

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/I-TCE/5**

<b><u>Applicant</u></b>	: Yau Lee Construction Company Limited represented by AECOM Asia Company Limited
<b><u>Site</u></b>	: Government Land at Tung Chung Areas 114 (TC 114) and 117 (TC 117), Tung Chung, Lantau Island
<b><u>Site Area</u></b>	: TC 114: About 15,920m <sup>2</sup> TC 117: About 16,800m <sup>2</sup>
<b><u>Land Status</u></b>	: Government Land
<b><u>Plan</u></b>	: Approved Tung Chung Extension Area Outline Zoning Plan (OZP) No. S/I-TCE/2
<b><u>Zoning</u></b>	“Residential (Group A) 1” (“R(A)1”) <sup>1</sup> - Restricted to a maximum total plot ratio (PR) of 6.9 and maximum building height (BH) of 105mPD
<b><u>Application</u></b>	: Proposed Minor Relaxation of BH Restriction (BHR) for Permitted Public Housing Development (PHD)

**1. The Proposal**

- 1.1 The applicant seeks planning permission for minor relaxation of BHR from 105mPD to 108.39mPD (i.e. +3.39m or +3.23%) for permitted PHDs with social welfare facilities, kindergarten and commercial uses<sup>2</sup> at the application sites (the Sites) to facilitate adoption of Modular Integrated Construction (MiC) method of construction. The Sites fall within areas zoned “R(A)1” on the approved Tung Chung Extension Area OZP No. S/I-TCE/2 (**Plan A-1**). Based on the individual merits of a development proposal, minor relaxation of BHR may be considered by the Town Planning Board (the Board) on application under section 16 of the Town Planning Ordinance.

---

<sup>1</sup> Minor parts of the Sites (about 0.1% and 0.4% of site area of TC 114 and TC 117 respectively) encroach onto the adjoining area shown as ‘Road’ on the OZP, which can be considered as minor zoning boundary adjustment.

<sup>2</sup> According to the Notes of the OZP, ‘Flat’ and ‘Social Welfare Facility’ are always permitted within “R(A)1” zone, while ‘School’, ‘Eating Place’ and ‘Shop and Services’ are always permitted on the lowest three floors of a building within “R(A)1” zone.

- 1.2 In support of the application, the applicant submits a development scheme for the proposed PHDs (the Proposed Scheme). According to the Proposed Scheme, TC 114 and TC 117 each comprises four public housing blocks of 30 domestic storeys (i.e. Blocks 1 to 4) with a maximum BH of 108.39mPD at main roof level atop a 3-storey podium accommodating non-domestic uses including commercial uses (eating place and shop and services), a kindergarten, social welfare facilities (SWFs), an estate management office, lobbies, car parks and other ancillary facilities. Continuous commercial frontage is proposed at G/F along western and eastern boundaries of TC 114 and TC 117 respectively while two 10m-wide non-building areas (NBAs) are also designated along the eastern and western boundaries of TC 114 and TC 117 respectively to serve as visual and air ventilation corridors.
- 1.3 According to the applicant, the increase of BH of 3.39m at both Sites is solely due to adoption of MiC. There is no change in PR, gross floor area (GFA) and design population. The proposed total PR of 6.9 does not exceed the maximum PR restriction of the OZP.

### Technical Assessments

- 1.4 The applicant has submitted Visual Appraisal (VA) and Air Ventilation Appraisal (AVA) to demonstrate that there are no adverse impact in visual and air ventilation terms arising from the development with increased BH. As demonstrated in the VA and photomontage (**Drawing A-13**), the change in overall visual impact is considered negligible. Mitigation measures such as improvement to visual amenities, adoption of vertical greening, podium greening and screen planting will be implemented to enhance the landscape and visual amenity. The green coverage of the PHDs are at least 20% of the gross site area. In accordance with the AVA, good design features including 10m-wide NBA and set back of the residential tower of at least 5m from north boundaries are proposed for both Sites.
- 1.5 The Master Layout Plans (MLPs), section plans, conceptual landscape plans and photomontage submitted by the applicant are at **Drawings A-1 to A-13**. The major development parameters are summarised in the following table:

