on **minor relaxation of domestic plot ratio (DPR) restriction from 7.5 to 8.0 while keeping total plot ratio (PR) of 9.0 unchanged, and minor relaxation of building height restrictions (BHR) from 120mPD to 140mPD** for the Application Site in accordance to Section 16 of the Town Planning Ordinance (S16 Planning Application).
- 1.4 The subject S16 Planning Application is a “**non-scheme-based**” submission and 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.

- 2.3.5 To the further south of the Application Site across Prince Edward Road East is the KTDA, which features a mix of community, housing, business, tourism and infrastructural uses. The KTDA is under active construction, with major developments including the Kai Tak Sports Park, shopping malls such as Airside and the Twins and various public and private residential developments completed and have been actively in use.

2.4 Policy Context

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

- 2.4.1 MiC is a construction method where integrated modules are prefabricated in a factory and then transported to the site for installation. This approach enhances quality control, minimizes disruption to the surrounding community, simplifies the construction process, and reduces waste.
- 2.4.2 The “Enhanced Facilitation Measures for Buildings Adopting MiC” under JPN No. 8 was promulgated by the Government in 2022 with an aim to to promote wider adoption of MiC in new private buildings by providing incentives. According to JPN No. 8, MiC involves thickened double slabs between MiC modules under current technology, resulting in an increase in storey height of MiC floor and hence in the overall BH of the building. To promote the adoption of MiC, 10% of the MiC floor area of a new building may be disregarded from GFA calculation, and favourable consideration may be given by the TPB for an increase of BH up to 4% of the total storey height of MiC floors.

Enhanced GFA Exemption Arrangements for Above-ground Carparks

- 2.4.3 As announced in the Policy Address 2025, the Government has committed to sustain efforts to improve the efficiency of land production and lower construction costs through initiating the enhanced GFA exemption arrangements for carparks in developments projects. In this connection, the new Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2 was published in November 2025, which allows for full GFA exemption for up to two levels of above-ground carparks for both private and public car parks.

Table 3.1 Comparison of Indicative Development Parameters of the Approved DSP and the Current S16 Planning Proposal

Development Parameters	Approved DSP Proposal [A]	Current S16 Planning Proposal [B]	Difference [B]-[A] (% change)
Site Area⁽¹⁾ - Application Site Area (for PR Calculation) (m ²)	About 5,307	About 5,307	No Change
Maximum PR⁽³⁾ - Total PR - Domestic PR	9.0 7.5	9.0 8.0 ⁽²⁾	No Change +0.5 (+6.7%)
Max GFA⁽¹⁾⁽³⁾ Total GFA (m ²) Domestic GFA (m ²)	About 47,763 About 39,803	About 47,763 ⁽²⁾ About 42,456 ⁽²⁾	No Change +2,653 (+6.7%)
Max. BH (mPD)	120	140	+20 (+16.7%)
GIC Facilities⁽⁴⁾ (m²)	About 800	About 800	No Change
Sunken Plaza (m²)	About 1000	About 1000	No Change
Under Notional Design			
No. of Residential Towers	3 towers	2 towers	-1 (-33.3%)
No. of Storeys - Domestic - Clubhouse - Podium - Basement	29 storeys 1 storey 3 storeys 5 storeys	31 storeys 1 storey 5 storeys 2 storeys	+2 (+6.9%) No Change +2 (+66.7%) -3 (-60.0%)
Average Flat Size (m²)	About 42.8 ⁽⁵⁾	About 42.8	No Change ⁽⁵⁾
No. of Flats	About 930 ⁽⁵⁾⁽⁶⁾	About 992 ⁽⁶⁾	+62 (+6.7%) ⁽⁵⁾
Anticipated Population⁽⁷⁾	About 2325 ⁽⁵⁾	About 2480	+155(+6.7%) ⁽⁵⁾
Site Coverage⁽⁸⁾	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% ⁽⁹⁾ Non-domestic portion above 15m: Not more than 65%	No change
Ancillary Car Parking and L/UL Spaces - Private Car Parking Spaces - Motorcycle Parking Spaces - L/UL Bays	120 ⁽¹⁰⁾ 14 ⁽¹⁰⁾ 11 ⁽¹⁰⁾	106 ⁽¹¹⁾ 13 ⁽¹¹⁾ 9 ⁽¹¹⁾	-14 (-11.7%) -1 (-7.1%) -2 (-18.2%)
PVP for Private Cars	300	217 ⁽¹²⁾	-83 (-27.7%)
Local Open Space (m²)⁽¹³⁾	About 2251	About 2480	+229 (+10.2%)

