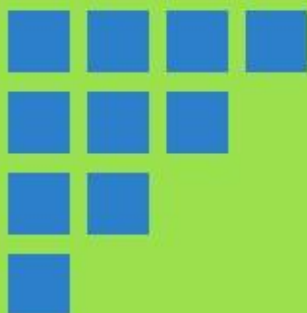




**Section 16 Planning Application for
Proposed Minor Relaxation of Domestic Plot Ratio
and Building Height Restrictions for
the URA Kai Tak Road / Sa Po Road
Development Scheme (KC-015)**

PLANNING STATEMENT

June 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 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 current indicative proposal in the S16 Planning Application does not form part of the application. 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;
- In line with the Government's initiatives of facilitating above-ground carpark design;
- In response to market needs and to enhance project financial viability ;
- Enhance development flexibility and project's market attractiveness ;
- 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，所載的初步概念方案並不構成本規劃申請的一部分。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；
- 配合政府推動及便利設置的地面停車場；
- 回應市場需求並提升項目財務可行性；
- 增加發展的靈活性及項目的市場吸引力；
- 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。

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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 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 current indicative proposal of the subject S16 Planning Application does not form part of the application. It 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 Kowloon City district and is bounded by Sa Po Road to the east, Prince Edward Road East to the south, Kai Tak Road to the west and Carpenter Road to the north. It is well served by a variety of public transport options, with Sung Wong Toi MTR Station Exit B located about 5-minute walking distance from the Application Site (**Figure 2.1** refers). It is also served by numerous bus routes operating along Prince Edward Road East providing convenient access throughout the city. The Application Site is currently vacant, as the demolition works were completed in 2024 (**Figure 1.1** refers).
- 2.1.2 The Application Site covers the area zoned “R(A)” under the Approved DSP. It includes the land at 31 – 49 Sa Po Road (odd nos.) and 55 – 73 Sa Po Road (odd nos.) and 24 – 82 Kai Tak Road (even nos.), a back lane and a portion of Sa Po Road (**Figure 1.1** refers). The Application Site has a net site area of about 5,307sq.m. for PR calculation.

2.2 Planning Context

- 2.2.1 The Application Site falls within the Nga Tsin Wai Road Area defined in the Urban Renewal Plan (URP) under the Kowloon City District Urban Renewal Forum (KC DURF) study in 2014 for mixed development with commercial, community and residential uses to facilitate the transformation of the area to a gateway leading to Kai Tak Development Area (KTDA) with seamless integration with its underground shopping street (USS). The URP also suggested that an entrance plaza connecting with the subway to the USS should be provided to serve as a gateway to create a sense of arrival, and commercial/community facilities and public vehicle park (PVP) should be provided in the future development to meet the local demand.
- 2.2.2 To materialize KC DURF’s proposed, the URA has commenced the Kai Tak Road / Sa Po Road Development Scheme (KC-015) on 22 February 2019 in accordance to Section 25 of the URAO. The draft Development Scheme Plan (DSP) was then approved by CE in C on 29 September 2020. The approved URA Kai Tak Road / Sa Po Road DSP No. S/K10/URA1/2 (the Approved DSP) was published on 9 October 2020.
- 2.2.3 The Application Site falls within an area zoned “R(A)” on the Approved DSP (**Figure 1.1** refers), which is intended primarily for high-density residential developments with the provision of a sunken plaza and underground PVP. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building connecting to the sunken plaza. The Application

Site is subject to a maximum DPR of 7.5¹ and total PR of 9.0, with BHR of 120mPD. 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 predominately characterized by a mix of existing low-to-medium rise tenements buildings with ground-floor shops and recent high-rise residential developments. **Figure 2.2** shows the site and surrounding context.
- 2.3.2 Immediately adjoins the Application Site in the same street block have two relatively new high-rise buildings, namely, the High Place which is a private residential development adjoin the northeastern corner of the Application Site and the Carlson Court at Sa Po Road which is an off-campus student residence managed by the Hong Kong Baptist University.
- 2.3.3 The zonings of the surroundings areas of the Application Site are mainly “R(A)”, “O” and “C” sites (**Figure 2.3** refers). Adjoining part of the south western boundary of the Application Site is the Site C1 of URA Nga Tsin Wai Road / Carpenter Road Development Scheme (KC-017). KC-017 was implemented by way of a development scheme in accordance with Section 25 of the URAO and has been approved by CE in C in September 2023. Site C1 of KC-017 is planned with a low-rise commercial/ retail block at its north and the at-grade gateway square at its south, which will connect with the existing Tak Ku Ling Road Rest Garden and the sunken plaza at the Application Site, forming a scalable gateway between the Nga Tsin Wai Road area of Kowloon City area and the Kat Tak Development Area (KTDA).
- 2.3.4 In addition to KC-017’s Site C1, the area to the west of the Application Site across Kai Tak Road comprises a mix of low-to-medium rise tenement buildings with ground floor shops, together with a recent high-rise residential development known as AVA 55. To the north and northeast of the Application Site across Carpenter Road are two recent high-rise residential developments known as Billionaire Royale and Le Billionaire, with building heights of about 170 mPD and 145 mPD respectively. To the east of the Application Site across Sa Po Road are the mid-rise residential building named Po Shing Court and the Regal Oriental Hotel (**Figure 2.2** refers).