Development Parameters	Proposed Scheme <sup>[a]</sup>	
	TC 114	TC 117
<b>Application site area</b>	About 15,920m <sup>2</sup>	About 16,800m <sup>2</sup>
<b>Total PR</b>	6.9	
- Domestic	6.5	
- Non-domestic	0.4	
<b>Total GFA <sup>[b]</sup></b>	About 109,848m <sup>2</sup>	About 115,920m <sup>2</sup>
- Domestic	About 103,480m <sup>2</sup>	About 109,200m <sup>2</sup>
- SWF	Not more than 4,080m <sup>2</sup>	Not more than 4,940m <sup>2</sup>
- Other non-domestic	About 6,368m <sup>2</sup>	About 6,720m <sup>2</sup>
<b>No. of blocks</b>	4	4
<b>BH</b>	Not exceeding 108.39mPD <sup>[c]</sup>	
<b>No. of storeys</b>	33 storeys (including 3 storeys of podium)	
<b>Site coverage</b>		
- Domestic	Not more than 40%	
- Non-domestic	Not more than 65%	

Development Parameters	Proposed Scheme <sup>[a]</sup>	
	TC 114	TC 117
No. of flats	About 2,577	About 2,710
Design population	About 5,921	About 6,491
Open space	Not less than 5,921m <sup>2</sup>	Not less than 6,491m <sup>2</sup>
Recreational facilities <sup>[d]</sup>		
- Basketball court	1	1
- Badminton court	1	1
- Table tennis table	1	-
- Communal play area	Not less than 400 m <sup>2</sup> per 5,000 design population	Not less than 400 m <sup>2</sup> per 5,000 design population
Green coverage	Not less than 20%	
SWFs <sup>[e]</sup>	SWFs for children, disabilities and elderly	
Kindergarten	1 6-classroom each	
Ancillary car parking space and loading/unloading (L/UL) bays <sup>[d]</sup>		
- Private car	244	250
- Motor cycle	17	18
- Light goods vehicle	8	8
- L/UL	11	11

Note

- [a] The Proposed Scheme is indicative in nature and subject to detailed design
- [b] Including the GFA for retail use, kindergarten and other ancillary facilities, but excluding the GFA for SWFs and ancillary parking facilities, which may be disregarded under OZP
- [c] Increase in BH of 3.39m solely due to the adoption of MiC. As a result, the proposed BH of 108.39mPD has exceeded the BHR of 105mPD stipulated on the OZP
- [d] Provision in accordance with Hong Kong Planning Standards and Guidelines (HKPSG)
- [e] GFA allocated for SWFs provision is equivalent to about 4% and 4.5% of domestic GFA for TC 114 and TC 117 respectively. The exact types of SWFs to be determined by Social Welfare Department.

- 1.6 According to the submission, the proposed developments at the Sites are planned for completion in 2028 tentatively.
- 1.7 In support of the application, the applicant has submitted the following documents:
- (a) Application Form received on 7.8.2024 **(Appendix I)**
  - (b) Supporting Planning Statement (SPS) with technical assessments received on 7.8.2024 with replacement pages received on 9.8.2024 **(Appendix Ia)**
  - (c) Further Information (FI) received on 16.9.2024\* **(Appendix Ib)**
  - (d) FI received on 26.9.2024\* **(Appendix Ic)**

*\*accepted and exempted from publication and recounting requirements*

## 2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the SPS (**Appendix Ia**) and the FIs (**Appendices Ib and Ic**), and are summarised as follows:

- (a) The utilisation of MiC approach to shorten the construction time and simplify the construction process is one of the public housing initiatives promulgated under 2022 Policy Address (2022 PA). As the slabs between MiC modules would be thicker,

the BH of the proposed developments would have to be increased to 108.39 mPD (i.e. +3.39m or +3.23%), which slightly exceeds the BHR of 105 mPD as stipulated on the OZP. Nevertheless, the increase is within 4% of the total storey height of MiC floors which is in line with the magnitude stipulated in JPN No. 8.

