

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K3/592

- Applicant** : Joyful Land Development Limited represented by KTA Planning Limited
- Site** : 71-75 Bedford Road, Tai Kok Tsui, Kowloon
- Site Area** : About 308.7m²
- Lease** : Kowloon Inland Lots (KILs) No. 7783, 7784 and 7785
(a) 75 years from 23.1.1956 and renewable for a further term of 75 years
(b) restricted to industrial purposes with standard offensive trades clause
- Plan** : Draft Mong Kok Outline Zoning Plan (OZP) No. S/K3/33
(currently in force)
- Approved Mong Kok OZP No. S/K3/32
(in force at the time of submission. The zoning and development
restrictions for the site remain unchanged on the current OZP.)
- Zoning** : “Other Specified Uses” annotated “Business” (“OU(B)”)
(a) maximum plot ratio (PR) of 12.0
(b) maximum building height (BH) of 110mPD
- Application** : Proposed Minor Relaxation of PR Restriction for Permitted Non-Polluting
Industrial Use (excluding industrial undertakings involving the use/storage
of Dangerous Goods)

1. The Proposal

- 1.1 The applicant seeks planning permission for minor relaxation of PR restriction from 12.0 to 14.4 (i.e. +2.4 or +20%) for a proposed industrial building (IB) at 71-75 Bedford Road, Tai Kok Tsui, Kowloon (the Site), which falls within an area zoned “OU(B)” on the draft Mong Kok OZP No. S/K3/33 (**Plan A-1**). The proposal is to facilitate the redevelopment of an existing 6-storey IB constructed before 1987 (pre-1987 IB¹) into a 23-storey IB (including one basement level for E&M facilities) for ‘Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods)’. According to the Notes of the OZP for “OU(B)” zone, under Schedule II for industrial or industrial-office buildings, the proposed use is a Column 1 use, which is always permitted. Minor relaxation of the PR restriction may be considered by the Board under section 16 of the Town Planning Ordinance.

¹ The Occupation Permit for the subject IB was issued on 4.4.1957.

- 1.2 The Site abuts Bedford Road and Walnut Street to its northeast and southeast respectively (**Plan A-2**). The proposed development will provide voluntary full-height building setbacks of about 1.136m and 0.53m from the lot boundary along Bedford Road and Walnut Street respectively. The proposed setback areas will be open to the public 24 hours daily. Besides, building setback of about 1.42m to 2.46m on upper floors (i.e. 11/F to 21/F) will be provided from the northwestern lot boundary fronting the adjacent building (**Drawing A-10**). A canopy (about 3.25m(L) x 2m(W)) extending from 1/F is also proposed at the entrance fronting Walnut Street (**Drawings A-1 and A-2**).
- 1.3 According to the applicant, landscaping with grass and shrubs planting will be incorporated at the setback areas on G/F and vertical greening features will be provided on the 1/F facade at the building corner facing the junction of Walnut Street and Bedford Road (**Drawings A-1 to A-2, A-11 and A-12**). The proposed scheme will achieve a greening ratio of about 28.9% of the site area (about 89.48m²) comprising greening on G/F of about 15.64m² and vertical greening of about 73.84m².
- 1.4 The main entrance of the proposed development will be located at Walnut Street while the vehicular access will be via Bedford Road (**Drawing A-1**). Car parking and loading/unloading (L/UL) spaces will be located on G/F of the proposed development.
- 1.5 Relevant floor/section plans and artist's impressions of the proposed scheme submitted by the applicant are shown at **Drawings A-1 to A-12**. Major development parameters of the proposed scheme are as follows:

Development Parameters	Proposed Scheme
Site Area	About 308.7m ²
Maximum Plot Ratio	14.4
Gross Floor Area	Not more than 4,445.28m ² (Non-domestic only)
Site Coverage <ul style="list-style-type: none"> Not exceeding 25m 25m or above 	Not more than 91% Not more than 83%
No. of Block	1
No. of Storeys	23 (including one basement level for E&M facilities)
Building Height (at main roof level)	Not more than 110mPD
Floor-to-floor Height <ul style="list-style-type: none"> G/F 1/F to 21/F 	5m 4.79m
Proposed Use	Workshop (for non-polluting industrial use)
Greenery	About 89.48m ² (about 28.9% of the site area)
Parking Space and Loading/Unloading (L/UL) Bay	
• Private Car Parking Space	2 (including 1 accessible parking space)
• Motorcycle Parking Space	1

