

Comparison of the Major Parameters of the Approved Scheme and the Proposed Scheme

| Development Parameters | Approved Scheme (No. A/K20/128) (a) | Proposed Scheme (No. A/K20/132) (b) | Difference (%) (b) - (a) |
|---|--|--|--|
| Site Area (About)[®] | | | |
| Site 1 | 5,352m ² | 5,352m ² | Same |
| Site 2 | 18,348m ² | 18,348m ² | Same |
| Whole Site | 23,700m ² | 23,700m ² | Same |
| Plot Ratio (For Site 1, Site 2 and Whole Site) | | | |
| Total | Not more than 8 | Not more than 8 | Same |
| - Domestic | Not more than 7.5 | Not more than 7.5 | Same |
| - Non-Domestic | Not more than 0.5 | Not more than 0.5 | Same |
| Gross Floor Area (GFA) | | | |
| <i>Site 1</i> | | | |
| - Total | Not more than 42,816m ² | Not more than 42,816m ² | Same |
| - Domestic | Not more than 40,140m ² | Not more than 40,140m ² | Same |
| - Non-Domestic [^] | Not more than 2,676m ² | Not more than 2,676m ² | Same |
| <i>Site 2</i> | | | |
| - Total | Not more than 146,784m ² | Not more than 146,784m ² | Same |
| - Domestic | Not more than 137,610m ² | Not more than 137,610m ² | Same |
| - Non-Domestic [^] | Not more than 9,174m ² | Not more than 9,174m ² | Same |
| <i>Whole Site</i> | | | |
| - Total | Not more than 189,600m ² | Not more than 189,600m ² | Same |
| - Domestic | Not more than 177,750m ² | Not more than 177,750m ² | Same |
| - Non-Domestic [^] | Not more than 11,850m ² | Not more than 11,850m ² | Same |
| Site Coverage (above 15m from mean street level) (About) | | | |
| Site 1 | 35% | 35% | Same |
| Site 2 | 33% | 33% | Same |
| Whole Site | 34% | 34% | Same |
| Maximum Building Height (main roof) | | | |
| Site 1 | Not more than 150mPD | Not more than 150mPD | Same |
| Site 2 | Not more than 150mPD | Not more than 150mPD | Same |
| Whole Site | Not more than 150mPD | Not more than 150mPD | Same |
| No. of Storeys* | | | |
| <i>Site 1</i> | | | |
| - Total | Not more than 45 | Not more than 42 | -3 (-6.7%) |
| - Residential | Not more than 40 | Not more than 37 | -3 (-7.5%) |
| - Podium | Not more than 3 | Not more than 3 | Same |
| - Basement | 2 | 2 | Same |
| <i>Site 2</i> | | | |
| - Total | Not more than 45 | Not more than 45 | Same |
| - Residential | Not more than 41 | Not more than 40 | -1 (-2.4%) |
| - Podium | Not more than 2 | Not more than 3 | +1 (+50%) |
| - Basement | 2 | 2 | Same |

| Development Parameters | Approved Scheme (No. A/K20/128) (a) | Proposed Scheme (No. A/K20/132) (b) | Difference (%) (b) - (a) |
|--|--|--|-------------------------------------|
| No. of Blocks | | | |
| Site 1 | 2 | 1 | -1 (-50%) |
| Site 2 | 6 | 6 | Same |
| Whole Site | 8 | 7 | -1 (-12.5%) |
| No. of Flats (About) | | | |
| Site 1 | 903 | 1,147 | +244 (+27%) |
| Site 2 | 2,237 | 2,500 | +263 (+11.8%) |
| Whole Site | 3,140 | 3,647 | +507 (+16.1%) |
| Average Flat Size (About) | | | |
| Site 1 | 45m ² | 35m ² | -10 m ² (-22.2%) |
| Site 2 | 62m ² | 55m ² | -7 m ² (-11.3%) |
| Whole Site | 57m ² | 49m ² | -8 m ² (-14%) |
| Estimated Population (About) | | | |
| Site 1 | 2,348 | 2,982 | +634 (+27%) |
| Site 2 | 5,816 | 6,500 | +684 (+11.8%) |
| Whole Site | 8,164 | 9,482 | +1,318 (+16.1%) |
| Private Local Open Space | | | |
| Site 1 | Not less than 2,348m ² | Not less than 2,982m ² | +634 (+27%) |
| Site 2 | Not less than 5,816m ² | Not less than 6,500m ² | +684 (+11.8%) |
| Whole Site | Not less than 8,164m ² | Not less than 9,482m ² | +1,318 (+16.1%) |
| Green Coverage | | | |
| Site 1 | Not less than 30% | Not less than 30% | Same |
| Site 2 | Not less than 30% | Not less than 30% | Same |
| Whole Site | Not less than 30% | Not less than 30% | Same |
| Social Welfare Facilities (GFA)** | | | |
| <u>Site 1</u> | | | |
| - SPA | 283m ² | 283 m ² | Same |
| <u>Site 2</u> | | | |
| - RCHE | 2,383m ² | 2,383m ² | Same |
| - DE | 630m ² | 630m ² | Same |
| - NEC | 534m ² | 534m ² | Same |
| Whole Site | 3,830m ² | 3,830m ² | Same |
| Parking Facilities | | | |
| <u>Site 1</u> | | | |
| • Ancillary # | | | |
| - Private Car | 117 | 126 | +9 (+7.7%) |
| ▪ Domestic | 95 | 109 | +14 (+14.7%) |
| ▪ Non-Domestic | 9 | 9 | Same |
| ▪ Visitor | 10 | 5 | -5 (-50%) |
| ▪ Kindergarten | 3 | 3 | Same |
| - Motor Cycle | 12 | 14 | +2 (+16.7%) |
| ▪ Domestic | 10 | 12 | +2 (+20%) |
| ▪ Non-Domestic | 1 | 1 | Same |
| ▪ Kindergarten | 1 | 1 | Same |