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.

- 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. The reasons for applying a BH relaxation exceeding 4% of the total storey height of MiC floors under the subject S16 Planning Application will be explained in **Paragraph 4.1.2 and 4.1.3.**

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.

3. THE INDICATIVE DEVELOPMENT PROPOSAL

3.1 Proposed minor relaxation of Domestic Plot Ratio (DPR) and Building Height Restrictions (BHR)

3.1.1 The S16 Planning Application seeks TPB permission for **(i) minor relaxation of maximum permissible DPR from 7.5 to 8.0, while keeping the total PR of 9.0 unchanged** to enhance development flexibility to meet market needs and **(ii) minor relaxation of BHR from 120mPD to 140mPD** to facilitate the adoption of MiC and above-ground carpark design to respond to the recent Government initiatives.

3.1.2 The proposed minor relaxation of DPR from 7.5 to 8.0, while keeping the maximum total PR at 9.0, could allow for construction of more domestic areas to meet the market needs. The relaxation also allows more flexibility on the PR interchangeability between domestic PR and non-domestic PR for the future development. It will not propose any restriction on the non-domestic PR, which allows flexibility in adjusting the final GFA mix and the provision of non-domestic PR at detailed design stage, subject to the maximum DPR of 8.0 and a total PR of 9.0 of the Application Site.

3.1.3 The proposed minor relaxation of BHR from 120mPD to 140mPD is as a result of 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.

3.1.4 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.

3.1.5 While the subject S16 Planning Application is a non-scheme-based submission, the notional block plan and section plan are provided in **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 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 5,352	About 5,307 ⁽¹⁾	-45 (-0.8%)
Maximum PR ⁽³⁾ - Total PR - Domestic PR	9.0 7.5	9.0 8.0 ⁽²⁾	No Change +0.5 (+6.7%)
Max GFA ⁽³⁾ Total GFA (m ²) Domestic GFA (m ²)	About 48,168 About 40,140	About 47,763 ⁽¹⁾⁽²⁾ About 42,456 ⁽¹⁾⁽²⁾⁽³⁾	-405 (-0.8%) +2,316 (+5.8%)
Max. BH (mPD)	120	140	+20 (+16.7%)
GIC Facilities ⁽⁴⁾ (m ²)	About 800	About 800	No Change
Sunken Plaza (m ²)	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 (m ²)	About 42.8 ⁽⁵⁾	About 42.8	No Change ⁽⁵⁾
No. of Flats	About 938 ⁽⁵⁾⁽⁶⁾	About 992 ⁽⁶⁾	+54 (+5.8%) ⁽⁵⁾
Anticipated Population	About 2251 ⁽⁵⁾⁽⁷⁾	About 2480 ⁽⁸⁾	+229 (+10.2%) ⁽⁵⁾
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

Remarks:

- (1) As per area zoned "R(A)" under the Approved DSP with minor adjustment of area to reflect the net site area under land grant, resulting to corresponding adjustment in GFA.
- (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 938 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) In lined with the notional design adopted for the Approved DSP, the estimated population is based on the average domestic household size of 2.4 persons in Lung Shing District Council Constituency Area under the Population By-census 2016.*
- (8) Based on Population Census 2021, the average domestic household size in Lung Shing District Council Constituency Area is 2.5 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.*

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) Benchmarking 2019 HKPSG high-end requirement
- (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, L/UL bay provision and ancillary carparking facilities 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, which enables better quality control, shortens construction period, reduces disturbance to the neighbourhood, simplifies the construction process and reduces construction wastes.
- 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 will need to be increased for about 0.15m structural slab thickness to accommodate the double slabs design. Besides, with the 10% GFA exemption for MiC under JPN No. 8, additional residential floors will be required to accommodate the extra residential floor areas. Given the Project aims to bring community planning gains through redevelopment, including the provision of a 1,000sq.m. sunken plaza and a 50m tower setback from Prince Edward Road East to enhance wind penetration to the area, the incorporation of these planning gains will at the same time limit the design of building mass and layout.
- 4.1.3 By taking into account of the above considerations, the residential towers will need to increase for 11m (2 residential floors under the notional design) to accommodate the MIC design while fulfilling the provision of all these planning gains committed in the Project.

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

- 4.2.1 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.
- 4.2.2 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. The proposed increase in BHR from 120mPD to 140mPD is necessary to allow sufficient vertical "headroom" to accommodate the above-ground carparks.