• Light Goods Vehicle L/UL Bay	1
Building Setback	
Voluntary full-height setback	About 1.136m and 0.53m from the lot boundary along Bedford Road and Walnut Street respectively
Upper floors (i.e. 11/F to 21/F) building setback	About 1.42m to 2.46m from the north-western lot boundary fronting the adjacent building
Anticipated Year of Completion	2024

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

- (a) Application form received on 13.4.2021 **(Appendix I)**
 - (b) Applicant's letter, Supplementary Planning Statement (SPS) with a Traffic Impact Assessment (TIA), an Air Quality Impact Assessment (AQIA), a Sewerage Impact Assessment (SIA) and an Assessment on Fixed Noise and Waste Impacts received on 13.4.2021 **(Appendix Ia)**
 - (c) Clarification letter received 16.4.2021 **(Appendix Ib)**
 - (d) Further Information (FI) received on 20.5.2021 providing responses to departmental comments* **(Appendix Ic)**
 - (e) FI received on 2.6.2021 providing responses to departmental and public comments* **(Appendix Id)**
- (*accepted and exempted from publication and recounting requirement)*

2. **Justification from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the SPS and FI (**Appendices Ia to Id**). They can be summarised as follows:

In Line with Government Policy

- (a) The proposed minor relaxation of PR restriction by 20% is in line with the 2018 Policy Address to optimise the use of vacant or underutilised IBs in a more efficient way. It could also provide additional industrial floor space to cater for the demand in short term.

In Line with the Planning Intention of the "OU(B)" Zone

- (b) The proposed development is in line with the planning intention of the "OU(B)" zone. Besides, the provision of non-polluting industrial floor space could promptly respond to the latest trend of the development of non-polluting industries as well as expediting and synergising the transformation of Tai Kok Tsui Business Area. Also, the BH of the proposed development complies with the statutory BH restriction. The proposed development is in harmony with the surrounding context and the relaxation of PR is considered minor in nature and deemed acceptable.

Planning and Design Merits of the Proposed Development

- (c) Despite the small area of the Site and the need to retain the existing common staircases and structure, as well as provision of internal transport and E&M facilities, voluntary full-height building setbacks of about 1.136m and 0.53m from the lot boundary along Bedford Road and Walnut Street respectively have been incorporated into the proposed development (**Drawing A-1**) to enhance the streetscape and visual quality of the area. The proposed setback area will be landscaped and open for public use 24 hours a day. However, trees could not be planted at the setback areas along Walnut Street and Bedford Road as it would significantly reduce the width of the footpath and the underground utility along the setback area would limit the opportunity for tree planting.
- (d) Since the site area is less than 1,000m², there is no need to fulfil the requirement on site coverage of greenery under the Sustainable Building Design Guidelines (SBDG). Nevertheless, the proposed development will incorporate a landscaped area on G/F as well as vertical greening at the corner of Walnut Street and Bedford Road on 1/F, which would enhance the streetscape of the area (**Drawing A-12**), resulting in a greening ratio of about 28.9%. Other green building design elements, including the BEAM Plus Certification, will also be adopted in the proposed development during detailed design stage.
- (e) E&M facilities are provided at basement level to minimise the perceived bulk and scale of the building. Furthermore, terraced building profile with building setback of about 1.42m to 2.46m has been adopted to provide a wider building separation between the proposed development and the adjacent building to the northwest of the Site (**Drawing A-10**). A canopy structure (about 3.25m(L) x 2m(W)) would be provided at the main entrance area at Walnut Street on G/F of the proposed development for weather protection (**Drawings A-1 and A-12**).