| Development Parameters | Approved Scheme (No. A/K20/128) (a) | Proposed Scheme (No. A/K20/132) (b) | Difference (%) (b) - (a) |
|--|--|--|-------------------------------------|
| - Loading/ Unloading (L/UL) ▪ <i>Domestic</i> ▪ <i>Non-Domestic</i> | 5 <i>HGV:2 LGV:2 and HGV: 1</i> | 5 <i>HGV:2 LGV:2 and HGV: 1</i> | Same |
| - Lay-bys (Kindergarten) | Taxi/Private car: 2 Mini-bus/Nanny van: 5 | Taxi/Private car: 2 Mini-bus/Nanny van: 5 | Same |
| • Public ## | 24 | 24 | Same |
| - Private Car | 22 | 22 | |
| - Heavy Goods Vehicle (HGV)/Coach | 2 | 2 | |
| <u>Site 2</u> | | | |
| • Ancillary # | | | |
| - Private Car | 594 | 594 | Same |
| ▪ <i>Domestic</i> | 518 | 518 | |
| ▪ <i>Non-Domestic</i> | 46 | 46 | |
| ▪ <i>Visitor</i> | 30 | 30 | |
| - Motor Cycle | 28 | 30 | +2 (+7.1%) |
| ▪ <i>Domestic</i> | 23 | 25 | +2 (+8.7%) |
| ▪ <i>Non-Domestic</i> | 5 | 5 | Same |
| - L/UL | 18 | 18 | Same |
| ▪ <i>Domestic</i> | <i>HGV: 6</i> | <i>HGV: 6</i> | |
| ▪ <i>Non-Domestic</i> | <i>LGV: 8 and HGV: 4</i> | <i>LGV: 8 and HGV: 4</i> | |
| • Social Welfare Faculties | | | |
| - 16-seater light bus parking spaces | 4 (RCHE: 1 and DE: 3) | 4 (RCHE: 1 and DE: 3) | Same |
| - L/UL for taxi, ambulances and 16-seater light bus | 1 (for RCHE) | 1 (for RCHE) | Same |
| • Public ## | 73 | 73 | Same |
| - Private Car | 51 | 51 | |
| - HGV/Coach | 22 | 22 | |
| <u>Whole Site</u> | | | |
| • Ancillary # | | | |
| - Private Car | 711 | 720 | +9 (+1.3%) |
| ▪ <i>Domestic</i> | 613 | 627 | +14 (+2.3%) |
| ▪ <i>Non-Domestic</i> | 58 | 58 | Same |
| ▪ <i>Visitor</i> | 40 | 35 | -5 (-12.5%) |

| Development Parameters | Approved Scheme (No. A/K20/128) (a) | Proposed Scheme (No. A/K20/132) (b) | Difference (%) (b) - (a) |
|-------------------------------|--|--|---|
| - Motor Cycle | 40 | 44 | +4 (+10%) |
| ▪ <i>Domestic</i> | 33 | 37 | +4 (+12.1%) |
| ▪ <i>Non-Domestic</i> | 6 | 6 | Same |
| ▪ <i>Kindergarten</i> | 1 | 1 | Same |
| - L/UL | 23 | 23 | Same |
| ▪ <i>Domestic</i> | HGV: 8 | HGV: 8 | |
| ▪ <i>Non-Domestic</i> | LGV: 10 and HGV: 5 | LGV: 10 and HGV: 5 | |
| • Public ^{##} | 97 | 97 | Same |
| - Private Car | 73 | 73 | |
| - HGV/Coach | 24 | 24 | |

Remarks:

- @ Site area includes Government land and is subject to site survey and detailed setting out at land grant stage.
- ^ Non-domestic GFA refers to commercial uses, school (kindergarten, nursery, commercial and tutorial schools and schools for language, computer, art, ballet and other types providing interest/hobby related courses). It includes a private kindergarten (about 900m²) in Site 1. Detailed internal layout of commercial uses will be prepared and submitted in building plan submissions. Non-domestic GFA does not include the proposed GIC facilities and the public vehicle parking spaces, which are exempted from GFA calculation.
- * Number of storeys for residential excludes refuge floor and transfer plate, and number of storeys for podium accommodating GIC facilities, commercial uses and clubhouse.
- ** The net operational floor areas (NOFA) of the proposed GIC facilities are 161m² for SPA, 1353.5m² for 100-place RCHE, 358m² for 60-place DE, and 303m² for NEC under the Approved Scheme.
- # The ancillary parking spaces for private car include the provisions for domestic, non-domestic, visitor and accessible parking spaces. Ancillary L/UL spaces include the provisions for HGV and light goods vehicle.
- ## The total number of parking spaces available for public use for private car is 163 (comprising the 73 public car parking spaces, 55 ancillary commercial parking spaces and 35 visitor parking spaces). The total number of parking spaces available for public use for HGV/coach is 47 (comprising the 24 public HGV/coach parking spaces and 23 ancillary L/UL spaces for overnight lorry parking).