4.3 In Response to Market Needs and to Enhance Project Financial Viability

- 4.3.1 In view of the high vacancy rates and ample supply of commercial properties in recent years, the Financial Secretary (FS) in his 2025-2026 Budget Speech set out the Government's strategies to consider to rezone some of the commercial sites into residential use and allowing greater flexibility of land use. The further postponement of commercial land sales is also reflected in the recent 2026-27 Budget Speech.
- 4.3.2 In light of the unoptimistic commercial market sentiment, the subject S16 Planning Application proposes to increase maximum permissible DPR from 7.5 to 8.0, while keeping the maximum total PR at 9.0 could enhance flexibility on the mix of domestic and non-domestic GFAs, allowing for the construction of more domestic areas in response to the changing market conditions.

4.4 Enhance development flexibility and project's market attractiveness

- 4.4.1 The Development Facilitation Services (DFS) for the Scheme was organised by URA to enhance transparency of project information and obtain market feedback. During the DFS, developers generally indicated a preference for less retail space provision.
- 4.4.2 To optimise marketability and attractiveness of the Scheme, the current S16 Planning Proposal has slightly reduced the retail space provision to meet the market needs as per DFS's comments, if required. The reduction of non-domestic GFA will only reduce upper-floor retail shop area in the future development, given the demand on upper-level retail shops are less appealing to shoppers due to changing shopping habits in recent years. The resultant reduction of non-domestic GFA will not affect the provision of ground floor retail shops in the Application Site to maintain street vibrancy of the area. The corresponding impact on reduction in non-domestic PR will also be minimal, as the area is served with various existing retail facilities within walking distance.

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

- 4.5.1 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 of increasing housing supply in Hong Kong. Based on the notional design for the subject S16 Planning Application, it is anticipated that the Scheme could provide about 992 nos. of residential units, which

contributes to the housing supply for alleviating the problem of housing shortage in Hong Kong.

4.6 Compatible with existing and planned surrounding context

- 4.6.1 The proposed minor relaxation of BHR from 120mPD to 140mPD is comparable with the existing and planned surrounding context. The proposed BHR of 140mPD shall fit harmoniously with the 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 Kai Tak area where buildings step down from 135mPD to 55mPD to the waterfront.
- 4.6.2 The Visual Impact Assessment (VIA) is included in **Appendix B** demonstrating that the proposed BHR of 140mPD is compatible with the surrounding developments and is far from reaching the 20% Building Free Zone for preserving views to ridgelines as recommended in the HKPSG.

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 Technical assessments have been conducted based on the notional design for the Application Site, the findings concluded that the Current Indicative Proposal would not induce any insurmountable technical impact in all aspects, including traffic, visual, air quality, noise, waste management, land contamination, drainage, sewerage, and water supply aspects. Relevant mitigation measures have been recommended where necessary.

No Adverse Traffic Impact

- 4.8.2 A Traffic Impact Assessment (TIA) (**Appendix A** refers) has been conducted and the findings shows that the current S16 Planning Proposal will not induce any adverse traffic impact. Traffic improvements measures previously proposed for the Approved DSP could cater for the traffic flow arising from this S16 Planning Application. All identified junctions will continue to operate with ample capacity in design year 2033 (i.e. 3 years after the tentative completion year of 2030).

No Adverse Visual Impact

- 4.8.3 A Visual Impact Assessment (VIA) (**Appendix B** refers) has been conducted for the Current Indicative Proposal. Comparing with the OZP Compliant 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

- 4.8.4 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

- 4.8.5 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

- 4.8.6 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

- 4.8.7 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

- 4.8.8 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

- 4.8.9 Assessment on the potential water supply impact has been included in the Water Supply Impact Assessment (WSIA) report (**Appendix D** refers) and the findings concluded that the planned / existing fresh and salt water supply systems in the vicinity are adequate to meet the demand arise from this S16 Planning Application.

No Adverse Drainage Impact

- 4.8.10 Assessment on the potential drainage impact has been included in the Drainage Impact Assessment (DIA) report (**Appendix E** refers) and the findings concluded that with the proposed drainage upgrades, no adverse impact to the drainage impact is anticipated.

No Adverse Sewerage Impact

- 4.8.11 A Sewerage Impact Assessment (SIA) to assess the potential sewerage impact and identify any necessary 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 sewerage impacts are anticipated from the Current S16 Proposal.

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.