No Adverse Traffic, Air Quality, Sewerage, Visual and Air Ventilation Impacts

- (f) The TIA demonstrated that the proposed development would not result in adverse traffic impact to the surrounding road network and is acceptable from traffic engineering point of view. No adverse air quality impact on the proposed development is anticipated. Also, with the proposed sewerage upgrading works, the SIA confirms the feasibility of the proposed development.
- (g) With a proposed BH of 110mPD which complies with the BH restriction under the OZP and provision of building setback on upper floors of the proposed development, no impact on the air ventilation and natural lighting aspects is anticipated. The building setbacks along Walnut Street and Bedford Road would also enhance pedestrian circulation and visibility of the street corners (**Drawing A-1**).

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

The applicant is ~~the sole “current land owner”~~ ***one of the ‘current land owners’ and has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) by sending request for consent to other current land owners.*** Detailed information would be deposited at the meeting for Members’ inspection.

4. Background on the Policy Initiatives of Revitalisation of IBs

- 4.1 As set out in Policy Address 2018, to provide more floor area to meeting Hong Kong's changing social and economic needs, and make better use of the valuable land resources, a new scheme to incentivise redevelopment of IBs is announced. To encourage owners to redevelop IBs constructed before 1987², there is a policy direction to allow relaxation of the maximum permissible non-domestic PR as specified in an OZP by up to 20% for redevelopment of pre-1987 IBs located outside "Residential" zones in Main Urban Areas and New Towns into industrial/commercial uses. The relaxation of PR is subject to approval by the Board on a case-by-case basis and the maximum non-domestic PR permissible under the Building (Planning) Regulation (B(P)R)³. The Board may approve such application subject to technical assessments confirming the feasibility of allowing such in terms of infrastructure capacity, technical constraints, as well as relevant planning principles and considerations.
- 4.2 The time limit for owners to submit applications is three years, with effect from 10.10.2018. Should the application be approved, the modified lease should be executed (with full land premium charged) within three years after the planning permission is granted.

5. Previous Application

There is no previous application for minor relaxation of PR restriction at the Site.

6. Similar Applications

- 6.1 Since March 2019, the Committee has considered a total of 22 applications for minor relaxation of PR and/or BH in the Yau Tsim Mong, Cheung Sha Wan, Kwai Chung and Tsuen Wan areas relating to the Policy, including two applications (No. A/K3/582 and A/K3/588) in the Yau Tsim Mong area (**Plan A-1**). All 22 applications were approved with conditions (**Appendix II**). In consideration of these applications, the Committee generally indicated support for the Policy to relax the PR up to 20% as it provides incentives to encourage redevelopment of pre-1987 IBs taking account that relevant technical assessments were submitted to support the technical feasibility and there was no adverse comment from relevant government departments.
- 6.2 The two similar planning applications within the Mong Kok area (No. A/K3/582 and A/K3/588) were approved with conditions on 17.3.2020 and 29.5.2020 respectively. Both of them area located to the northwest of the Site (**Plan A-1**).

² Pre-1987 IBs refer to those eligible IBs which were wholly or partly constructed on or before 1.3.1987, or those constructed with their building plans first submitted to the Building Authority for approval on or before the same date.

³ Under the new policy, any bonus floor area claimed under section 22(1) or (2) of the B(P)R is not to be counted towards the proposed increase of non-domestic PR by 20% for redevelopment projects.

7. The Site and Its Surrounding Areas (Plan A-1 and A-2 and site photos on Plan A-3)

7.1 The Site is:

- (a) occupied by a 6-storey IB with Occupation Permit (OP) issued by the Building Authority on 4.4.1957. The existing IB is currently covered by hoardings for future demolition works;
- (b) bounded by Bedford Road to its northeast, Walnut Street to its southeast and other IBs and commercial developments to its south and west; and
- (c) located at about 500m west of MTR Prince Edward Station and about 550m northeast of MTR Olympic Station, and is well served by various modes of public transport including buses and public light buses (**Plans A-1 and A-4**).