Previous Applications

| <u>Application No.</u> | <u>Proposed Development</u> | <u>Date of Consideration (MPC/TPB)</u> | <u>Approval Condition(s)</u> |
|-------------------------------|---|---|--|
| A/K20/17 | Proposed Comprehensive Commercial/Residential Development with Hotel and Exhibition/Convention Centre | 30.10.1998 | 1, 2, 3, 4, 9, 17 |
| A/K20/32 | Proposed Comprehensive Residential Development with Ancillary Retail Uses and Public Parking Provisions | 14.4.2000 | 1, 2, 3, 4, 9, 12, 14, 17 |
| A/K20/43 | Proposed Minor Amendments to Approved Comprehensive Residential and Retail Development with Public Car/Lorry Parking Spaces | 28.6.2001 | 1, 2, 3, 4, 9, 12, 14, 17 |
| A/K20/128 | Proposed Comprehensive Development for Residential and Commercial Uses, School, Social Welfare Facilities and Public Vehicle Park, with Minor Relaxation of Domestic Plot Ratio Restriction | 17.8.2018 | 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 13, 15, 16 |

Approval Conditions:

1. The submission and implementation of a revised Master Layout Plan.
2. The design and provision and/or layout of vehicular access arrangements and/or ingress/egress point(s), and/or public transport interchange, and/or car parking, and/or loading/unloading facilities and/or public car/lorry park.
3. The design and/or provision of fire service installations and water supply for fire-fighting and/or provision of emergency vehicular access.
4. The submission and implementation of a Landscape Master Plan/revised Landscape Master Plan and/or tree preservation proposal.
5. The submission of an updated noise impact assessment and implementation of noise mitigation measures identified therein.
6. The submission of a land contamination assessment and implementation of the remediation actions identified therein for the proposed development.
7. The submission of a sewerage impact assessment and the implementation of the local sewerage upgrading/sewerage connection works identified in the sewerage impact assessment.
8. The submission of a revised drainage impact assessment and implementation of mitigation measures identified therein if the existing drain is diverted.
9. The diversion of the existing stormwater drain/water mains along Lai Fat Street.
10. The provision of a kindergarten.
11. The submission of an implementation programme of the proposed development.

12. The design, provision and/or integration of the proposed development/footbridge connections with the proposed pedestrian footbridges at the junctions/design and provision of pedestrian footbridge link.
13. The provision of a landscaped pedestrian passageway of Lai Fat Street to be open 24 hours for public use.
14. The design, provision and implementation of the proposed traffic/road improvement schemes identified in the Traffic Impact Assessment.
15. The design and provision of the social welfare facilities.
16. The provision of a public vehicle park.
17. Time Clause.

Similar s.16 Applications within “CDA” Zones on the South West Kowloon OZP

Approved Applications

| <u>Application No.</u> | <u>Proposed Development</u> | <u>Date of Consideration (MPC/TPB)</u> | <u>Approval Condition(s)</u> |
|-------------------------------|--|---|--|
| A/K20/17 | Proposed Comprehensive Commercial/Residential Development with Hotel and Exhibition/Convention Centre | 30.10.1998 | 1, 2, 3, 4, 11, 27 |
| A/K20/27 | Proposed Comprehensive Residential and Commercial Development (Master Layout Plan) | 17.12.1999 | 1, 2, 3, 4, 5, 8, 12, 13, 14, 15, 16, 27 |
| A/K20/32 | Proposed Comprehensive Residential Development with Ancillary Retail Uses and Public Parking Provisions | 14.4.2000 | 1, 2, 3, 4, 11, 16, 18, 27 |
| A/K20/43 | Proposed Minor Amendments to Approved Comprehensive Residential and Retail Development with Public Car/ Lorry Parking Spaces | 28.6.2001 | 1, 2, 3, 4, 11, 16, 18, 27 |
| A/K20/45 | Proposed Minor Amendments to the Approved Comprehensive Residential and Commercial Development | 28.6.2001 | 1, 2, 3, 4, 6, 12, 13, 14, 15, 16, 27 |
| A/K20/82 | Proposed Comprehensive Residential and Commercial Development (Amendments to Approved Master Layout Plan) | 15.10.2004 | 1, 2, 3, 4, 6, 12, 13, 14, 15, 16, 27 |
| A/K20/104 | Proposed Comprehensive Residential and Commercial Development (Amendments to Approved Master Layout Plan) | 8.5.2009 | 1, 2, 3, 4, 6, 10, 12, 13, 14, 16 |
| A/K20/116 | Proposed Comprehensive Residential and Commercial Development (Amendments to Approved Master Layout Plan) | 17.6.2011 | 1, 2, 3, 4, 12, 13, 14, 16, 19, 20 |
| A/K20/119 | Proposed Comprehensive Residential and Commercial Development (Amendment to Approved Scheme) | 1.3.2013 | 1, 4, 14 |

