

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/TM/604

- Applicant** : Sky Honest Limited represented by Llewelyn-Davies Hong Kong Limited
- Site** : Tuen Mun Town Lot (TMTL) 569, Hoi Chu Road, Area 16, Tuen Mun
- Site Area** : About 4,368m²
- Lease** : For non-industrial (excluding residential, godown and petrol filling station) purposes with a total gross floor area (GFA) of not exceeding 26,208m², and the provision of a Public Transport Terminus (PTT)
- Plan** : Draft Tuen Mun Outline Zoning Plan (OZP) No. S/TM/42
(currently in force)
- Approved Tuen Mun OZP No. S/TM/41
(in force at the time of submission; the zoning and development restrictions remain unchanged)
- Zoning** : “Residential (Group A)29” (“R(A)29”)
[restricted to a maximum plot ratio (PR) of 6 and a maximum BH of 100mPD]
- Application** : Proposed Minor Relaxation of Building Height Restriction (BHR) for Permitted Flat Use

1. The Proposal

- 1.1 The applicant seeks planning permission for minor relaxation of BHR for permitted flat use at the application site (the Site) zoned “R(A)29” on the OZP (**Plan A-1**). According to the Notes of the OZP, the “R(A)29” zone is subject to a maximum PR of 6¹ and a maximum BH of 100mPD with ‘Flat’ and ‘Public Transport Terminus or Station (excluding open-air terminus or station)’ uses as Column 1 uses which are always permitted. Based on the individual merits of

¹ According to the Remarks of the “R(A)” zone, in determining the maximum PR on land designated “R(A)29”, any floor space that is constructed or intended for use solely as public transport facilities and government, institution and community (GIC) facilities, as required by the Government, may be disregarded.

development proposal, minor relaxation of the BHR may be considered by the Town Planning Board (the Board) on application under section 16 of the Town Planning Ordinance (the Ordinance). The Site is accessible from Hoi Chu Road, mostly fenced off, vacant with overgrown vegetations, and with the western strip being used as a footpath connecting Hoi Chu Road and Hang Fu Street (**Plans A-2a, A-4a and A-4b**).

- 1.2 The applicant seeks planning permission for minor relaxation of BHR of the “R(A)29” zone from 100mPD to 109.2mPD (+9.2m or 9.2%) in response to the aboveground carpark design for private development under the Government’s policy. According to the applicant’s submission (**Drawings A-1 to A-7**), the proposed development involves one residential tower of 26 storeys above a 4-storey podium (excluding transfer plate) for PTT and associated E&M facilities (for PTT and residential portion) at G/F to M/F, and ancillary carpark with E&M facilities (for residential portion) at 1/F and 2/F. The PTT, which will be handed over to the Government for management and maintenance upon completion, comprises two double-width bus bays and one single-width bus bay and associated E&M facilities at G/F and M/F of the proposed development (**Drawings A-1 and A-2**). The car parking spaces for residents and visitors, motorcycle, bicycle and loading/unloading (L/UL) space, will be provided on 1/F and 2/F of the proposed development (**Drawings A-3 and A-4**). The proposed development will provide 700 flats and is targeted for completion by 2030.
- 1.3 According to the applicant, the proposed minor relaxation of BHR is solely for relocating the basement carpark to aboveground², resulting in an increase in BH of 9.2m (i.e. two storeys). Apart from complying with the lease restrictions³, the applicant has undertaken to extend the non-building area (NBA) stipulated under lease down to pedestrian level along the western boundary⁴, thereby providing a more open frontage to the neighbouring residential development (i.e. Oceania Height) enhancing visual and air permeability (**Drawing A-7**). In addition, the applicant also proposes a planter (about 20m²) and vertical greening (about 30m²) along the proposed 2.4m-wide footpath (**Drawing A-1**) to promote visual interest and soften the building mass.
- 1.4 The major development parameters of the proposed development are summarised as follows:

² Prior to the submission of this application, the Building Authority has approved a set of GBP at the Site on 2.2.2026 for residential development with a PR of 6 and a BH of 100mPD.

³ Along the southern and western boundaries, strips of land of 1.3m and 2.4m in width respectively are reserved as public footpaths. On the western boundary, a NBA is designated along its full length so that, together with the 2.4m-wide footpath, a total width of 12m from the site boundary is kept free of building above 23mPD as required under the lease. A 1.2m-wide strip over part of the northern frontage is reserved as a lay-by, complemented by a 6.5m-wide air-sensitive buffer zone along the same boundary.