7.2 The surrounding areas have the following characteristics (Plan A-2**):**

- (a) the surrounding buildings to the north, south and west of the Site are mainly industrial or industrial-office (I/O) buildings under active operation;
- (b) to the immediate northwest and southwest are two recently developed industrial developments, namely Solo and Walnut 9;
- (c) to the east across the junction of Bedford Road and Walnut Street are residential developments with commercial and/or workshop uses on G/F, as well as Government, institution and community facilities including a refuse collection point and an electricity sub-station; and
- (d) to the further northeast across Tung Chau Street and West Kowloon Corridor are the Sycamore Playground and June Garden, and to the further northwest across Maple Street is the Kowloon Funeral Parlour.

8. Planning Intention

The planning intention of the “OU(B)” zone is primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or I/O buildings.

9. Comments from Relevant Government Departments

- 9.1** The following government bureau/departments (B/Ds) have been consulted and their views on the application are summarised as follows:

Policy Perspective

9.1.1 Comments of the Secretary for Development (SDEV):

he notes that the applicant intends to develop a new IB on the Site for non-polluting industrial uses. He is willing to provide policy support for the application, on the understanding that the development proposal, if materialised, would help address the long-run shortfall of industrial floor space in the territory, subject to it meeting all relevant requirements, including those related to the measures to deter misuse of IBs for domestic use administered by the Buildings Department (BD).

Land Administration

9.1.2 Comments of the District Lands Officer/Kowloon West (DLO/KW) and the Chief Estate Surveyor/Development Control (CES/DC), Lands Department (LandsD):

- (a) the Site is situated at KILs No. 7783, 7784 and 7785 (collectively referred as “the Lots”) which are held under respective Government leases for a term of 75 years commencing from 23.1.1956 and renewable for a further term of 75 years, which restrict the Lots to industrial purposes with standard offensive trades clause. Under the lease conditions for KIL No. 7785, right of way over the staircases and landings of the existing building is reserved for the Government and the lessees of the adjoining KIL No. 6629;
- (b) ‘non-polluting industrial use’ in planning terms covers a wide range of uses, the examples below are quoted from TPB guidelines but are not exhaustive:
 - (i) research and development;
 - (ii) quality control;
 - (iii) information technology support;
 - (iv) training for the process of enhanced productivity/delivery of goods;
 - (v) computer-aided design service;
 - (vi) editing of newspapers/books/magazines;
 - (vii) after-sale services of products; and
 - (viii) storage, mini storage,

which will constitute uses in breach of the lease conditions including the user restriction of ‘industrial purposes’ which should involve manufacturing process as decided by court cases. The applicant, being one of the owners of the Lot under application, should be fully aware of the user restriction of the ‘industrial purposes’ under lease which has a different interpretation under the Board’s definition under Column 1 uses permitted under the planning regime;

- (c) upon receipt of the lease modification/land exchange application which should be jointly submitted by all owners, LandsD will impose such appropriate terms and conditions including user restriction for non-residential purposes, the five-year time limit for completion of the development, payment of full premium and administrative fee, other conditions applicable to 2018 IB revitalisation measure, etc. There is no guarantee that the application will be approved by LandsD. Under the 2018 IB Revitalisation Measures for redevelopment, the modification letter/conditions of exchange shall be executed within three years from the date of Board's approval letter; and
- (d) technical assessments such as traffic, building design, landscaping and setback requirements etc. should be considered by the relevant B/Ds.

Traffic

9.1.3 Comments of the Commissioner for Transport (C for T):

- (a) no comment on the application and the TIA, including the provision of parking spaces as well as L/UL facilities within the proposed development from traffic engineering perspective;
- (b) the applicant should be reminded that C for T has the rights to impose, alter or cancel any car parking, L/UL facilities and/or any no-stopping restrictions, on all local roads to cope with changing traffic conditions and needs. The frontage road space would not be reserved for any exclusive uses of the subject development; and
- (c) should the application be approved, it is recommended to impose an approval condition on the design and provision of internal transport facilities and vehicular access arrangement for the proposed development to the satisfaction of C for T or of the Board.