| <u>Application No.</u> | <u>Proposed Development</u> | <u>Date of Consideration (MPC/TPB)</u> | <u>Approval Condition(s)</u> |
|-------------------------------|--|---|--|
| A/K20/124 | Proposed Comprehensive Development for Public Rental Housing with Commercial, Government, Institution and Community Facilities, Public Open Space and Public Transport Interchange and Minor Relaxation of Non-Domestic Plot Ratio Restriction | 17.7.2015 | 1, 2, 3, 4, 13, 16, 21, 22, 23 |
| A/K20/128 | Proposed Comprehensive Development for Residential and Commercial Uses, School, Social Welfare Facilities and Public Vehicle Park, with Minor Relaxation of Domestic Plot Ratio Restriction | 17.8.2018 | 1, 2, 3, 4, 6, 7, 8, 9, 13, 14, 17, 21, 24 |
| A/K20/130 | Proposed Comprehensive Residential Development | 16.11.2018 | 1, 2, 3, 4, 6, 8, 14, 23 |
| A/K20/131 | Proposed Comprehensive Hotel Development | 1.2.2019 | 1, 2, 3, 4, 8, 25, 26 |

Approval Conditions:

1. The submission and implementation of a revised Master Layout Plan.
2. The design and provision and/or layout of vehicular access arrangements and/or ingress/egress point(s), and/or public transport interchange, and/or car parking, and/or loading/unloading facilities and/or public car/lorry park.
3. The design and/or provision of fire service installations and water supply for fire-fighting and/or provision of emergency vehicular access.
4. The submission and implementation of a Landscape Master Plan/revised Landscape Master Plan and/or tree preservation proposal.
5. The submission of a revised environmental impact assessment and the implementation of proposed mitigation measures identified therein.
6. The submission of an updated/revised noise impact assessment and/or design/implementation of noise mitigation measures identified therein.
7. The submission of a land contamination assessment and implementation of the remediation actions identified therein for the proposed development.
8. The submission of a sewerage impact assessment and the implementation of the local sewerage upgrading/sewerage connection works identified in the sewerage impact assessment.
9. The submission of a revised drainage impact assessment and implementation of mitigation measures identified therein if the existing drain is diverted.
10. The design and disposition of building blocks and the podium to improve the air ventilation of the area.
11. The diversion of the existing stormwater drain/water mains along Lai Fat Street.
12. The design, implementation and/or construction and/or maintenance of a grade-separated pedestrian walkway system between the proposed development and Public Housing Estates.

13. The provision of a kindergarten.
14. The submission of an implementation programme of the proposed development.
15. The provision of the future connection with possible landscape deck over the section of West Kowloon Highway immediately fronting the proposed development.
16. The design, provision and/or integration of the proposed development/footbridge connections with the proposed pedestrian footbridges at the junctions/design and provision of pedestrian footbridge link.
17. The provision of a landscaped pedestrian passageway of Lai Fat Street to be open 24 hours for public use.
18. The design, provision and implementation of the proposed traffic/road improvement schemes identified in the Traffic Impact Assessment.
19. The design and construction of the improvement works at junctions.
20. The submission of a quantitative air quality impact assessment.
21. The design and provision of the social welfare facilities.
22. The design and provision of the sports centre and public library facilities.
23. The design and provision of (public) open space.
24. The provision of a public vehicle park.
25. The submission of a feasibility study on the refurbishment works of the disused pier to explore the provision of public landing facilities.
26. Revocation Clause.
27. Time Clause.

Rejected Application

| <u>Application No.</u> | <u>Proposed Development</u> | <u>Date of Consideration (MPC/TPB)</u> | <u>Rejection Reasons</u> |
|-------------------------------|---|---|---------------------------------|
| A/K20/72 | Proposed Comprehensive Commercial/Residential Development with Hotel and Exhibition/Convention Centre | 25.6.2004 | 1, 2 |

Rejected Reasons:

1. The proposed development would be exposed to high traffic noise impact and insufficient information had been provided to demonstrate that such noise impact would be mitigated to a satisfactory level.
2. The visual impact of the current scheme was inferior to the previously approved scheme in that the office tower protruded above the ridgelines behind when viewed from the western harbour as well as the more massive wall effect created by the residential towers.

