

Section 16 Planning Application for Proposed Comprehensive Development ('Flat', 'Social Welfare Facility (Residential Care Home for the Elderly)' and 'Shop and Services' Uses) with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Comprehensive Development Area" Zone at Lots 1124 RP, 1125 RP and 1126 in D.D. 92 and Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South, New Territories

Planning Statement

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Report : 3.0

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EXECUTIVE SUMMARY

(In case of discrepancy between English and Chinese versions, English shall prevail)

This application is submitted on behalf of *Fonnie Holdings Limited* ("**the Applicant**") to the Town Planning Board ("**the Board**") under Section 16 of the Town Planning Ordinance for proposed comprehensive development ('Flat', 'Social Welfare Facility (Residential Care Home for the Elderly)' ("**RCHE**") and 'Shop & Services' uses) with minor relaxation of plot ratio ("**PR**") and building height ("**BH**") restrictions ("**the Proposed Development**") at Lots 1124 RP, 1125 RP and 1126 in D.D. 92 and Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 and adjoining Government Land, Hang Tau Tai Po, Kwu Tung South, New Territories ("**the Application Site**").

The Application Site covers an area of about 17,990.9m² and falls within the Area (a) of the "Comprehensive Development Area" ("**CDA**") zone on the Approved Kwu Tung South Outline Zoning Plan No. S/NE-KTS/22 ("**the OZP**"). The subject Area (a) is subject to a BH restriction of 41mPD with a maximum domestic PR of 1.23 and a non-domestic PR of 0.18 (equivalent to a total PR of 1.41).

In this application, the Applicant seeks permission from the Board for the proposed comprehensive development with minor relaxation of the PR restriction from 1.41 to 1.692 and the BH restriction from 41mPD to 45.25mPD. The Proposed Development comprises a total of seven blocks, including four 9-10-storey residential towers, one 1-storey retail block, one 4-storey RCHE and one 3-storey carpark cum clubhouse block.

Upon completion, the Proposed Development will provide 334 residential flats, a 100-bed RCHE, and retail services for local residents, resulting in a total gross floor area of approximately 30,440m².

The Proposed Development is fully justified by, but not limited to, the following reasons:

- Contributing to the Provision of Housing Supply in Hong Kong;
- Addressing the Rising Need for RCHE Provision in Hong Kong;
- Maximising Synergies with Kwu Tung North New Development Area;
- Conforming to the Planning Intentions of the "CDA" Zone;
- Compatibility with the Surrounding Development Intensity
- Planning Gains and Design Merits Brought by the Proposed Development;
- Relaxation in BHR is Considered Reasonable and Justifiable; and
- No Adverse Impacts on Technical Aspects.

On the basis of the above justifications, we respectfully request the Board to consider this application favourably.

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內容摘要

(如內文與其英文版本有差異，則以英文版本為準)

本規劃申請謹代表方利集團有限公司 (下稱「**申請人**」)·根據《城市規劃條例》第 16 條·就位於新界古洞南坑頭大布丈量約份第 92 約地段第 1124 號餘段、第 1125 號餘段、第 1126 號、丈量約份第 94 約地段第 343 號餘段、第 344A 號 1 分段餘段 (部分)、第 402 號 A 分段餘段、第 404 號餘段、第 407 號 A 分段餘段、第 407 號 A 分段第 1 小分段餘段、第 408 號 A 分段餘段、第 408 號 C 分段第 2 小分段餘段、第 408 號 D 分段第 1 小分段、第 408 號 D 分段餘段及第 408 號餘段和毗連政府土地 (下稱「**申請地點**」)申請擬議綜合發展 ('分層住宅'、'社會福利設施 (安老院)'及 '商店及服務行業'用途)·並略為放寬地積比率及建築物高度限制 (下稱「**擬議發展**」)。

申請地點面積約為 17,990.9 平方米·並於《古洞南分區計劃大綱核准圖編號 S/NE-KTS/22》(下稱「**大綱圖**」)上被劃作「綜合發展區」地帶。申請地點位於該「綜合發展區」地帶的區(a)·建築物高度限制為主水平基準以上 41 米·住用部分地積比率限制為 1.23·以及非住用部分的地積比率限制為 0.18 (相等於總地積比率為 1.41)。

擬議發展包括七棟建築物·包括四棟 9 至 10 層高的住宅大樓、一棟 1 層樓高的商店、一棟 4 層高的安老院及一座三層高的停車場兼會所。總建築面積約 30,440 平方米。擬議發展落成後將為當區居民提供 334 個住宅單位、一個設有 100 個床位的安老院以及零售服務。

擬議發展具備充分的理據·包括並不止於：

- 擬議發展可增加香港房屋供應；
- 擬議發展能滿足香港對安老院舍日益增長的需求；
- 擬議發展能與古洞北新發展區發揮協力效應；
- 擬議發展符合「綜合發展區」地帶的規劃意向；
- 擬議發展與周邊的發展密度屬相兼容；
- 擬議發展能帶來規劃裨益和設計優點；
- 擬議放寬建築物高度限制是合理且具備理據的；及
- 擬議發展不會在各技術層面上造成負面影響。