Environment

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

- (a) no objection to the application from environmental perspective;
- (b) based on the applicant's submission, insurmountable environmental impacts associated with the proposed development is not anticipated; and
- (c) notwithstanding the above, should the application be approved, it is recommended to impose the following approval condition:

the submission of a Land Contamination Assessment in accordance with the prevailing guidelines and the implementation of the remedial measures identified therein prior to development

of the site to the satisfaction of DEP or of the Board; and

- (d) since the proposed development involves demolition of existing industrial buildings, the applicant is advised to minimise the generation of construction and demolition materials; reuse and recycle the construction and demolition 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.

Urban Design and Visual

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

Urban Design and Visual Impact

- (a) the Site with an area of about 308.7m² is located at the junction of Walnut Street and Bedford Road forming part of a street block zoned “OU(B)” with an intended BH of about 110mPD. The proposed minor relaxation of PR does not involve additional BH beyond what is permitted in the OZP. Given the context, it is unlikely that the proposed development will induce any significant adverse effects on the visual character of the surrounding townscape and pedestrian wind environment;
- (b) the proposed development has incorporated 1.136m and 0.53m full-height building setbacks along Bedford Road and Walnut Street respectively. Landscape treatments in the form of planters are provided at G/F and vertical greening is provided at 1/F at the building corner facing the junction of Walnut Street and Bedford Road. Weather protection canopy is provided at the building’s entrance. The above design measures may promote visual interest and pedestrian comfort;

Landscape

- (c) the Site is situated in an area of city grid mixed urban landscape character dominated by industrial and commercial buildings, and there is no significant landscape resource observed within the Site. The proposed development is not incompatible with the surrounding environment. With reference to the submitted landscape proposal, noting that shrub planting at G/F setback area and vertical greening on building façade are proposed. In view of the above, there is no objection to the application from landscape planning perspective; and
- (d) the applicant is reminded of the long-term commitment in providing proper maintenance to the vertical greening for healthy and sustainable plant growth.

9.1.6 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) no comment to the application from architectural and visual impact point of view; and
- (b) it is noted that the proposed development consists of one 23-storey building with a height of 109.94mPD, which complied with the BH restriction of 110mPD permitted in the OZP. With reference to the submitted perspective images, it may not be incompatible with adjacent developments with BH restriction of 100mPD to 110mPD.

Building Matters

9.1.7 Comments of the Chief Building Surveyor/Kowloon (CBS/K), BD:

- (a) no in-principle objection to the application;
- (b) all buildings works should be in compliance with the Buildings Ordinance (BO);
- (c) the proposed non-domestic Site Coverage (SC) with various setbacks at different levels would exceed the permissible limit under the First Schedule of the Building (Planning) Regulations. However, the proposed setting back of building may not satisfy the criteria for SC concession stipulated in Practice Notes for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-132. Application of SC concession will be considered at formal building plans submission stage, subject to compliance with the criteria under PNAP APP-132; and
- (d) detailed comments under the BO will be given at building plan submission stage.

9.2 The following government departments have no objection to/ comment on the application:

- (a) Director of Electrical and Mechanical Services;
- (b) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (c) Chief Engineer/Construction, Water Supplies Department;
- (d) Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD);
- (e) Project Manager (South), Civil Engineering and Development Department;
- (f) Commissioner of Police;
- (g) Director of Fire Services (D of FS); and
- (h) District Officer (Yau Tsim Mong), Home Affairs Department

10. Public Comments Received During Statutory Publication Period

During the statutory public inspection period, one objecting comment from a member of general public was received (**Appendix III**). The commenter indicated concerns on the provision of parking spaces, adverse impacts to the environment, including noise and air pollution, and greenery provision.

11. Planning Considerations and Assessments

Planning Intention

- 11.1 The application is for minor relaxation of PR restriction from 12.0 to 14.4 (i.e. +20%) for a proposed redevelopment of an existing IB into a 23-storey IB development (including one basement level) for permitted 'Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods)' at the Site zoned "OU(B)". The proposed development is generally in line with the planning intention of the "OU(B)" zone, which is primarily for general business uses, including non-polluting industrial uses. The proposed BH complies with the maximum BH restriction under the OZP (i.e. 110mPD).