- (b) The proposed PR, GFA, flat production and design population are in line with the approved PBs for PHDs at TC 114 and TC 117 and do not exceed the PR restrictions stipulated on the OZP. Therefore, the development intensity of the proposed developments would not increase and incur additional pressure to the infrastructural capacity as ascertained in the technical assessments conducted by Civil Engineering and Development Department (CEDD) for Tung Chung New Town Extension (TCNTE). No insurmountable impacts on other relevant technical aspects, including traffic, environment and infrastructure are anticipated.
- (c) There is an acute demand for public housing. Approval of the application which enables the adoption of MiC would expedite the construction process and facilitate timely supply of public housing.
- (d) The proposed increase in BH would not compromise the overall urban design conceptions in TCNTE. As illustrated in the VA, the proposed developments with the increased BH are visually compatible with the high-rise residential developments in the vicinity. The planned stepped BH profile and descending development density from inland in the south to the waterfront area in the north could be maintained. Also, given the Sites and their surroundings are lately reclaimed land with no existing landscape resource and trees, the proposed developments are unlikely to cause any adverse landscape impacts. VA and AVA conducted demonstrate that the proposed developments have no insurmountable impacts on visual and air ventilation aspects.
- (e) The aircraft noise impacts have also been assessed in the approved Environmental Impact Assessment (EIA) Report (AEIAR-185/2014) for the Expansion of Hong Kong International Airport into a Three-Runway System (3RS) and the helicopter noise impact has been assessed in the approved EIA report for the Study of TCNTE (AEIAR-196/2016). The proposed developments are in full compliance with the noise standards/requirements of HKPSG.

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

As the Sites involve Government land only, the “owner’s consent/notification” 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. 31B) are not applicable to the application.

### **4. Background**

Government has been promoting the wider use of MiC in Hong Kong, which employs the technique of off-site fabrication of building modules or component which are then transported to the construction site for assembly. This construction method can effectively enhance productivity, shorten construction time, improve quality control, environmental

performance and reduce waste. According to 2022 PA, at least 50% of the public housing projects targeted for completion during 2028-2032 should adopt MiC. In July 2022, JPN for ‘Enhanced Facilitation Measures for Buildings Adopting Modular Integrated Construction’ (JPN No. 8) was promulgated to incentivise the adoption of MiC in new developments and promote the Green and Innovative Buildings. To facilitate the adoption of MiC, favourable consideration may be given to an increase of BH up to 4% of the total storey height of MiC floors as it normally involves thickened double slabs between MiC modules. Planning application for minor relaxation of BHR solely for adoption of MiC at sites zoned for development would require no more than a simple visual appraisal as support, and air ventilation assessment is not required except for sites on major breezeways where a simple review might be required. In general, if no increase in PR/GFA is involved, traffic, environmental and infrastructure assessments will normally not required.

## 5. Previous Application

There is no previous application in respect of the Sites.

## 6. Similar Applications

- 6.1 There is no similar application for minor relaxation of BHR to facilitate adoption of MiC method of construction. However, there are two similar applications for minor relaxation of BHR on the same OZP (**Plan A-1**). Application No. A/I-TCE/3 is for minor relaxation of PR restriction from 5.4 to 5.9 (i.e. +0.5 or +9.3%) and BHR from 110mPD to 125mPD for permitted PHD at Tung Chung Area 103. Application No. A/I-TCE/4 is for minor relaxation of PR restriction from 6.5 to 7 (i.e. +0.5 or +7.69%) and BHR from 115mPD to 135mPD for permitted PHD at Tung Chung Area 133A; PR restriction from 6.4 to 6.8 (i.e. +0.4 or +6.25%) and BHR from 110mPD to 130mPD for permitted PHD at Tung Chung Area 133B; and PR restriction from 6.4 to 6.7 (i.e. +0.3 or +4.69%) and BHR 110mPD to 125mPD for permitted PHD at Tung Chung Area 133C. The Committee approved the applications on 9.9.2022 and 21.6.2024 respectively mainly on grounds that the applications are in line with Government’s policy to increase housing supply; the proposals are not incompatible with the surrounding area; and no adverse impacts are anticipated.
- 6.2 There is also one application for minor relaxation of PR and BH restrictions in Tung Chung New Town on the approved Tung Chung Town Centre Area OZP No. S/I-TCTC/24 (**Plan A-1b**). Application No. A/I-TCTC/67 is for minor relaxation of PR restriction from 6.4 to 6.8 and BHR from 130mPD to 170mPD for permitted PHD at Tung Chung Area 42; and PR restriction from 5.4 to 5.7 and BHR from 140mPD to 170mPD for permitted PHD at Tung Chung Area 46. The application was approved on 22.12.2023 for similar reasons as stated in paragraph 6.1.
- 6.3 Details of the similar applications are summarised at **Appendix II**.