⁴ Except for a minor structure of 9.3mPD for essential E&M facilities serving the PTT provided at the southwestern corner of the strip.

Development Parameters	Proposed Development
PR (about)*	6
GFA (about)*	26,208m ²
Building Height (BH) at main roof No. of Storeys	109.2mPD 30 <i>(including 26 domestic storeys atop two storeys of aboveground carpark, and one-storey PTT and one storey of associated E&M facilities)</i>
No. of Car Parking Spaces [#] - Residents - Visitor - Motorcycle - Bicycle	 75 5 7 55
No. of L/UL Spaces for Heavy Goods Vehicle	1
No. of flats	700
Greenery Coverage	Not less than 20%

Remarks:

* Both the PTT (about 1,741m²) and the aboveground carpark (about 5,200m²) are to be exempted from GFA calculation.

The internal transport facilities will be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG).

1.5 The applicant has submitted a Visual Appraisal (VA) to demonstrate that the proposed development with a relaxed BH of 109.2mPD would not pose significant adverse visual impacts to the surrounding areas. The layout plan, floor plans, section plans and photomontages submitted by the applicant are shown in **Drawings A-1 to A-13**.

1.6 In support of the application, the applicant has submitted the following documents:

(a) Application Form received on 9.3.2026⁵ **(Appendix I)**

(b) Consolidated Supporting Planning Statement (SPS) **(Appendix Ia)**
and updated application form received on 17.7.2026*

(SPS received on 9.3.2026 and Further Information (FI) received on 10.6.2026[#] and 8.7.2026 were superseded and are not attached.)*

Remarks:

[#] *accepted but not exempted from publication and recounting requirement.*

* *accepted and exempted from publication and recounting requirement.*

1.7 On 8.5.2026, the Rural and New Town Planning Committee (the Committee) of the Board agreed to defer making a decision on the application for two months as requested by the applicant.

⁵ The original submission dated 9.3.2026 was for the same proposed use but with a higher BH of 117.6mPD with incorporation of a sky garden-cum-refuge floor and higher FTFHs at various floors. The applicant subsequently revised the proposal as detailed in paragraphs 1.2 to 1.4 above in the FI submission dated 10.6.2026.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the consolidated SPS at **Appendix Ia**. They can be summarised as follows:

In line with Government policy

- (a) The application is solely for relocating the carpark from basement to 1/F and 2/F which is in line with the latest Government's policy to facilitate the provision of aboveground carpark in private development projects under the enhanced GFA exemption arrangements for aboveground carpark as promulgated in November 2025. The applicant has submitted the required technical assessment (i.e. VA) which demonstrates that the proposed minor relaxation of BHR will not create insurmountable impact on the surrounding areas.

Increase in BH sought is compatible with the surroundings

- (b) The current planning application seeks minor relaxation of the BHR from 100mPD to 109.2mPD to facilitate the relocation of basement carpark to aboveground solely to accommodate the need for the two storeys of aboveground carpark. The proposed BH is compatible with the surrounding residential context, being lower than Oceania Heights (129mPD) located to its west and comparable to Nerine Cove (114mPD) and Goodview Garden (106mPD) located to its north across Hoi Chu Road. Given the Site is located in a well-developed residential area with many buildings over 100mPD, the resultant development bulk is considered in keeping with the existing townscape.
- (c) According to the VA submitted, the proposed development will remain contextually visually compatible with the surrounding residential developments over 100mPD and no significant adverse visual impact is anticipated from all the identified viewing points (VPs) (**Drawings A-8 to A-13**).

Provision of aboveground carpark is well justified in view of site constraints

- (d) Priority is given to accommodate all the E&M facilities for the PTT on G/F and M/F in close proximity to the terminus to facilitate future Government takeover. However, the footprint and available floor area of M/F have been constrained by the car ramp serving the proposed aboveground carpark, thus necessitating the distribution of E&M facilities serving the residential development across other floors.
- (e) As regards the car parking footprint, the lease requirements, Sustainable Building Design Guidelines and the maximum permissible site coverage under the Building (Planning) Regulations have collectively restricted the extent of podium floor space available for aboveground car parking, rendering the addition of one single storey insufficient to accommodate all ancillary car parking spaces for the residential development. Within these site limitations, the applicant proposes an area-efficient design response by co-locating the necessary E&M facilities with the aboveground carpark on 1/F and 2/F.