Policy Aspect

- 11.2 The existing IB at the Site with OP issued on 4.4.1957 can be regarded as an eligible pre-1987 IB under Government's new policy on revitalising IBs. SDEV is willing to provide policy support to the application, with the initiative to incentivise redevelopment of old IBs to optimise utilisation of the existing IB stock and make better use of the valuable land resources, while addressing more effectively the issues of fire safety and non-compliance uses.

Technical Aspects

- 11.3 The proposed minor relaxation of PR restriction from 12.0 to 14.4 (i.e. +20%) generally follows the policy on revitalisation of pre-1987 IBs, and consideration of such application is subject to technical assessments confirming the feasibility of the proposed development. The TIA submitted demonstrates that the proposed development will not cause significant adverse traffic impact to the surrounding areas. C for T has no objection to the application subject to the incorporation of an approval condition as set out in paragraph 12.2 (a) below. DEP's concern on land contamination aspect can be addressed by imposition of approval conditions in paragraph 12.2 (b) below. Other relevant government departments consulted including CA/CMD2, ArchSD, D of FS, CE/MS, DSD and CHE/K, HyD have no objection to or no adverse comment on the application.

Planning and Design Merits

- 11.4 The proposed development has incorporated voluntary full-height building setbacks of about 1.136m and 0.53m from the lot boundaries along Bedford Road and Walnut Street respectively, both of which will be landscaped and open to public 24 hours daily (**Drawings A-1 and A-12**). E&M facilities are provided at

the basement level to minimise the bulk and scale of the building (**Drawing A-10**). Besides, building setback of about 1.42m to 2.46m will be provided on upper floors (i.e. 11/F to 21/F) to provide wider building separation from the adjacent building to the northwest (**Drawing A-10**). In addition, vertical greening will be provided on the 1/F facade at the building corner facing the junction of Walnut Street and Bedford Road (**Drawings A-1, A-2, A-11 and A-12**), which would result in a greening ratio of about 28.9%. A canopy structure (about 3.25m(L) x 2m(W)) will also be provided at the main entrance fronting Walnut Street (**Drawing A-1**). In view of the above, CTP/UD&L, PlanD considers that the proposed setback and landscape features may promote pedestrian comfort and visual interest.

- 11.5 On the sustainability building design aspect, although the Site is less than 1,000m² in which the requirement on greenery provision under the SBDG is not applicable, the applicant has shown effort in building design improvement by introducing greenery with a greening ratio of about 28.9% of the site area, which is higher than the minimum requirement on greenery provision under the SBDG of 20%. Regarding the green building design, the applicant indicates that other relevant green building design requirement/guidelines, including BEAM Plus Certification, would be followed. Detailed proposed measures on green building design could be considered at the detailed building design stage upon building plan submission.

Public Comments

- 11.6 Regarding the concerns on the provision of parking spaces and issues related to environmental impacts and greenery provision, the planning assessments above and the departmental comments in paragraph 9 above are relevant.

12. Planning Department's Views

- 12.1 Based on the assessments made on paragraph 11 above, and having taken into account of the public comments mentioned in paragraph 10 above, 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 11.6.2025, 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 following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the design and provision of internal transport facilities and vehicular access arrangement for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (b) the submission of a Land Contamination Assessment in accordance with the prevailing guidelines and the implementation of the remedial measures identified therein prior to development of the site to the satisfaction of the Director of Environmental Protection or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix IV**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the applicant fails to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of plot ratio restriction.

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 13.4.2021
Appendix Ia	Supplementary Planning Statement
Appendix Ib	Clarification letter received on 16.4.2021
Appendix Ic	Further information received on 20.5.2021
Appendix Id	Further information received on 2.6.2021
Appendix II	Similar Applications
Appendix III	Public Comments
Appendix IV	Recommended Advisory Clauses
Drawing A-1	G/F Plan
Drawing A-2	1/F Plan
Drawings A-3 to A-9	2/F to 21/F Floor Plan
Drawing A-10	Section Plan
Drawing A-11	Elevation Plan
Drawing A-12	Artists Impression of the Proposed Development
Plan A-1	Location Plan
Plan A-2	Site Plan
Plan A-3	Site Photo
Plan A-4	Major Transport Nodes in Mong Kok

**PLANNING DEPARTMENT
JUNE 2021**