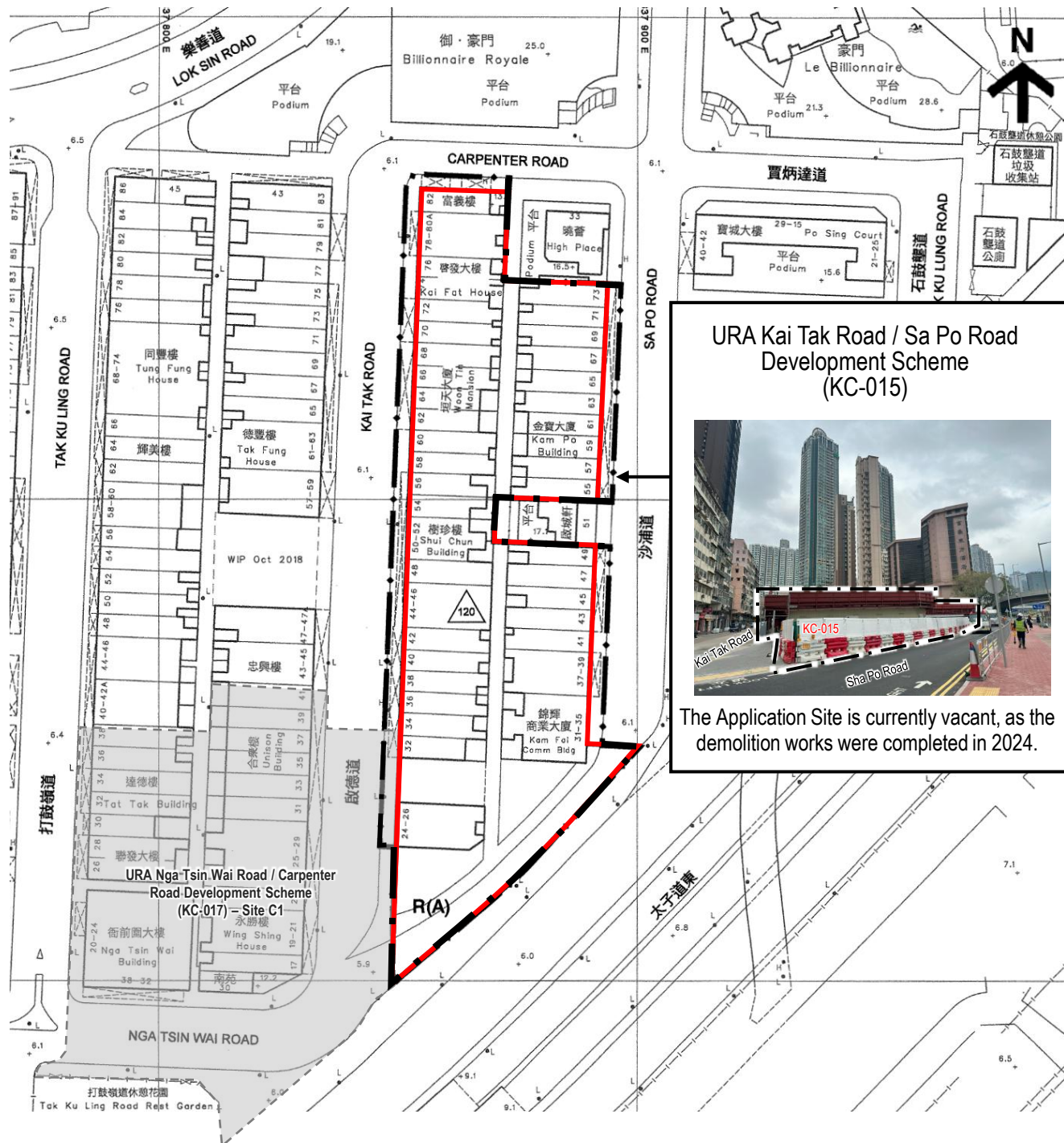
Should MiC not be adopted by practisers in the implementation of the future development, the minor relaxation of BHR to 129mPD would still be needed for the above-ground carpark design.

- 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;
 - In line with the Government’s initiatives of facilitating aboveground carpark design;
 - In response to market needs and to enhance project financial viability;
 - Enhance development flexibility and project’s market attractiveness;
 - 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.
- 5.7 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

June 2026



Extract from the Approved URA Kai Tak Road / Sha Po Road Development Scheme Plan No. S/K10/URA1/2 approved by CE in C on 29 September 2020



DSP Boundary



Application Site Area
(Area zoned "R(A)")