Detailed Comments from Government Departments

1. Detailed comments from the Chief Estate Surveyor/Land Supply, Lands Department (CES/LS, LandsD):

- (a) there might be programme mismatch of the two land exchange applications, i.e. they may be approved in different times or one of them may not be approved. In this regard, Sites 1 and 2 may be developed in different time or it may be possible that only Site 1 or Site 2 will be implemented for the proposed development;
- (b) the size of the Government land falling within the Site has not been verified yet and will be subject to detailed survey;
- (c) according to Landholding Plan in **Appendix Ia**, the application proposed to form a strip of land at the corner of Fat Tseung Street and Sham Mong Road as footpath and surrender it to the Government. As TD and HyD will be the management and maintenance parties of the formed footpath if any, TD and HyD's comments shall be sought. The applicants also proposed to surrender a triangular area near Tack Ching Girls' Secondary School to the Government. In this regard, EDB's comments shall be sought;
- (d) the provision of public facilities including social welfare facilities and public vehicle park shall be subject to comments from relevant departments, e.g. SWD and TD. It is noted that the social welfare facilities would be constructed by the applicants' development costs and will be handed over to the Government for management and maintenance after completion. Regarding the public vehicle park, it should be erected and constructed by the Grantee at his own expense and there will be no reimbursement clause under lease. Besides, premium assessment for the land exchange will be considered according to each case; merits and will only be considered after the approval of the land exchange application if any. In view of the applicant's clarification, i.e. the Applicants will pay the construction cost for the social welfare facilities first which will then be reimbursed from the Government), there is no further comment on such reimbursement arrangement if SWD and PlanD have no objection to the same;
- (e) the land with triangular shape is designated as deferred possession area (DPA) under Government Land Allocation No. GLA-NK686 (currently Tack Ching Girls' Secondary School) allocated to the Director of Education (currently Secretary for Education). It is currently part of NKIL 6003RP and owned by the lot owner. According to the lease conditions of the said lot, there is no provision to mandate the lot owner to surrender the triangular shaped land to the Government. Possession of the DPA will be given to the Secretary for Education once the DPA is surrendered by the lot owner to the Government;
- (f) the Site encroaches upon Express Rail Link Building Plan Control Boundary. RDO of HyD considered the Site was in very close proximity to the existing railway and suggested to consult railway protection team of MTRCL with respect to operation, maintenance and safety of existing railway network;
- (g) it is stated in the Planning Statement at **Appendix Ia** that the residents' clubhouse

GFA are exempted from PR calculation. In this regard, please be advised that GFA accountability of recreational facilities under lease will be examined in the building plan stage after the Conditions of Exchange is executed, if any;

- (h) it is noted that there are changes in the locations of vehicular accesses and parking and loading/unloading provisions for Sites 1 and 2 in the Proposed Scheme, in this regard, TD's comments shall be sought; and
- (i) it is noted that a small portion of proposed planter for a tree (No. T03) is located outside the Site, in this regard, there is no guarantee that approval will be given from land administration point of view.

2. Detailed comments from the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

- (a) in accordance with the Government's committed policy to implement building design to foster quality and sustainable built environment, the applicant should be advised to implement the sustainable building design requirements (including building separation, building setback and site coverage of greenery);
- (b) PNAP APP-151 on Building Design to Foster a Quality and Sustainable Built Environment and PNAP APP-152 on Sustainable Building Design Guidelines are applicable to the development on the Site;
- (c) unless exempted under BO, Lai Fat Street and the small strip of land on Lai Hong Street should not be built over under section 31 of the BO;
- (d) a RCHE which is for habitation is a domestic use under the BO, and shall be accountable for domestic GFA unless modification is granted under the BO;
- (e) Government accommodation should be accountable for GFA calculation;
- (f) some area of the residential towers would encroach over the emergency vehicular access, a clear headroom of not less than 4.5m should be maintained;
- (g) the application for SC and GFA concessions for the proposed noise mitigation measures including vertical fins will be considered upon formal submission of building plans subject to the proposed noise mitigation measures being in compliance with the criteria under Joint Practice Note No. 1.
- (h) proposed acoustic window should be provided in accordance with PNAP APP-130.
- (i) adequate means of escape, means of access for firefighting and rescue, emergency vehicular access and fire resisting construction should be provided in accordance with B(P)R 41(1), 41A, 41B, 41C, 41D, Building (Construction) Regulation 90 and the Code of Practice for Fire Safety in Buildings 2011 (FS Code);
- (j) natural lighting and ventilation should be provided to the residential flats in accordance with B(P)Rs 20 and 31.

3. Detailed comments from the Commissioner of Transport (C for T):

a private car parking spaces in the public vehicle park can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

4. Detailed comments from the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD):

to relieve the increasing pressure on the drainage system due to development and ensure sustainable development in Hong Kong in face of climate change, provision of blue-green drainage infrastructure according to Section 3.2.2 of the Stormwater Drainage Manual is strongly encouraged to be incorporated in the development with a view to reducing the quantity as well as improving the quality of site runoff. In fact, similar concept is already embraced in the stormwater management section of BEAM Plus Neighborhood in which credits will be granted for promotion of infiltration and provision of temporary storage.

5. Detailed comments from the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) only the area provided for public enjoyment as primary function could be countable as an open space. As such, the circulation space located at G/F to north of Tower 1 (Site 2), the ramp at G/F to south of Tower 3 (Site 2), the narrow footpath at 2/F to northwest of Tower 1 (Site 2) and the circulation space at the opposite side to north of Tower 3 (Site 2) should not be counted as open space. The applicant is advised to provide appropriate amenity/seating facilities for the above mentioned areas, including for the pocket space at 1/F to the west of Tower 1 (Site 1), so as to create a useable and pleasure open space for public enjoyment; and
- (b) the applicants are reminded that the approval of the planning application under Town Planning Ordinance does not imply approval of tree preservation/removal schemes under the Lease. Thus, the applicants should seek comments and approval from the relevant authorities on the proposed tree works and/or compensatory planting proposal, where appropriate.