Incorporation of planning and design merits

- (f) Despite the site constraints stated in paragraph 2(e) above, the applicant has incorporated additional design merits beyond the lease requirements to promote visual and air permeability, including extending the NBA along the western boundary of the Site fronting Oceania Height to G/F. Also, additional greenery is provided at street level along the western boundary (about 50m² of planters and vertical greening) (**Drawing A-1**) on top of the 20% greenery provided in other parts of the development (**Drawings A-4** and **A-5**). In this regard, the applicant has exhausted other possible locations for additional at-grade greenery, as landscaping at roadside spaces should be avoided in order to facilitate pedestrian circulation and to maintain unobstructed visibility of traffic light. The proposed street-level planters and vertical greening along the western boundary therefore represent the maximum feasible provision of greenery under the prevailing safety, operational and maintenance considerations associated with the future government operation of the PTT.
- (g) The PTT adopts minimal columns and open sides to facilitate air movement, while openable voids will be used for carparks on 1/F and 2/F to facilitate natural ventilation and visual permeability. The applicant would further explore various ways to improve the visual interests of the building façade at subsequent detailed design stage as far as practical. For example, a mixture of building materials such as multiple tones and textures will be considered. Façade will be articulated in contour to enrich built form to effectively soften the perceivable building mass as visually perceived in its surroundings.

No insurmountable technical impacts

- (h) ‘Flat’ use is always permitted under the “R(A)” zone. The application is solely for relocating the carpark from basement to 1/F and 2/F without changing the maximum PR of 6 permitted under the OZP. Hence, no significant adverse impacts in terms of traffic and infrastructure to the surroundings are anticipated.

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

The applicant is the sole ‘current land owner’. Detailed information would be deposited at the meeting for Members’ inspection.

4. Background

Relaxed GFA exemption arrangements for carparks

In the Policy Address 2025 (PA 2025), a set of enhanced measures was put forward to allow full GFA exemption for no more than two levels of aboveground carparks to facilitate a shorter construction time, costs and expedite developments⁶. According to the initiatives, the enhanced arrangement is applicable to: (i) private carparks for

⁶ Other arrangements pertaining to carpark GFA exemption will continue to apply, such as all underground carparks (regardless of private or public) will continue to have full GFA exemption.

residents and visitors; and (ii) public carparks provided by the developer as per the Government's requirement considering local parking needs within private development projects. Implementation details of enhanced measures have been set out in Building Department's updated Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-2. To facilitate the implementation of the enhanced measure, town planning procedures will be streamlined and the applicant will generally be required to submit VA for application relating to minor relaxation of height restrictions for the construction of no more than two levels of aboveground carparks.

5. **Previous Application**

There is no previous application covering the Site.

6. **Similar Application**

There is no similar application within the same "R(A)29" zone on the OZP.

7. **The Site and Its Surrounding Areas (Plans A-1 to A-4b)**

7.1 The Site is:

- (a) accessible from Hoi Chu Road (**Plan A-2a**).
- (b) mostly fenced-off, vacant with overgrown vegetations (**Plans A-4a and A-4b**); and
- (c) with the western strip being used as a footpath connecting Hoi Chu Road and Hang Fu Street (**Plan A-4b**);

7.2 The surrounding areas of the Site, which are predominantly residential developments intermixed with various GIC facilities and open spaces, have the following characteristics:

- (a) to the north and northeast are two residential developments namely Goodview Garden and Tsui Ning Garden zoned "R(A)" with existing BHs ranging from 102mPD to 106mPD (**Plans A-2a to A-4b**);
- (b) to the northwest are some GIC facilities, including Shine Skills Centre (Tuen Mun), PCCW Tsing Shan Wan Hing On Lane Exchange Building, Yau Chai Hospital Ho Sik Nam Primary School and Yau Oi Sports Centre (**Plans A-2a to A-4b**);
- (c) to the east is Hoi Chu Road Playground (**Plans A-2a to A-4b**);
- (d) to the south and southwest across the Light Rail Transit Goodview Garden Station is the Ching Chung Hau Po Woon Secondary School

(Plans A-2a to A-4a) and two residential developments namely The Sea Crest and Nerine Cove zoned “R(A)” with existing BHs ranging from 92mPD to 114mPD (Plans A-2a to A-3); and

- (e) to the west is the residential development namely Oceania Heights zoned “R(A)” with existing BH of 129mPD (Plans A-2a to A-4b). To the further west across Hoi Wong Road is a site planned for an integrated development with commercial and residential uses cum railway facilities (i.e. the planned MTR Tuen Ma Line (TML) - Tuen Mun Area 16 Station), public transport interchange, open space and GIC facilities, which is zoned “Other Specified Uses” annotated “Commercial/Residential Development with Public Transport Interchange” (“OU(C/R with PTI)”) subject to a maximum domestic GFA of 366,678m², a maximum non-domestic GFA of 31,100m² (equivalent to domestic and non-domestic PRs of about 6 and 0.5 respectively) and a maximum BH of 174mPD (Plans A-1 and A-2b).