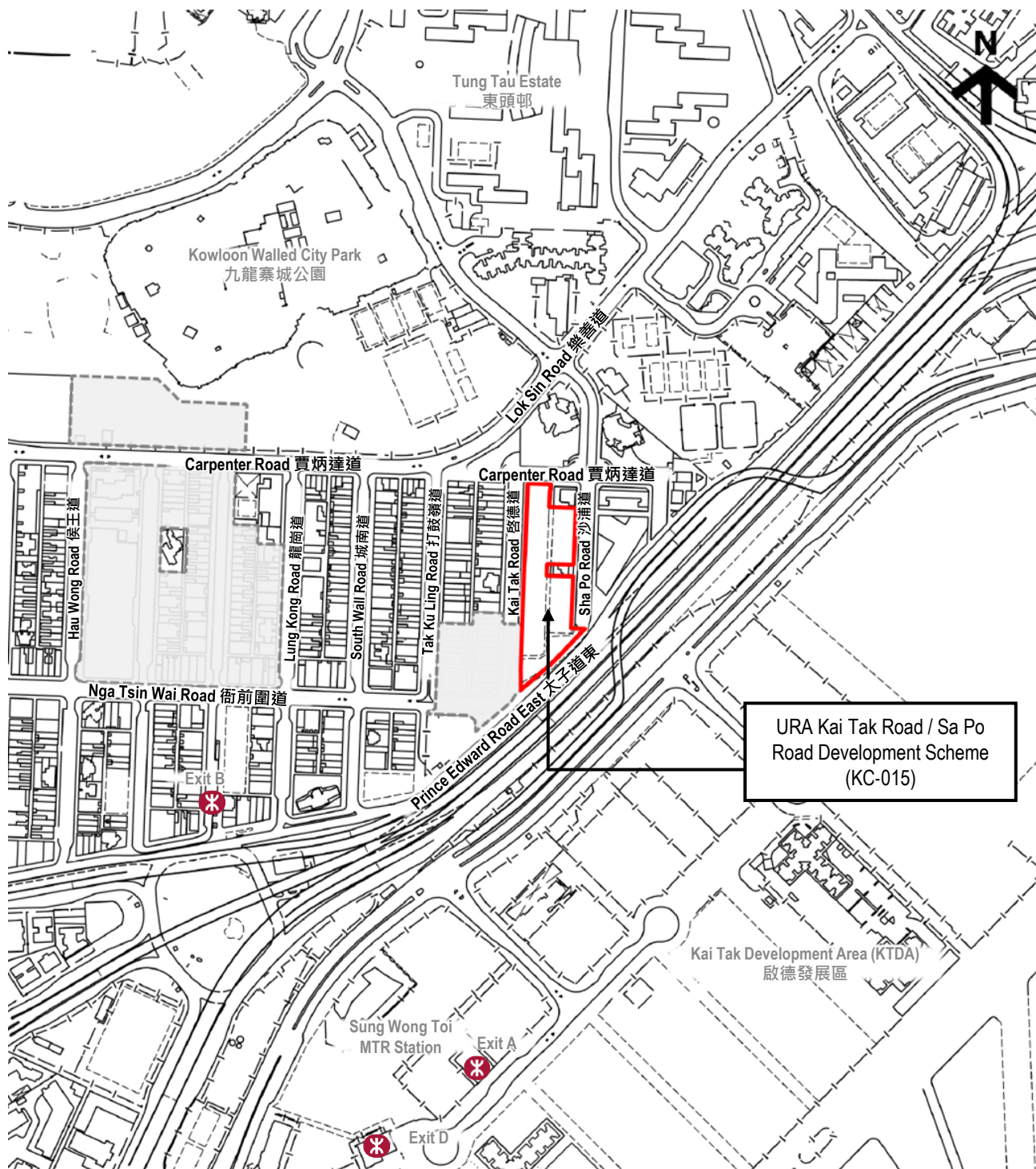
EXTRACT OF APPROVED DSP

NO. S/K10/URA1/2

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



Figure 1.1



URA Kai Tak Road / Sa Po
Road Development Scheme
(KC-015)

Kai Tak Development Area (KTDA)
啟德發展區

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Application Site Area
(KC-015)



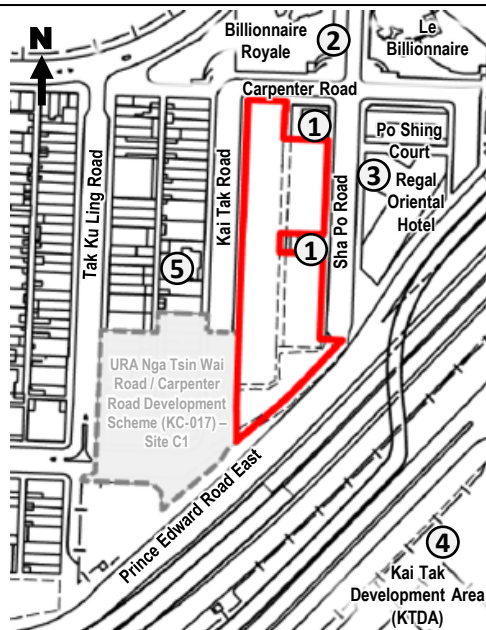
URA Nga Tsin Wai Road /
Carpenter Road
Development Scheme
(KC-017)

LOCATION PLAN

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



Figure 2.1



Adjoining high-rise buildings, the High Place and Carlson Court, within the same street block as the Application Site



High-rise residential developments, known as Billionaire Royale and Le Billionnaire, to the north across Carpenter Road



Po Shing Court and the Regal Oriental Hotel to the east across Sa Po Road



Kai Tak Development Area (KTDA) across Prince Edward Road East



Low-to-medium rise tenement buildings with a high-rise residential development known as AVA 55 to the west across Kai Tak Road