**7. The Site and Its Surrounding Areas (Plans A-1 to A-3 and site photos on Plans A-4a and A-4b)**

7.1 The Sites are:

- (a) located at the central part of Tung Chung East and are currently undergoing foundation works for the PHDs after completion of reclamation;
- (b) accessible from temporary vehicular ingress/egress at Road L8 for TC 114 and Road L9 for TC 117; and
- (c) within 400m walking distance from the MTR Tung Chung East Station in the southwest under construction.

7.2 The surrounding areas are mainly planned for high-rise and high-density developments, including planned private residential developments at Tung Chung Areas 115 and 116 located to the east and west of Sites (with a maximum PR of 6.5 and BH of 105mPD), comprehensive development for commercial and residential uses cum public transport interchange at Tung Chung Area 113 to the south (with maximum PR of 8.8 and BH of 185mPD), high-rise PHDs at Tung Chung Areas 119 and 122 to the north of the Sites (with maximum PR of 5.9 and BH of 100mPD), Chun Tung Estate in Tung Chung Area 100 nearly completed to the west (with maximum PR of 6.9 and BH of 140mPD) and Tung Chung Areas 133A, 133B and 133C to the east (with maximum PRs of 6.4 - 6.5 and BH of 110mPD to 115mPD). The Sites are complemented by open spaces at waterfront and central part of Tung Chung East, and clusters of government, institution and community (GIC) facilities located to the further east and north.

**8. Planning Intention**

- 8.1 The planning intention of “R(A)” zone is primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 8.2 According to the Explanatory Statement (ES) of the OZP, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the BHR may be considered by the Board through planning permission. Each proposal will be considered on individual merits.

**9. Comments from Relevant Government Bureau/Departments**

- 9.1 The following Government bureau/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/Islands, LandsD:

no objection to the application from land administration point of view.

## **Traffic**

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

no comment on the application from traffic engineering perspective.

## **Urban Design, Visual, Air Ventilation and Landscape Aspects**

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

#### **Urban Design and Visual Aspects**

- (a) the Sites are located within an urban cluster to be developed into the Tung Chung Extension Area. The BHRs in the surrounding range from 45-100mPD for sites near the waterfront to 140-185mPD for sites closer to the mountain backdrop in the south. The proposed maximum BH of 108.39mPD of the Sites remains lower than the maximum BH of commercial and residential development to the south and southeast/southwest of TC 114 and TC 117 respectively (i.e. 140-185mPD). The proposed BH increase is minor (i.e. +3.39m) and the overall descending BH profile concept would still be maintained;
- (b) as demonstrated by the photomontage, the proposed increase in BH would lead to a slightly taller building barely visible for the public viewers. In the VA, the applicant has proposed mitigation measures tallied with the approved EIA report (AEIAR-196/2016) to minimise potential adverse visual impact including improvement to visual amenities in detailed design and vertical greening to minimise potential adverse visual impact. Given the minor increase in BH of 3.39m, significant adverse visual impact arising from the proposed minor relaxation of BHR is not anticipated;

#### **Air Ventilation Aspect**

- (c) an AVA has been submitted to compare the ventilation performance of the OZP Compliant Scheme and the Proposed Scheme at pedestrian level. It is observed that the layouts of the Proposed Scheme and OZP Compliant Scheme are similar and the increase in BH is minor (i.e. +3.39m or +3.23%). When comparing with the OZP Compliant Scheme, the Proposed Scheme maintains the 10m north-south running NBAs in both TC 114 and TC 117. In addition, the Proposed Scheme has included a minimum 5m setback of the residential towers from the north site boundary to alleviate the potential impact on the surrounding wind environment;
- (d) given the similar layout of the building blocks, the minor increase in building height and with the incorporation of the NBAs and minimum 5m setback of the residential towers from the north site boundaries in the Proposed Scheme of both TC 114 and TC 117, no significant

adverse impact on the pedestrian wind environment of the surrounding areas is anticipated when compared to the OZP Compliant Scheme;