8. **Planning Intention**

- 8.1 The “R(A)” zone is intended primarily for high-density residential development. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing development.
- 8.2 According to paragraph 9.3.10 of the ES for the subject “R(A)29” zone, opportunities for maximising the buffer distance between the residential tower of the proposed development at the Site and the residential tower of Oceania Heights should be explored.

9. **Comments from Relevant Government Departments**

- 9.1 The following Government departments have been consulted and their views on the application are summarised as follows:

Land Administration

- 9.1.1 Comments of the District Lands Officer/Tuen Mun, Lands Department (DLO/TM, LandsD):

- (a) he has no objection to the application;
- (b) the Site is located in TMTL No. 569 (the Lot) which is governed by New Grant No. 23388 (the New Grant) and is restricted to non-industrial (excluding godown, hotel, and petrol filling station) purposes. Pursuant to the New Grant governing the Lot, amongst other development restrictions, such as NBA and air-sensitive area restrictions, the development to be erected thereon shall be subject to a maximum total GFA of 26,208m² and shall be provided with one PTT at the ground level of which

the floor area for the PTT could be exempted from GFA calculations under the New Grant. The New Grant also provides that the areas for parking and loading and unloading of motor vehicles (the Parking Facilities) could be exempted from GFA calculations if they are provided below the ground level or at or aboveground level with at least two floors below the ground level for the purposes of the Parking Facilities. For the area of the Parking Facilities at or above the ground level (without provision of at least two floors basement for the Parking Facilities) of the Lot, the New Grant further provides that it may be excluded from GFA calculations under the New Grant subject to payment of premium and administrative fee. Furthermore, there is no building or storey height restriction under the New Grant;

- (c) the proposed development on the Lot is a block of 30-storey residential-cum-PTT development (without basement) with a maximum BH (at main roof) of not more than 109.2mPD. The proposed development with total GFA of 26,208m² comprises one level of PTT on ground floor, two levels of aboveground carpark at 1/F and 2/F, one level of clubhouse between 3/F and 4/F and 25 levels of domestic floor from 4/F to 28/F. Under the subject application, it is noted that both the areas for provision of PTT and the aboveground carpark have not be counted against the total GFA of the proposed development on the Lot; and
- (d) his detailed comments on the application are at **Appendix II**.

Traffic

- 9.1.2 Comments of the Commissioner for Transport (C for T):

No comment on the application from traffic engineering perspective.

- 9.1.3 Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

No comment on the application from highways maintenance point of view.

Environment

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

- (a) no objection to the application from environmental planning perspective since there is no change in land use, site area, PR and number of blocks or units; and
- (b) his detailed comments on the application are at **Appendix II**.

Drainage

9.1.5 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- (a) no objection to the application from public drainage point of view; and
- (b) his detailed comments on the application are at **Appendix II**.

Urban Design and Visual

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

- (a) the Site is located in the southern part of Tuen Mun New Town (TMNT). The surrounding areas are predominately residential developments with BHs ranging from about 92mPD to 129mPD/ 24 to 36 storeys, and intermixed with various GIC uses (with BHs ranging from about 7mPD to about 33mPD/ 1 to 8 storeys) and open spaces. The planned Tuen Mun Area 16 station with topside development with a maximum BH of 174mPD is located to the further west of the Site. According to the applicant, the proposed minor relaxation of BHR from 100mPD to not more than 109.2mPD (i.e. about +9.2m/9.2%) is to facilitate the incorporation of aboveground carpark design for the permitted residential development at the Site;
- (b) the applicant has submitted a VA to assess the visual impact of the proposed development in comparison with the OZP-compliant scheme. As noted from the photomontages and the brief analysis in the VA, the overall visual impact ratings are predominantly 'slight', hence the proposed development with a maximum BH of 109.2mPD is considered not incompatible with the existing and planned urban context of the TMNT; and
- (c) design measures proposed including the provision of peripheral greenery and building setbacks, would have urban design merits.