6. Detailed comments from the Director of Social Welfare (DSW):

Extent and Location of the Government Accommodation (GA)

- (a) the location of GA, i.e. Residential Care Home for the Elderly (RCHE), Day Care Centre for the Elderly (DE) and Neighbourhood Elderly Centre (NEC) at the ground floor and second floor of the southwest part of the lot should be located at a height not more than 24m above ground level;
- (b) for the Support Centre for Persons with Autism (SPA), please clarify/demonstrate how to fulfill adequate lighting and ventilation for functional facilities to the satisfaction of SWD. It is advised that the SPA should be relocated so that it is not situated next to the refuse collection point which might lead to potential hygiene problem;

- (c) the applicants are reminded that for a RCHE licence to be issued, the intended RCHE has to comply with the licensing requirements as stipulated in the Residential Care Homes (Elderly Persons) Ordinance, Cap. 459, its subsidiary legislation and the latest version of Code of Practice for Residential Care Homes (Elderly Persons);
- (d) a designated lift has to be provided for the exclusive use of the RCHE which can accommodate a stretcher bed measuring 2050mm x 560mm minimum;
- (e) if the facility has to be spread across two floors, internal staircases should be considered;

Parking and lay-by provisions of the GA

- (f) one parking space for private light bus with tail-lift measuring 8m x 3m with minimum headroom of 3.3m for the exclusive use of the RCHE;
- (g) a shared loading/unloading area for the RCHE private light bus and ambulance/other vehicles of the development should be located in the close proximity to the entrance of the building where the RCHE is located;
- (h) for the parking requirements for 60-place DE, please note that three designated parking space for three private light buses (PLBs) with tail lifts each measuring 8m x 3m with minimum headroom of 3.3m are required. Besides, one shared loading/unloading area for the PLBs and ambulance in close proximity to the entrance of the DE is also required;
- (i) while there is no parking space requirement and designated loading/unloading bay and lay-by exclusively use for SPA, temporary parking space is required for special occasions such as loading furniture and equipment to facilitate service commencement; and

Natural Lighting and Ventilation

- (j) regarding Site 2, the Ground Floor of the GA at +4.0 is lower than the Sham Mong Road at +5.9. Please ensure sufficient natural lighting and ventilation are provided for the GA, particularly for all rooms for habitation and offices, in compliance with statutory prescribed window requirements.

7. Detailed comments from the Secretary for Education (SED):

no objection to take over the triangular portion of land designated as a DPA of Tack Ching Girls' Secondary School (the School) adjacent to NKIL 6003 RP on the conditions as confirmed by LandsD that a solid fence wall to separate NKIL 6003 RP would be constructed by the applicants to his satisfaction and all underground utilities in the subject are will be removed before handing over to the Government.

Advisory Clauses

1. The approved Master Layout Plan (MLP), together with the set of approval conditions, will be certified by the Chairman of the Town Planning Board and deposited in the Land Registry in accordance with section 4A(3) of the Town Planning Ordinance. Efforts should be made to incorporate the relevant approval conditions into a revised MLP for deposition in the Land Registry as soon as possible.
2. To note the comments of the Chief Estate Surveyor/Land Supply, Lands Department (LandsD) that:
 - (a) if the planning application is approved by the Board, the owners of NKIL 6003 RP and NKIL 6052 have to apply to LandsD for a land exchange(s) for the proposed development. Two land exchange applications were received from the lot owners of NKIL 6003 RP and NKIL 6052 respectively and are being processed by LandsD. However, there is no guarantee that applications (which involve grant of Government land and proposed road works on existing public road) will be approved. Such applications will be considered by LandsD acting in the capacity of Landlord as its sole discretion and subject to necessary statutory procedures under Roads (Works, Use and Compensation) Ordinance (Cap. 370), if required, for the proposed road works and policy clearance and approval by the higher authority. In the event that the land exchange application(s) is/are approved by LandsD, it/they shall be subject to such terms and conditions, including payment of a premium/premia and administrative fee(s), as may be imposed by LandsD;
 - (b) there might be programme mismatch of the two land exchange applications, i.e. they may be approved in different times or one of them may not be approved. In this regard, Sites 1 and 2 may be developed in different time or it may be possible that only Site 1 or Site 2 will be implemented for the proposed development;
 - (c) the size of the Government land falling within the Site has not been verified yet and will be subject to detailed survey;
 - (d) necessary statutory procedures under Roads (Works, Use and Compensation) Ordinance (Cap. 370) for the proposed road closure of Lai Fat Street are required. The applicants are reminded that they are liable for all the administrative costs and compensation claims in connection with the proposed road works;
 - (e) it is noted that the social welfare facilities would be constructed by the applicants' development costs and will be handed over to the Government for management and maintenance after completion. Regarding the public vehicle park, it should be erected and constructed by the Grantee at his own expense and there will be no reimbursement clause under lease. Besides, premium assessment for the land exchange will be considered according to each case's merits and will only be considered after the approval of the land exchange application if any. In view of the applicant's clarification, i.e. the Applicants will pay the construction cost for the social welfare facilities first which will then be reimbursed from the Government, there is no further comment on such reimbursement arrangement if concerned departments have no objection to the same;