Remarks:

- (1) Based on the net site area under the Land Grant, subject to agreement with LandsD. For reference, the net site area under the Approved DSP was about 5,352 sq.m., the corresponding total GFA was about 48,168 sq.m. and domestic GFA was about 40,140 sq.m.
- (2) Excluding 10% of MiC floor area which could be disregarded from calculation of GFA and plot ratio as per Joint Practice Note No. 8.
- (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) For a like-to-like analysis, an average flat size of about 42.8 sq.m. under the Current S16 Planning Proposal has been applied to both the approved DSP and current S16 scenarios in the comparison table to show the net increase in the number of flats and population. For reference, the notional design for the Approved DSP for KC-015 approved by CE in C in Sep 2020 had adopted an average flat size of about 49.6 sq.m. with about 810 no. of flats and an estimated population of about 1940.
- (6) The actual no. of flats would be worked out at detailed design stage.
- (7) Based on Population Census 2021, the average domestic household size in Lung Shing District Council Constituency Area is 2.5 persons.
- (8) 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.
- (9) For reference, the podium below 15m will not extend towards the sunken plaza of about 1000 sq.m. (i.e. equivalent to about 18.84% of the Application Site area.)
- (10) Refers to the car parking provision submitted under the TIA for the Approved DSP.
- (11) Based on the car parking requirements stipulated under Land Grant.
- (12) For details, please refer to Para. 3.2.1 of this planning statement.
- (13) Private open space for future residents will be provided in accordance with HKPSG requirements of 1 sq.m. per person.

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:

- Provision of a split-level sunken plaza of about 1,000sq.m., which connects with the future subway (to be constructed by CEDD) linking KTDA and its Underground Shopping Street (USS), to create a nodal point to connect this part of Kowloon City District with KTDA for enhancing the area's connectivity and walkability. The sunken plaza will be opened for public use and will incorporate retail components, sitting area and event space for place-making opportunities to enrich users' experience, as well as providing a 50m setback of towers from Prince Edward Road East to enhance wind flow penetration;
- Replanning and converting the existing portion of Sa Po Road within the Scheme to optimize the configuration of the sunken plaza, provide solution space for bus queuing at the pavement of Prince Edward Road East and enhanced pedestrian circulation;
- Provide not less than 800 sq.m. of GFA for GIC uses to meet the

community needs; and

- Provide PVP to address local parking demand. The URA has submitted a Technical Note on Public Vehicle Park for KC-015 dated April 2025 to Transport Department (TD) to review the local parking demand in the area. The Technical Note proposed minor reduction of PVP provision from 300 nos. under the Approved DSP to 217 nos. to reflect an updated estimate of local parking demand. The Note has obtained no in-principle objection from TD (refer to Section 2.4 and Appendix B of the Traffic Impact Assessment (TIA) report provide in **Appendix A** for details) and no in-principle objection from Kowloon City District Council (KCDC) after consultation. As such, the current S16 Planning Proposal adopts the reduced numbers of PVP provision (i.e. 217 nos. of PVP for private cars).

3.3 Access, Parking and Servicing Facilities

3.3.1 While the proposed vehicular access points located at Sa Po Road and Kai Tak Road is the same as that proposed under the Approved DSP, the access arrangement under the subject S16 Planning Proposal has been refined to provide one ingress at Sa Po Road and one egress at Kai Tak Road for all types of vehicles to enhance the overall efficiency and smooth operation of the car park.