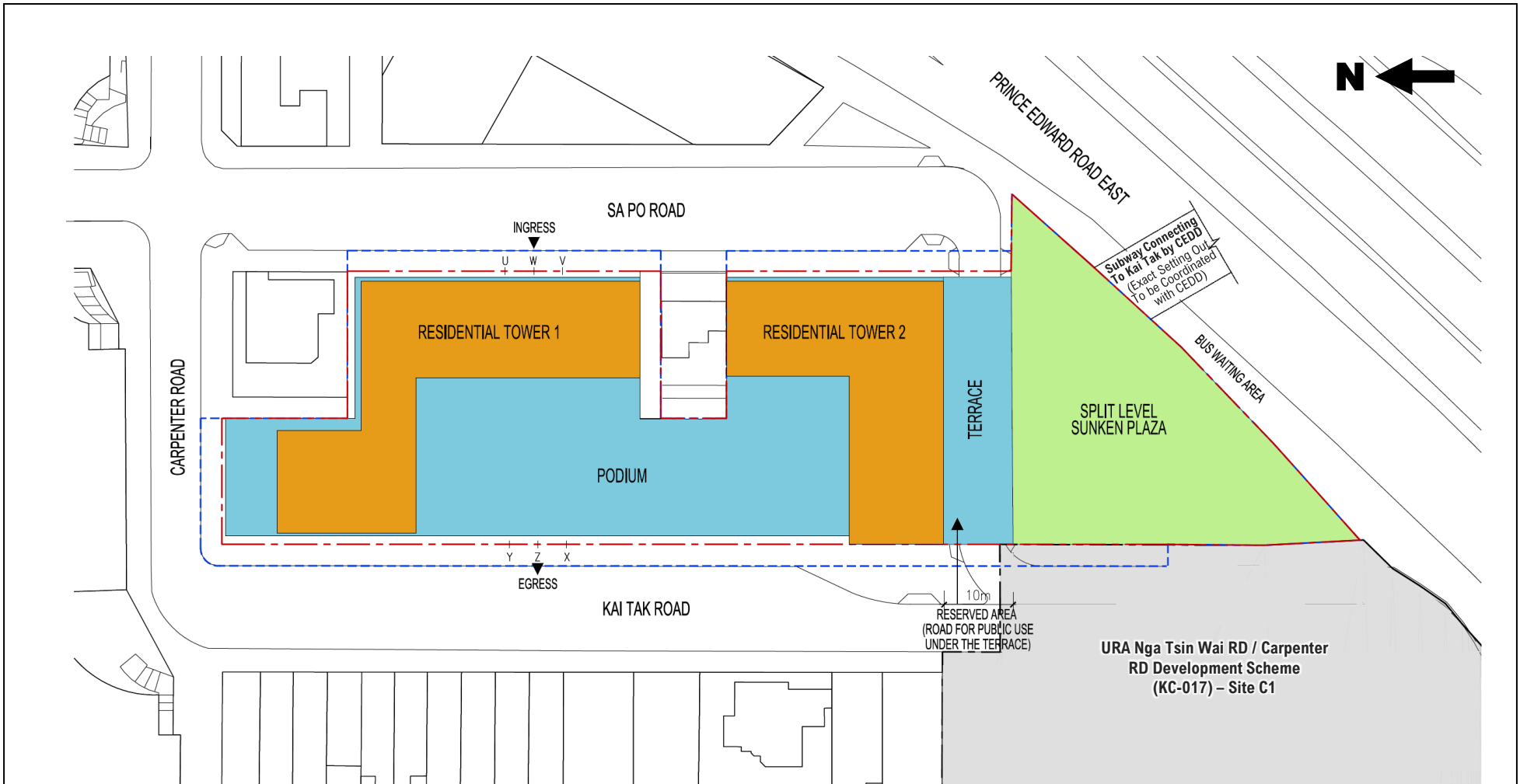
For identification purpose only

 Application Site

 URA Nga Tsin Wai Road / Carpenter Road Development Scheme (KC-017) – Site C1

SITE AND SURROUNDING CONTEXT

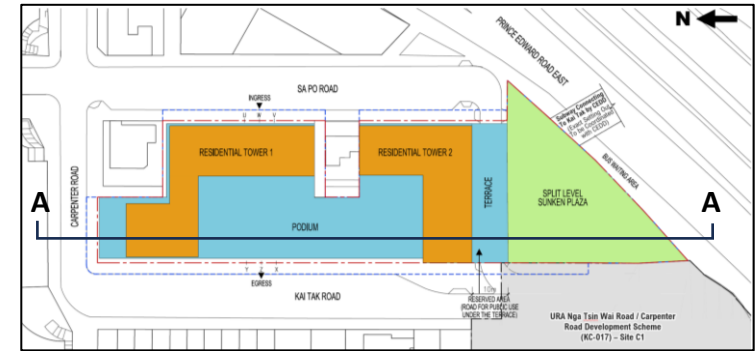
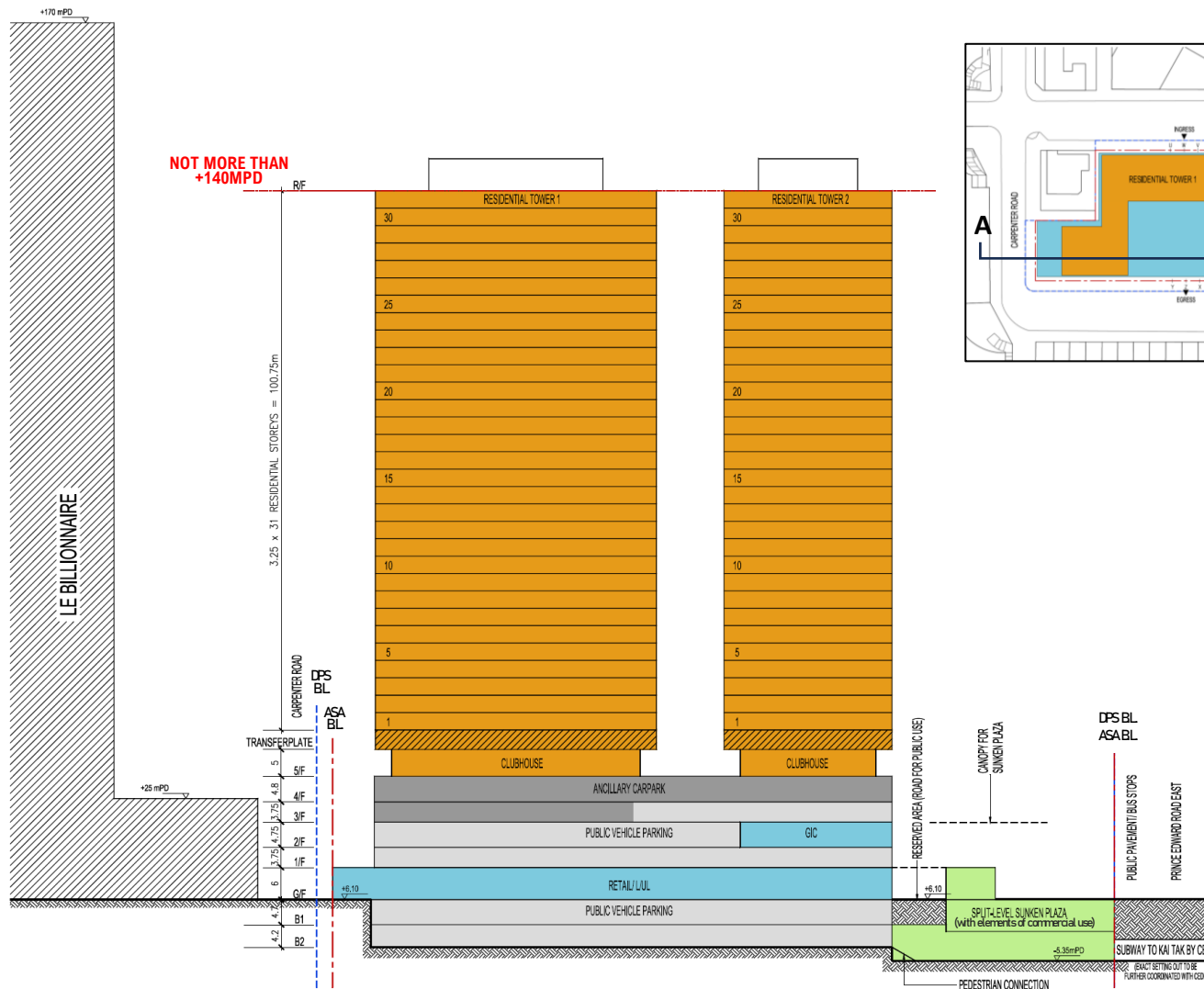
URA KAI TAK ROAD / SA PO ROAD
DEVELOPMENT SCHEME
(KC-015)



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. 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.

--- DSP Boundary --- Application Site Area (Area Zoned “R(A)”)	NOTIONAL BLOCK PLAN URA KAI TAK ROAD / SA PO ROAD DEVELOPMENT SCHEME (KC-015)		 Figure 3.1
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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. 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.

- DSP Boundary
- Application Site Area (Area Zoned “R(A)”)

NOTIONAL SECTION PLAN

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

Attachment 1:

**Letter from the Buildings
Department (BD) dated
25 February 2026 on GBP approval**

25 February 2026

CHAN Wan Ming
[Issued to ESH Account]

Dear Sir/Madam,

Sa Po Road, Carpenter Road, Kai Tak Road, Prince Edward Road East, Kowloon
(Kai Tak Road / Sa Po Road Development Scheme KC-015)

I refer to your application received on 10 December 2025 for approval of proposals in respect of Building (Major Revision) .

2. Your submission of general building plans (GBP) has been subject to Stage I curtailed check under the curtailed check system announced in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) ADM-19. On this basis, I am satisfied that your submission is fundamentally acceptable and may be approved. Please note that the information and details that are deferred items for Stages II and III as listed in Appendix A1 of PNAP ADV-33 have not been checked irrespective such items are shown in the above GBP.

3. You are reminded that the curtailed check system covers only the fundamental issues of a building proposal. Although non-fundamental issues will not be raised as reasons for disapproving a submission, I expect that all contraventions of the Buildings Ordinance (BO) and its subsidiary legislation are rectified as and when they are discovered and in any event, before completion of the works is certified. In this connection, I ask you to note that the Building Authority (BA) attaches great importance to the proper assumption of duties and responsibilities by authorized persons, registered structural engineers and registered geotechnical engineers.