- (f) GFA accountability of recreational facilities under lease will be examined in the building plan stage after the Conditions of Exchange is executed, if any; and
 - (g) it is noted that a small portion of proposed planter for a tree (No. T03) is located outside the Site, in this regard, there is no guarantee that approval will be given from land administration point of view.
3. To note the comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD) that:
- (a) according to the Building (Planning) Regulation (B(P)R) 23(2)(a), in determining the area of the Site on which a building is erected for the purpose of B(P)Rs 20, 21 or 22, no account shall be taken of any part of any street or service lane. In this respect, Lai Fat Street and the small strip of land on Lai Hong Street should not be included in site area for the purpose of site coverage and PR calculations under the Buildings Ordinance (BO);
 - (b) in accordance with the Government's committed policy to implement building design to foster quality and sustainable built environment, the applicant should be advised to implement the sustainable building design requirements (including building separation, building setback and site coverage of greenery);
 - (c) under PNAP APP-2, 100% GFA concession may be granted for underground private and public carpark;
 - (d) PNAP APP-151 on Building Design to Foster a Quality and Sustainable Built Environment and PNAP APP-152 on Sustainable Building Design Guidelines are applicable to the development on the Site;
 - (e) unless exempted under BO, Lai Fat Street and the small strip of land on Lai Hong Street should not be built over under section 31 of the BO;
 - (f) a RCHE which is for habitation is a domestic use under the BO, and shall be accountable for domestic GFA unless modification is granted under the BO;
 - (g) Government accommodation should be accountable for GFA calculation;
 - (h) some area of the residential towers would encroach over the emergency vehicular access, a clear headroom of not less than 4.5m should be maintained;
 - (i) the application for SC and GFA concessions for the proposed noise mitigation measures including vertical fins will be considered upon formal submission of building plans subject to the proposed noise mitigation measures being in compliance with the criteria under Joint Practice Note No. 1;
 - (j) proposed acoustic window should be provided in accordance with PNAP APP-130;
 - (k) adequate means of escape, means of access for firefighting and rescue, emergency vehicular access and fire resisting construction should be provided in accordance

with B(P)R 41(1), 41A, 41B, 41C, 41D, Building (Construction) Regulation 90 and the Code of Practice for Fire Safety in Buildings 2011 (FS Code);

- (l) natural lighting and ventilation should be provided to the residential flats in accordance with B(P)Rs 20 and 31; and
 - (m) detailed comments under the BO will be given at building plan submission stage.
4. To note the comments of the Commissioner of Transport (C for T) that:
- (a) it is reminded that the public vehicle park should be funded, constructed, managed, operated and maintained by the applicants at their own cost; and
 - (b) private car parking spaces in the public vehicle park can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.
5. To note the comments of the Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD) that:
- (a) the Landscaped Pedestrian Passageway would be managed and maintained at all times by the applicants, and would not be handed over to the Government for maintenance; and
 - (b) for the small strip of land at corner of Sham Mong Road and Fat Tseung Street West, HyD may take up for maintenance provided that TD agrees to take up the area for management; the area is constructed in compliance with highway's standards; and demarcation line shall be provided between area and adjacent lot boundaries.
6. To note the comments of the Director of Environmental Protection (DEP) that as the proposed development would involve demolition of the existing buildings, the applicants are advised to minimise the generation of construction and demolition (C&D) materials, reuse and recycle the C&D materials on-site as far as possible, and observe and comply with the legislative requirements and prevailing guidelines on proper waste management for the proposed development.
7. To note the comments of the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD) that to relieve the increasing pressure on the drainage system due to development and ensure sustainable development in Hong Kong in face of climate change, provision of blue-green drainage infrastructure according to Section 3.2.2 of the Stormwater Drainage Manual is strongly encouraged to be incorporated in the development with a view to reducing the quantity as well as improving the quality of site runoff. In fact, similar concept is already embraced in the stormwater management section of BEAM Plus Neighborhood in which credits will be granted for promotion of infiltration and provision of temporary storage.
8. To note the comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD) that:
- (a) both the residential towers and podium length appear more than 60m, which may have adverse impact on the air ventilation and visual permeability. The applicants

are advised to comply with the building separation requirements of the design guidelines promulgated in PNAP APP-152;