3.3.2 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 Impact Assessment (TIA) report provided in **Appendix A**.

Table 3.2 Proposed Car Parking and Internal Transport Provision

Facilities	Proposed Total Provision ⁽¹⁾⁽²⁾
Private Car Parking Spaces	106 (Including 2 accessible parking spaces)
Motorcycle Parking Spaces	13
L/UL Bays	HGV: 4 LGV: 5 ⁽³⁾

Remarks:

(1) For the detailed breakdown of the provisions for the residential, retail and GIC uses, please refer to the TIA report provided in Appendix A.

(2) Based on the car parking requirements stipulated under Land Grant.

(3) 1 no. of LGV L/UL space will be shared with the proposed GIC uses.

3.4 Above-ground Carpark Provision

3.4.1 The latest notional design of the S16 Planning Proposal has made reference to the PNAP APP-2 published in November 2025 to provide above-ground carpark. The PNAP APP-2 permits full GFA exemption for up to two levels of above-ground public and private carparks. Compared with the notional design for the Approved DSP of which all car parking

spaces are located within a 5-storey basement carpark, the subject S16 Planning Proposal proposes to reduce the basement car park from 5 storeys to 2 storeys; with the remaining portion of car parking spaces (including public and ancillary carparks) to be located in 4 storeys of above-ground levels. Retail provision and L/UL bay provision are located at ground floor, resulting in a 5-storey podium.

- 3.4.2 The design has obtained no in-principle objection from Buildings Department (BD) for full exemption of the above-ground carpark in view of the site constraints. An approved GBP with the 5-storey podium was obtained in February 2026 (**Attachment 1** refers). Details of the carparking provision and layout will be worked out at detailed design stage.

3.5 Implementation Programme

- 3.5.1 Subsequent to the approval of the DSP, the URA has completed land acquisition and is actively processing with the land grant application. Site clearance and demolition works were completed in 2023 and 2024 respectively and the land grant for the Approved DSP was executed in March 2026. An application to modify the land grant to reflect the proposals in this S16 Planning Application will be submitted upon obtaining approval from TPB.
- 3.5.2 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 2030/31.

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 Under current technology, double slabs between MiC modules are required and typically adopted by current market practice. The floor-to-floor height is required to increase for about 0.15m to accommodate the structural slab thickness. To physically absorb this cumulative thickness along with the 10% GFA exemption for MiC floor areas allowed under JPN No. 8, a building height increase of about 11m (i.e. about 2 additional residential floors under the notional design) is technically required to facilitate adoption of MiC, delivery of the committed planning gains and accommodate site constraints (elaborated in **para. 4.3** below) and further providing urban design merits (elaborated in **para. 4.4** below).

4.2 Deliver 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 Facilitate delivery of committed planning gains and accommodate site constraints

4.3.1 The proposed increase of 11m in building height for MiC is technically necessary solution to facilitate the adoption of MiC while delivering the committed planning gains and to accommodate site constraints. The Project has committed to provide a 1,000 sq.m. sunken plaza and a provision of 50m tower setback from Prince Edward Road East. These spatial commitments can enhance wind penetration and visual comfort as well as serving as noise buffer of the area. To facilitate the delivery of these planning gains, it would inevitably constraint the horizontal plane for building mass and layout disposition, and thus the proposed 11m

increase in building height is essential to accommodate the required MiC floor area vertically.

4.3.2 In addition, the Application Site is interspersed by two existing buildings, namely the High Place and Carlson Court along Sa Po Road. This results in an irregular site configuration, which constraints the flexibility and spatial efficiency of the horizontal building layout. The proposed 11m increase in building height directly addresses this physical constraint by allowing the permissible development parameters to be distributed vertically and enable the adoption of a more regular tower footprint that enhances the building's architectural form and fits harmoniously within the surrounding urban fabric.