Landscape

9.1.7 Comments of the CTP/UD&L, PlanD:

- (a) no adverse comment on the application from landscape planning perspective as the application basically involves minor relaxation of BHR which has little landscape implication; and
- (b) her detailed comments on the application are at **Appendix II**.

Building Matters

9.1.8 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) no objection to the application;
- (b) according to his record, there is a GBP approval granted by the BA on 2.2.2026 at the Site; and
- (c) his detailed comments on the application are at **Appendix II**.

District Officer's Comments

9.1.9 Comments of the District Officer (Tuen Mun), Home Affairs Department (DO(TM), HAD):

His office has not received any comment from the locals regarding the application.

9.2 The following Government departments have no objection to or no comment on the application, and their advisory comments, if any, are at **Appendix II**:

- (a) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (b) Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD);
- (c) Head of Geotechnical Engineering Office, CEDD (H(GEO), CEDD);
- (d) Director of Fire Services (D of FS);
- (e) Director of Electrical and Mechanical Services (DEMS);
- (f) Director of Agriculture, Fisheries and Conservation (DAFC);
- (g) Director of Social Welfare (DSW); and
- (h) Commissioner of Police (C of P).

10. Public Comments Received During Statutory Publication Periods

A total of 98 public comments were received during the public inspection periods commencing on 18.3.2026 and 16.6.2026. Among the 98 comments, 95⁷ objecting comments (including a member of Tuen Mun District Council, the Chairperson of the Incorporated Owners of Tsui Ning Garden, and 93 from individuals (**Appendix IIIa**)), and three comments providing views/suggestions (including one submitted by Shine Skills Centre (Tuen Mun) and two individuals (**Appendix IIIb**)) were received. Their comments/views are summarised as follows:

⁷ 48 out of the 95 objecting comments and three comments providing views/suggestions were submitted during the first publication period under which the proposed extent of minor relaxation of BHR was larger (i.e. +17.6m).

Objecting Comments (95)

- (a) the Government policy on granting full GFA exemption is only benefiting the developer but not the local residents;
- (b) there are insufficient local community facilities and open spaces to cope with the demand of the current population. Additional population introduced by the proposed development would worsen the living quality of the existing residents;
- (c) the proposed development will result in the obstruction of sunlight and loss of private view of the nearby residential developments, and will create wall effect which affect the overall wind environment and visual amenity of the neighbourhood. Further building separation should be provided;
- (d) the proposed development will cause further traffic impact, noise and air pollution and the applicant has not conducted any form of technical assessment to demonstrate the proposed development would not bring about adverse impact to the surrounding area;
- (e) the proposed design merits are insufficient;
- (f) approving the application for minor relaxation of BHR will set an undesirable precedent; and
- (g) the commenter was not consulted on the application.

Providing Views/Suggestions (3)

- (h) to minimise potential impacts to the surrounding users, good site practices should be adopted during construction stage, such as measures to minimise construction dust and noise, and avoid construction works at peak hours; and
- (i) more parking and retail facilities should be provided for public use.

11. Planning Considerations and Assessment

- 11.1 The application is for minor relaxation of the BHR from 100mPD to 109.2mPD (i.e. +9.2m or +9.2%) for permitted flat use at the Site zoned “R(A)29” on the OZP. According to the applicant, the proposed minor relaxation of BHR is solely to facilitate the relocation of basement carpark to aboveground in response to the latest Government policy with no change proposed to the maximum PR permitted under the OZP. The proposed development, with a PR of 6, comprises one 26-storey residential tower providing 700 flats over a 4-storey podium to accommodate a PTT, E&M facilities and two levels of carparks. According to the Notes of the OZP for the “R(A)29” zone, a residential development with a maximum PR of 6 and a maximum BH of 100mPD is always permitted within the “R(A)29” zone, while minor relaxation of the BHR may be considered by the Board based on individual merits. The proposed development is in line with the planning intention of the “R(A)29” zone which is primarily for high-density residential developments.

Policy Initiatives on Aboveground Carpark

- 11.2 The relocation of basement carpark to aboveground under the proposed development directly responds to the Government's initiative promulgated in PA 2025 to fast-track construction, reduce costs and expedite flat production by allowing full GFA exemption for no more than two levels of aboveground carparks. In view of the lease requirements and the relevant statutory provisions, the need to locate the associated E&M facilities in close proximity to the PTT to facilitate future Government takeover, and the footprint taken up by the car ramp which reduces the available floor area for provision of both E&M facilities and car parking spaces, the proposed two-storey carpark layout represents an area-efficient design response. With regard to the proposed aboveground carpark at the Site, the internal transport facilities of the development will be provided in accordance with the requirements of the HKPSG. In this regard, C for T has no adverse comment on the application, including the proposed two-storey car parking provision and carpark layout, from the traffic engineering point of view.