Landscape Aspect

- (e) she has no comment on the application from landscape planning perspective;
- (f) according to the aerial photo of 2023 and paragraph 4.3.3 of the SPS, TC 114 and TC 117 are situated in an area of “lately reclaimed land with no existing landscape resource and trees” and “PHDs with similar scale under construction at Tung Chung Areas 99, 100 and 109 are located to the east of the Sites”. Therefore adverse landscape impact due to the proposed developments is not anticipated. Also, the proposed developments are considered not incompatible with the planned landscape character of the nearby areas zoned as “R(A)1” and “R(A)2” and “R(A)4” for residential developments;
- (g) according to the Conceptual Landscape Plan, tree and shrubs plantings, podium greening, vertical greening and screen planting are provided for the proposed developments in both TC 114 and TC 117. Furthermore, landscape facilities such as basketball court, badminton court, table tennis court, communal play area, trellis and seating benches are provided for TC 114; while basketball court, table tennis court, communal play area, pocket garden, trellis and seating benches are provided for TC 117; and
- (h) other comments are included in the advisory clauses at **Appendix III**.

9.1.4 Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD):

it is noted that the BH of the PHDs is proposed to be increased from the permitted 105mPD to not exceeding 108.39mPD. According to the submitted VA and the stated BHRs of the surrounding areas from OZP, the proposed BH may not be incompatible with the surrounding context. She has no particular comment from architectural and visual impact point of view.

Environmental Aspect

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

- (a) it is noted that the application involves increase of BH from 105mPD to 108.39mPD. According to the applicant, the estimated population and average dry weather flow of the proposed development would not increase as a result; and
- (b) he has no objection to the application.



### **Civil Aviation Aspect**

#### 9.1.6 Director-General of Civil Aviation (DGCA):

- (a) it is noted that the maximum level of the proposed building structures will not exceed the Airport Height Restriction (AHR) as prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301), he has no comment on the application from AHR perspective;
- (b) he has no objection to the application. He also highlighted that the proposed developments will be subject to aircraft/helicopter noise given its close proximity to the Hong Kong International Airport and associated flight paths/helicopter routes, while it is noted that the potential environmental impacts on the proposed developments have been evaluated in the EAS adhering to the guidance for environmental considerations as stipulated in the HKPSG; and
- (c) other comments are included in the advisory clauses at **Appendix III**.

### **Fire Safety Aspect**

#### 9.1.7 Comments of the Director of Fire Services:

- (a) he has no specific comment on the application. Detailed fire services requirement will be formulated upon receipt of formal submission of Short Term Tenancy/Short Term Waiver, general building plans or referral of application via relevant licensing authority as appropriate; and
- (b) other comments are included in the advisory clauses at **Appendix III**.

### **District Officer's Comments**

#### 9.1.8 Comments of the District Officer/Islands, Home Affairs Department:

no comment on the application and her office did not receive any public comment regarding the application.

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

- (a) Head of Sustainable Lantau Office, CEDD (H(SLO), CEDD);
- (b) Head of Geotechnical Engineering Office, CEDD;
- (c) Chief Engineer/Hong Kong & Islands, Drainage Services Department (CE/HK&I, DSD);
- (d) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (e) Director of Electrical and Mechanical Services;
- (f) Chief Highway Engineer/New Territories East, Highways Department;
- (g) Controller, Government Flying Service;
- (h) Secretary for Education;
- (i) Commissioner of Police;

- (j) Director of Social Welfare;
- (k) Director of Food and Environmental Hygiene; and
- (l) Director of Leisure and Cultural Services.

## **10. Public Comments Received During the Statutory Publication Period**

On 13.8.2024, the application was published for public inspection. During the statutory public inspection period, no comments were received.

## **11. Planning Considerations and Assessments**

- 11.1 The application seeks planning permission for minor relaxation of BHR for the Sites, namely TC 114 and TC 117, for permitted PHDs solely due to the adoption of MiC. It is proposed to relax the BHR from 105mPD to 108.39mPD (i.e. +3.39mPD or +3.23%).

### Policy Aspect

- 11.2 The proposed PHDs are always permitted at “R(A)1” zone. According to the ES of the OZP, minor relaxation of the BHR may be considered by the Board to provide flexibility for innovative design adapted to the characteristics of particular sites. To enhance speed, efficiency and quality of public housing supply, it is the Government’s policy to promote and optimise the MiC approach in public housing projects as promulgated in the 2022 PA. According to JPN No. 8, to facilitate the adoption of MiC, favourable consideration may be given to an increase of BH up to 4% of the total storey height of MiC floors. While there is a minor increase of BH of the development which exceeds the BHR on the OZP, the proposed increase is less than 4% of the total storey height of MiC floors, which is within the eligible relaxation of BHR under JPN No.8. The minor relaxation of BHR is solely for the adoption of MiC with no increase in PR, GFA and design population. The proposed increase in maximum BH would not lead to a rise of development intensity.

