

Section 16 Planning Application for Proposed Minor Relaxation of Domestic Plot Ratio and Building Height Restrictions for the URA Kai Tak Road / Sa Po Road Development Scheme (KC-015) (Planning Application No. A/K10/281)

Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses	Relevant to Public Comment No.
		sunlight penetration) design considerations, are detailed design matters that will be considered and accommodated as appropriate at detailed design stage subsequent to approval of the subject S16 Planning Application.	
5.	<u>Concerns on compatibility with existing and planned surrounding context</u> The potential "wall effect" will overwhelm the surrounding developments that are 80mPD and less.	Please be clarified that the proposed minor relaxation of BHR from 120mPD to 140mPD is highly compatible with the existing and planned surrounding planning context. It fits harmoniously within the established stepped building height profile of the area, which gradually descends from inland area where buildings across Carpenter Road, i.e. Billionaire Royale and Le Billionaire with building height of 170mPD & 145mPD respectively, down to the proposed 140mPD of the subject S.16 Planning Application, and then the Kai Tak area where buildings step down from 135mPD/125/115/100mPD at KTDA to 55mPD near the waterfront. The proposed building height is well fit in the stepping profile and thus potential "wall effect" is not anticipated. Besides, the Scheme will provide a split-level sunken plaza of about 1,000sq.m., which creates a 50m buffer distance between residential towers and Prince Edward Road East, which will create visual and spatial comfort in the surrounding dense urban context. Furthermore, the VIA conducted for the subject S16 Planning Application has demonstrated that the proposed BHR of 140mPD is visually compatible with the local context, and no adverse visual impact anticipated.	2

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	recognised dominant inhibitors of pedestrian-level airflow. A fresh AVA for the revised form should be required.	Proposal has maintained the following air ventilation measures to enhance the east-west air flow with with minor adjustments introduced: • Retain the 11m-wide gap between towers to facilitate penetration of the prevailing annual eastern wind; • Retain the provision of the split-level sunken plaza and 50m setback of towers from Prince Edward Road East to ensure penetration of the prevailing summer south-western wind. • The non-critical 13m-wide gap (flowing from Carpenter Road via the narrow strip between The High Place and the Application Site) has been omitted, as northern wind does not represent a major prevailing wind direction for the area (which is dominated by eastern wind annually and south-western wind in summer). • Ensure provision of building design elements (e.g. building separation) in accordance with SBDG as appropriate.	
11.	<u>Apartment layout will enjoy less cross-ventilation</u> The reduction in the number of towers from three to two means the layout of the apartments will enjoy less cross-ventilation. Apartments with windows facing a single direction experience single-sided ventilation, causing stagnant air, heat buildup, and high moisture, which leads to excessive dependence on air conditioning.	Please be clarified that detailed layout of individual residential units (including location of the windows) and micro-climate (including air ventilation performance within individual units) are detailed design matters that will be finalized at detailed design stage subsequent to approval of the subject S16 Planning Application.	2