4.4 Provide additional urban design merits to the surrounding neighbourhood

4.4.1 The proposed minor relaxation of BHR provides the design flexibility required to deliver additional urban design merits to the surrounding neighbourhood when compared to the notional design of the Approved DSP. Specifically, the proposed 11m building height increase for MiC also enables the Scheme to reduce the number of proposed residential towers from 3 to 2, which facilitates a much wider building separation between residential towers and enhances visual and spatial comfort for future residents and the surrounding neighbourhood. By strategically repositioning the two towers away from Kai Tak Road, it could open up the views of the neighbouring developments (e.g. the Carlson Court, AVA 55 and existing developments along Kai Tak Road), enhancing visual permeability and comfort of the surrounding area.

4.4.2 Furthermore, the reduction to 2 residential towers could also optimize design efficiency by enabling more efficient and shared use of various ancillary facilities such as lifts, staircases, and E&M facilities etc.

4.5 In line with the Government's initiatives of facilitating above-ground carpark design

4.5.1 With an aim to shorten construction time, lower construction costs and lessen site disruption and impacts to the surrounding environment, the subject S16 Planning Application proposed to reduce the basement car park to two storeys and to relocate a portion of the car parking spaces (including public and ancillary carparks) to above-ground levels. Such design refinement is also a response to the Government's initiative to facilitate the provision of above-ground carpark in development projects as promulgated in PNAP APP-2 published in November 2025, which allows full GFA exemption for up to two levels of aboveground carparks for both private and public car parks.

4.5.2 Since the relocation of underground carparks to above-ground levels will inevitably be constrained by the podium footprint and other uses that have already been planned for above-ground provision (e.g. retail, GIC, E&M, internal driveway area etc.), 5 levels of above-ground storey is

required to accommodate the required public and ancillary carparking spaces, L/UL bays and other internal transport provisions, resulting in a building height increase of about 9m (i.e. about 2 podium storeys). The proposed increase in BHR from 120mPD to 140mPD is necessary to allow sufficient vertical "headroom" to accommodate the above-ground carparks.

4.6 Enhance flexibility for residential and commercial land uses allocation in response to market needs

4.6.1 In view of the high vacancy rates and ample supply of commercial properties contrasted with the prevailing housing demand in recent years, the subject S16 Planning Application proposes to increase DPR from 7.5 to 8.0, while keeping the maximum total PR at 9.0. This minor relaxation could enhance the flexibility to optimise the mix of residential and commercial GFAs and potentially enable an increase in housing supply, while without increasing the overall development intensity of the Scheme.

4.7 Maintain development flexibility and project's implementability

4.7.1 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 provision of a sunken plaza and underground public vehicle park, while commercial uses always permitted on the lowest three floor of a building or in the purpose-designed non-residential portion of a building connecting to the sunken plaza. 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.

4.7.2 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.

4.7.3 Upon the subject S.16 planning approval, the Scheme 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.

4.8 Opportunity has been taken to increase housing supply by slight adjustment of permissible domestic plot ratio

4.8.1 The subject S16 Planning Application with minor relaxation of maximum permissible DPR from 7.5 to 8, is in line with the strategic housing policy

4.11.3 A Visual Impact Assessment (VIA) (**Appendix B** refers) has been conducted for the Current Indicative Proposal. Comparing with the **Approved DSP Proposal**, 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 120mPD to 140mPD will only result in minor magnitude of visual change and no adverse visual impact is anticipated.

No Adverse Air Quality Impact

4.11.4 An Air Quality Impact Assessment (AQIA) has been included in the Environmental Assessment (**Appendix C** refers) and the findings concluded no insurmountable air quality impact are anticipated from the Current S16 Proposal.

No Adverse Noise Impact

4.11.5 A Noise Impact Assessment (NIA) to assess the potential noise impact and identify any necessary noise mitigation measures will be submitted to the EPD for approval in accordance with the Special Condition (S.C.) stipulated in the Land Grant executed in March 2026. No adverse noise impacts are anticipated from the Current S16 Proposal.