Minor Relaxation of BHR

- 11.3 The Site, located at the southern part of the TMNT, is immediately surrounded by high-rise private residential developments within "R(A)" zonings, including Goodview Garden, Tsui Ning Garden, The Sea Crest, Nerine Cove and Oceania Heights, with existing BHs ranging from 92mPD to 129mPD. There is also a planned integrated development with commercial and residential uses cum railway facilities, public transport interchange, open space and GIC facilities within an area zoned "OU(C/R with PTI)" subject to BHR of 174mPD to the further west of the Site (**Plans A-2b**). In this context, a VA has been conducted which confirms that the proposed minor relaxation of BHR from 100mPD to 109.2mPD (i.e. +9.2m or +9.2%), arising solely from provision of two storeys of aboveground carpark, is considered not incompatible with the existing and planned urban context of the TMNT. In this regard, CTP/UD&L, PlanD has no adverse comment on the application from visual perspective.

Planning and Design Merits

- 11.4 In the current submission, apart from meeting the relevant requirements under lease, the applicant has introduced additional design measures to uplift the urban design quality of the development. These include (i) extending NBA stipulated under lease down to pedestrian level along western boundary of the Site to provide a more open frontage to the neighbouring residential development (i.e. Oceania Height) to promote visual and air permeability (**Drawing A-7**); and (ii) providing about 50m² of street-level greenery (i.e. about 20m² of planters and 30m² of vertical greening) along the western boundary along the proposed footpath on top of 20% greenery provided in the proposed development, thereby maximising low-zone greening (**Drawing A-1**). Given that landscaping at other roadside spaces has to be avoided so as to safeguard pedestrian circulation and unobstructed visibility of traffic signals, the above provisions represent the maximum feasible at-grade greenery. Furthermore, the PTT will adopt a minimal column and open side design to facilitate air movements, while openable voids will be used for carparks on 1/F

and 2/F to enhance natural ventilation and visual permeability and the applicant will further refine façade articulation and materials at detailed design stage as far as practical to soften the perceived building bulk. CTP/UD&L of PlanD considers the design measures proposed would have urban design merits and has no adverse comment on the application in this regard.

Other Technical Aspects

- 11.5 Other relevant Government departments consulted, including DEP, CE/MN of DSD, D of FS, CE/C of WSD, H(GEO) of CEDD and DEMS, have no objection to or no adverse comment on the application from environmental, drainage, sewerage, fire safety, water supply, geotechnical and utility provision perspectives respectively.

Public Comments

- 11.6 There were 98 public comments received during the statutory publication periods as summarised in paragraph 10 above. The departmental comments in paragraph 9 and the planning considerations and assessments in paragraphs 11.1 to 11.5 above are relevant. Regarding one of the public comments stating that he was not informed of the application, it should be noted that the publication of the application for public comments has duly followed the statutory procedures and established practices under Town Planning Board Guidelines No. 30C for ‘Publication of Applications for Planning Permission and Review and Submission of Comments on Applications’. Regarding the concern on the impacts brought about during construction stage, the applicant will be advised that the potential traffic, noise and dust nuisances from construction should be properly controlled should the Committee approve this application.

12. Planning Department’s Views

- 12.1 Based on the assessment made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 24.7.2030 and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses are attached at **Appendix II**.
- 12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.

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

14. Attachments

Appendix I	Application Form received on 9.3.2026
Appendix Ia	Consolidated SPS received on 17.7.2026
Appendix II	Recommended Advisory Clauses
Appendices IIIa and IIIb	Public Comments
Drawings A-1 to A-5	Floor Plans of the Proposed Scheme
Drawings A-6 to A-7	Sections of the Proposed Scheme
Drawings A-8 to A-13	Photomontages of the Proposed Scheme
Plan A-1	Location Plan
Plan A-2a	Site Plan
Plan A-2b	Plan showing Building Heights of Nearby Developments
Plan A-3	Aerial Photo
Plans A-4a and A-4b	Site Photos

**PLANNING DEPARTMENT
JULY 2026**