### Urban Design Aspect

- 11.3 The Sites are located at the central part of Tung Chung East near MTR Tung Chung East Station mainly planned for housing and GIC developments. The proposed developments with increased BH remain lower than the maximum BHs of commercial and residential developments to the south, southeast and southwest of the Sites ranging from 105 to 185mPD and are still in line with the stepped BH profile of TCNTE that gradually descends from the mountainous backdrop in the south (i.e. Por Gai Shan), to high-density development around MTR station under construction, then to the low to medium-rise residential developments at the waterfront area. According to CTP/UD&L, PlanD, with the proposed mitigation measures identified in the submitted VA such as improvement to visual amenities in detailed design and vertical greening to minimise potential adverse visual impact, significant adverse visual impact arising from the proposed minor relaxation of BHR is not anticipated. CA/ASC, ArchSD has no particular comment on the application from architectural and visual impact point of view.

### Air Ventilation and Landscape Aspects

- 11.4 For air ventilation, CTP/UD&L, PlanD points out that the Proposed Scheme incorporates several design measures to facilitate air ventilation, including the 10m north-south running NBAs and at least 5m setback of the residential towers from the north boundaries in both Sites. The AVA concludes that the proposed increase in BH would unlikely have an impact on pedestrian winds. For landscape aspect, as the Sites are located on a lately reclaimed land surrounded by vacant reclamation sites, the proposed developments are considered not incompatible with the landscape character of the surrounding. Also, as reflected in the applicant's submission, tree and shrubs plantings, podium greening, vertical greening and screen planting are proposed for enjoyment of the residents. In this regard, CTP/UD&L, PlanD has no comment on the application from landscape planning perspective.

### Technical Aspects

- 11.5 As the proposed developments would not result in an increase in PR and GFA, assessments on traffic, environmental and infrastructure aspects are not submitted. Relevant departments including C for T, H(SLO), CEDD, CE/HK&I, DSD and CE/C, WSD have no objection/no comment on the application from traffic and infrastructural perspectives. Also, the maximum level of the proposed building structures will not exceed the AHR, DGCA has no comment on the application from AHR perspective.
- 11.6 While the subject areas will be subject to aircraft/helicopter noise, the potential environmental impacts on the proposed developments have been evaluated in the environmental assessment study adhering to the guidance for environmental considerations as stipulated in the HKPSG. DEP and DGCA have no comment on the application.

### Similar Applications

- 11.7 There are two similar applications for minor relaxation of BH and PR restrictions for permitted public housing developments on the same OZP approved by the Committee in 2022 and 2024 as detailed in paragraph 6 above (**Appendix II**). Approval of the current application is generally in line with the Committee's previous decisions.

## **12. Planning Department's Views**

- 12.1 Based on the assessments made in paragraph 11 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 4.10.2028, 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 advisory clauses suggested for Members' reference are at **Appendix III**.

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**

<b>Appendix I</b>	Application Form received on 7.8.2024
<b>Appendix Ia</b>	SPS with Schematic Drawings and Technical Assessments received on 7.8.2024 and Replacement Pages received on 9.8.2024
<b>Appendix Ib</b>	FI received on 16.9.2024
<b>Appendix Ic</b>	FI received on 26.9.2024
<b>Appendix II</b>	Similar Applications
<b>Appendix III</b>	Recommended Advisory Clauses
<b>Drawing A-1</b>	Block Plan for TC 114
<b>Drawings A-2 to A-5</b>	Floor Plans and Section Plan for TC 114
<b>Drawing A-6</b>	Conceptual Landscape Plan for TC 114
<b>Drawing A-7</b>	Block Plan for TC 117
<b>Drawings A-8 to A-11</b>	Floor Plans and Section Plan for TC 117
<b>Drawing A-12</b>	Conceptual Landscape Plan for TC 117
<b>Drawing A-13</b>	Photomontage
<b>Plan A-1a</b>	Location Plan
<b>Plan A-1b</b>	Location Plan of Similar Applications
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plans A-4a and A-4b</b>	Site Photos

**PLANNING DEPARTMENT  
OCTOBER 2024**