- (b) it is noted some of the façade areas are facing west. Solar control devices should be considered to reduce solar heat gain and avoid glare as far as practicable; and
 - (c) for Residential Care Home for the Elderly (RCHE), Day Care Centre for the Elderly (DE) and Neighbourhood Elderly Centre (NEC) and Support Centre for Persons with Autism (SPA), the design should consider barrier-free and elderly friendly issues.
9. To note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that:
- (a) it is observed that a small portion of the proposed planter for the retained tree T03 is located outside the boundary of the Site. The applicants are reminded to seek comments and agreement from the relevant authorities on the party responsible for management and maintenance;
 - (b) only the area provided for public enjoyment as primary function could be countable as an open space. As such, the circulation space located at G/F to north of Tower 1 (Site 2), the ramp at G/F to south of Tower 3 (Site 2), the narrow footpath at 2/F to northwest of Tower 1 (Site 2) and the circulation space at the opposite side to north of Tower 3 (Site 2) should not be counted as open space. The applicant is advised to provide appropriate amenity/seating facilities for the above mentioned areas, including for the pocket space at 1/F to the west of Tower 1 (Site 1), so as to create a useable and pleasure open space for public enjoyment; and
 - (c) the applicants are reminded that the approval of the planning application under Town Planning Ordinance does not imply approval of tree preservation/removal schemes under the Lease. Thus, the applicants should seek comments and approval from the relevant authorities on the proposed tree works and/or compensatory planting proposal, where appropriate.
10. To note the comments of the Director of Leisure and Cultural Services (DLCS) that:
- (a) in compliance with Development Bureau Technical Circular (Works) No. 4/2020, every possible effort should be made to preserve the existing trees on site and minimise the adverse impact on them during the works period;
 - (b) a comprehensive tree assessment schedule on proposed treatment of trees with full justifications must be provided along with the Tree Preservation and Removal Proposal for processing;
 - (c) if any tree is inevitably affected, prior application for tree felling/transplanting should be made 12 months in advance to LandsD for approval;
 - (d) Leisure and Cultural Services Department (LCSD) reserves the right to comment on the project from tree preservation perspective upon request by LandsD in accordance with the above technical circular; and

- (e) protective measures for trees to be retained adjacent to hoarding of the Site should be provided.

11. To note the comments of the Director of Fire Services (D of FS) that:

- (a) fire service installations and water supplies for fire-fighting being provided to the satisfaction of the Fire Services Department;
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans; and
- (c) the arrangement of emergency vehicular access shall comply with Section 6, Part D of the *Code of Practice for Fire Safety in Buildings 2011* which is administered by BD.

12. To note the comments of the Director of Social Welfare (DSW) that:

- (a) the applicants will ensure all requirements regarding the welfare facilities as stipulated in the land exchange documents as well as all current and prevailing ordinance and regulations will be fulfilled and there will be ongoing liaison with the Social Welfare Department (SWD) at detailed design stage;

Extent and Location of the Government Accommodation (GA)

- (b) the location of GA, i.e. RCHE, DE and NEC at the ground floor and second floor of the southwest part of the lot should be located at a height not more than 24m above ground level;
- (c) for the SPA, please clarify/demonstrate how to fulfill adequate lighting and ventilation for functional facilities to the satisfaction of SWD. It is advised that the SPA should be relocated so that it is not situated next to the refuse collection point which might lead to potential hygiene problem;
- (d) the applicants are reminded that for a RCHE licence to be issued, the intended RCHE has to comply with the licensing requirements as stipulated in the Residential Care Homes (Elderly Persons) Ordinance, Cap. 459, it is subsidiary legislation and the latest version of Code of Practice for Residential Care Homes (Elderly Persons).
- (e) a designated lift has to be provided for the exclusive use of the RCHE which can accommodate a stretcher bed measuring 2050mm x 560mm minimum;
- (f) if the facility has to be spread across two floors, internal staircases should be considered;

Parking and lay-by provisions of the GA

- (g) one parking space for private light bus with tail-lift measuring 8m x 3m with minimum headroom of 3.3m for the exclusive use of the RCHE;

- (h) a shared loading/unloading area for the RCHE private light bus and ambulance/other vehicles of the development should be located in the close proximity to the entrance of the building where the RCHE is located;
- (i) for the parking requirements for 60-place DE, please note that three designated parking space for three private light buses (PLBs) with tail lifts each measuring 8m x 3m with minimum headroom of 3.3m are required. Besides, one shared loading/unloading area for the PLBs and ambulance in close proximity to the entrance of the DE is also required;
- (j) while there is no parking space requirement and designated loading/unloading bay and lay-by exclusively use for SPA, temporary parking space is required for special occasions such as loading furniture and equipment to facilitate service commencement; and

Natural Lighting and Ventilation

- (k) regarding Site 2, the Ground Floor of the GA at +4.0 is lower than the Sham Mong Road at +5.9. Please ensure sufficient natural lighting and ventilation are provided for the GA, particularly for all rooms for habitation and offices, in compliance with statutory prescribed window requirements.
13. To note the comments of the Secretary for Education (SED) that the triangular area near the Tack Ching Girls' Secondary School has been designated a DPA under Government Land Allocation (GLA-NLK686) allocated to the Education Bureau. There is no objection to take over the triangular portion of land designated as a DPA of Tack Ching Girls' Secondary School (the School) adjacent to NKIL 6003 RP on the conditions as confirmed by LandsD that a solid fence wall to separate NKIL 6003 RP would be constructed by the applicants to his satisfaction and all underground utilities in the subject are will be removed before handing over to the Government.