4. In accordance with the provisions of regulation 30(1) of the Building (Administration) Regulations (B(A)R), this is to notify that the above-mentioned plans submitted with your application received on 10 December 2025 are hereby approved. One set of the said plans, on which I have signified my approval, is enclosed. Your client has been sent a copy of this letter but I would request that you ensure that the contents are understood by him/her.

5. This approval should **NOT** be deemed to confer any title to land; to act as a waiver of any term in any lease or licence; or to grant any exemption from or to permit any contravention of any of the provisions of the BO or any other enactment. This approval does **NOT** authorize the commencement or the carrying out of any works shown in the approved plans. Section 14(2) of the BO refers.

6. Under regulation 10 of the B(A)R, you are required to submit a full set of GBP incorporating all plans and details required for Stage I and II as detailed in Appendix A1 of PNAP ADV-33 and to have obtained my approval of such GBP prior to applying for consent for the commencement of the superstructure works. You may seek the BA's approval of GBP (Stage II) in any amendment submission by indicating at the lower right-hand corner of each plan that **"This set of plans is submitted for Stage II Curtailed Check"**. Your attention is drawn to section 16(3)(a) of the BO.

/7.....

SL9 (4/2023) (GBP Stage I Curtailed Check)

7. Your plans have been referred to the District Lands Officer/Kowloon East (DLO/KE) (contact person: Mr. Lam Yuen, Johnny at tel. 3842 7612) for comments. DLO/KE replied you direct on 13 February 2026. Your attention is drawn to section 14(2) of the BO.
8. The District Planning Officer/Kowloon () has no statutory objection to the submitted plans. Detailed comments were already conveyed to you on 22 January 2026.
9. The Chief Geotechnical Engineer/Mainland East (CGE/ME), GEO () has no geotechnical objection in principle to the plan with conditions and requirements at **Appendix I**. You are required to resolve with CGE/ME directly.
10. The Engineer/Kowloon City, Traffic Engineering (Kln.) Division, Transport Department (TD) () has comments and conveyed to you on 14 January 2026. You are required to resolve with C for T directly.
11. The Chief Highway Engineer/Kowloon (CHE/K) () has comments at **Appendix II**. You are required to resolve with CHE/K directly.
12. The Director of Food and Environmental Hygiene (D of FEH) () has comments at **Appendix III**. Your attention is drawn to section 4(3) of the BO in case any amendments are required.
13. The Director of Social Welfare has comment and conveyed to you on 20 January 2026. You are required to resolve with Social Welfare Department directly.
14. The Chief Engineer/Mainland South (CE/MS), Drainage Services Department () has comments at **Appendix IV**. You are required to resolve the comments with CE/MS directly.
15. The Chief Engineer/Kowloon (CE/K), Water Supplies Department () has comments at **Appendix V**. You are required to resolve with CE/K directly.
16. Your plans have been referred to East Development Office (EDO), Civil Engineering and Development Department for comments. His/her comments will be conveyed to you when available.
17. The Director-General of Communications, Office of the Communication Authority (OFCA) () has comments at **Appendix VI**. You are required to resolve with OFCA directly.
18. The Director of Environmental Protection () has no objection with comments conveyed to you on 16 January 2026.
19. Regarding paragraphs 8 to 18 above, your attention is drawn to section 4(3) of the BO in case any amendments are required.

/20.....

20. It is noted that certain essential information on General Building Plans as detailed in Appendix A1 of PNAP ADV-33 will be submitted for approval in subsequent amendment plans at later stages. You are reminded that if the Building Authority's approval of the required plan with such essential information is not obtained at the later stages, the Building Authority may refuse to grant consent to the commencement of superstructure works under section 16(3)(a) of the Buildings Ordinance (BO) or refuse to issue occupation permit / temporary occupation permit under section 21(6)(a) of the BO. Your attention is drawn to regulation 10 of the Building (Administration) Regulations (B(A)R).

21. Pursuant to the paragraph 20 above, you are reminded to submit amendment building plans incorporating the following details for approval prior to the application for consent to the commencement of superstructure works:

- (i) Diagrams and associated calculations of usable floor areas, usable floor spaces and fire compartments;
- (ii) Diagrams with detailed calculations of gross floor area (GFA), particularly the area of access facilities for telecommunications and broadcasting services, refuse storage and material recovery chambers, amenity features, residents' recreational facilities and combined balconies, utility platforms with A/C platform to be exempted from GFA calculations; and
- (iii) Area calculations for prescribed windows for critical situations.

22. Under regulation 10 of the B(A)R, you are required to submit amendment building plans incorporating the summary of GFA concessions for approval prior to the application for occupation permit.

23. A Form BD106 is enclosed herewith.

Yours faithfully,

c.c. Urban Renewal Authority
(via ESH)

D of FS
DLO /KE
DPO/K
CGE/ME
C for T
CHE/K
D of FEH
D of SW
CE/MS,DSD
CE/K,WSD
EDO,CEDD
OFCA
EPD

(Digitally signed by)
(**KO Kiu-kin**)
Chief Building Surveyor
for Building Authority