No Adverse Waste Management Impact

4.11.6 Assessment on the potential waste management impact has been included in the EA report (**Appendix C** refers) and the findings shows that with good site management and mitigation measures, no adverse waste management impact is anticipated.

No Adverse Land Contamination Impact

4.11.7 The land contamination works, as identified in the Remediation Report of Land Contamination Assessment dated June 2025, have been completed. Consequently, the S.C. related to Land Contamination Assessment was removed from the executed land grant in Mar 2026. No adverse land contamination impact is anticipated. For details, please refer to Land Contamination section provided in the EA report (**Appendix C** refers).

No Adverse Water Quality Impact

4.11.8 Assessment on the potential water quality impact has been included in the EA report (**Appendix C** refers) and the findings concluded that with good site management and mitigation measures, no adverse water quality impact is anticipated during both construction and operational phases.

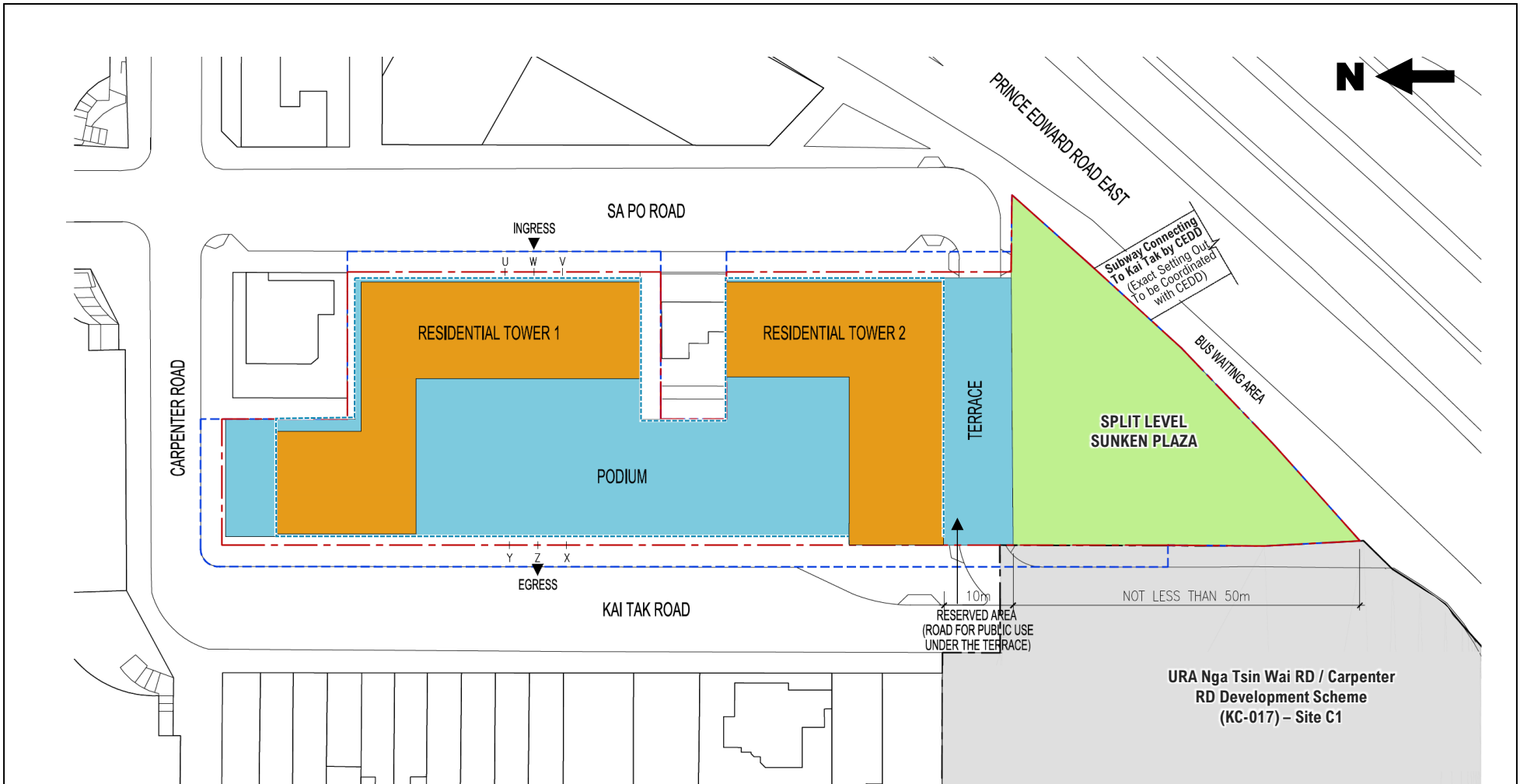
No Adverse Water Supply Impact

5. CONCLUSION

- 5.1 The Application Site of the subject S16 Planning Application comprises only the area zoned “Residential (Group A)” (“R(A)”) within the URA Kai Tak Road / Sa Po Road Development Scheme (KC-015) and is subject to a maximum DPR of 7.5 and total PR of 9.0, with BHR of 120mPD.
- 5.2 With an aim to enhance development flexibility, facilitate the adoption of the MiC construction method, and accommodate above-ground carpark design, this S16 Planning Application seeks TPB's approval for a minor relaxation of DPR from 7.5 to 8.0 and BHR from 120mPD to 140mPD.
- 5.3 The proposed increase in BHR is primarily driven by two factors:
- (i) an increase of about 11m for MiC; and
 - (ii) an increase of about 9m for above-ground carpark subject to detailed design.

Should MiC not be adopted by practisers in the implementation of the future development, the minor relaxation of BHR to 129mPD would still be needed for the above-ground carpark design.

- 5.4 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.
- 5.5 Relevant technical assessments have been conducted and the findings concluded that the current S16 Planning Proposal is technically feasible and no insurmountable problem is anticipated.
- 5.6 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;
 - Deliver environmental and social planning gains through adoption of MiC;
 - Facilitate delivery of committed planning gains and accommodate site constraints;
 - Provide additional urban design merits to the surrounding neighbourhood;
 - In line with the Government’s initiatives of facilitating aboveground carpark design;
 - Enhance flexibility for residential and commercial land uses allocation in response to market needs;
 - Maintain development flexibility and project’s implementability;
 - Opportunity has been taken to increase housing supply by slight adjustment of permissible domestic plot ratio;



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.

NOT TO SCALE

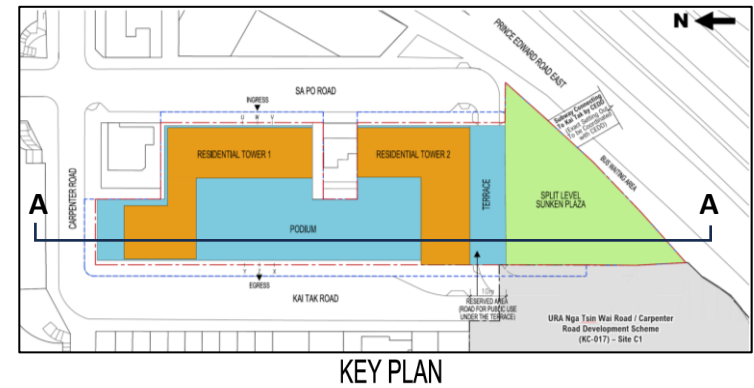
- - - - DSP Boundary
- - - - Application Site Area (Area Zoned “R(A)”)
 - Residential Tower
 - Podium
 - - - - Podium above 15m

NOTIONAL BLOCK PLAN

URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)



Figure 3.1



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.

- DSP Boundary
 Application Site Area (Area Zoned "R(A)")
 Residential Tower
 Podium

NOTIONAL SECTION PLAN

URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)

Figure 3.2