基於以上擬議發展的規劃理據·我們懇請城規會批准是次規劃申請。

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1 INTRODUCTION

1.1 Purpose of the Application

- 1.1.1 On behalf of *Fonnie Holdings Limited* ("**the Applicant**"), this planning application serves to seek permission from the Town Planning Board ("**the Board**") under Section 16 of the Town Planning Ordinance ("**the Ordinance**") for the proposed comprehensive development ('Flat', 'Social Welfare Facility (Residential Care Home for the Elderly)' ("**RCHE**"), 'Shop and Services' uses) with minor relaxation of plot ratio ("**PR**") and building height ("**BH**") restrictions ("**the Proposed Development**") at Lots 1124 RP, 1125 RP and 1126 in D.D. 92 and Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 and adjoining Government Land, Hang Tau Tai Po, Kwu Tung South, New Territories ("**the Application Site**").
- 1.1.2 The Application Site is the subject of a previous Section 12A application (No. Y/NE-KTS/13), which was agreed by the Town Planning Board on 10.12.2021 (hereafter referred to as "**the approved Section 12A application**"). The approved Section 12A application was to divide the "Comprehensive Development Area" ("**CDA**") zone into Area (a) and Area (b) for phased development while relaxing the respective maximum PR, BH and site coverage ("**SC**") restrictions to allow for a higher development intensity, including domestic flats and non-domestic uses for retail facilities and a RCHE.
- 1.1.3 The Applicant intends to initiate the development of Area (a) under the current application to facilitate the implementation of the "CDA" site. The Application Site covers an area of about 17,990.9m² and falls within Area (a) of the "CDA" zone on the Approved Kwu Tung South Outline Zoning Plan No. S/NE-KTS/22 ("**the OZP**"). According to the Notes of the OZP for the "CDA" zone, the proposed 'Flat', 'Social Welfare Facility' and 'Shop and Services' are Column 2 uses which require permission from the Board. As stipulated on the OZP, Area (a) is subject to a maximum BH restriction of 41mPD, a maximum domestic PR of 1.23 and a maximum non-domestic PR of 0.18 (equivalent to a total PR of 1.41).
- 1.1.4 Considering the evolving context of the Kwu Tung area and the upcoming operation of the Kwu Tung MTR Station, the Applicant aims to capitalise on this opportunity by implementing the "CDA" zone as soon as possible. With minor relaxation of PR to 1.692 and BH to 45.25mPD, this initiative will not only contribute to the housing supply but also provide more spacious and high-quality flats in Kwu Tung South, ultimately benefiting future residents.

1.2 Structure of the Planning Statement

- 1.2.1 In support of this planning application, this Planning Statement is structured into six chapters for the consideration of the Board. **Chapter 1** introduces the purpose of the current application and provides background information of the application. **Chapter 2** details the current land use characteristics and the surrounding developments of the Application Site. **Chapter 3** provides an overview of the planning context for the Application Site. **Chapter 4** discusses the development proposal, including the design and technical considerations. Justifications for approval to the application are provided in **Chapter 5** and a summary of the submission is provided in **Chapter 6**.

2 THE APPLICATION SITE AND SURROUNDINGS

2.1 The Application Site

- 2.1.1 The Application Site is located at a corner site abutting Hang Tau Road to its north and east in Hang Tau Tai Po. The Application Site covers a total area of about 17,990.9m², comprising private lots owned by the Applicant, including Lots 1124 RP, 1125 RP and 1126 in D.D. 92 and Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 (about 17,701.2m²) and adjoining Government Land of about 289.7m², as shown in **Figure 2.1** below.

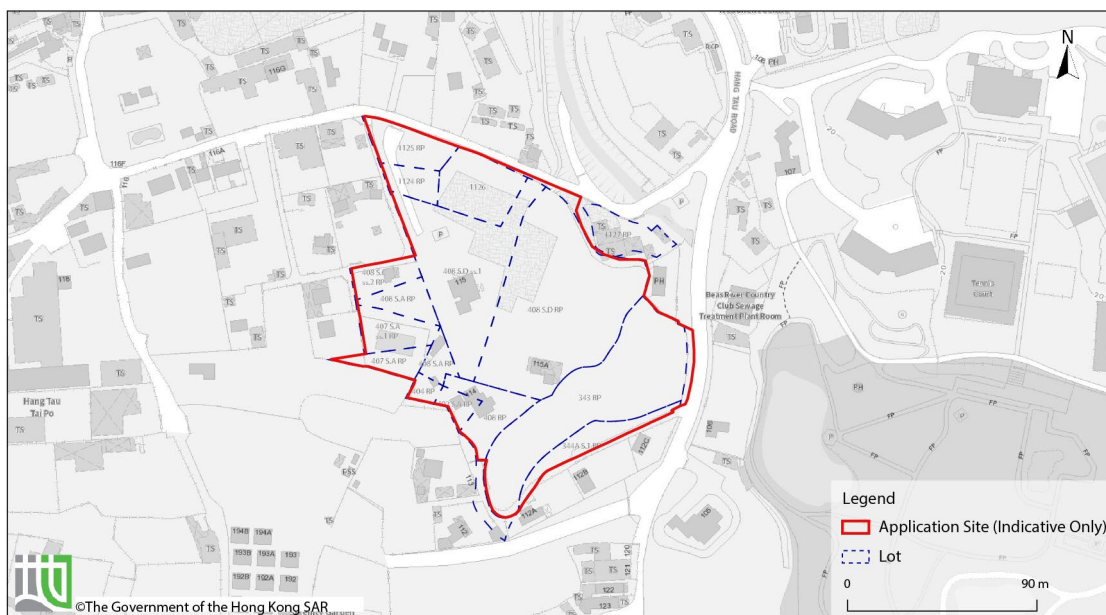


Figure 2.1 Location Plan (Source: GeoInfo Map)

2.2 Site Surroundings

- 2.2.1 The Application Site is mainly rural in nature and is surrounded by diverse types of developments and uses, predominantly residential developments, open storage and agricultural land. **Figure 2.2** below shows the location and surroundings of the Application Site.
- 2.2.2 To the immediate east of the Application Site is the Drainage Services Department Hang Tau Sewage Pumping Station, which is zoned as "Government, Institution or Community" (**G/IC**). To the further east of the Application Site across the Hang Tau Road is Hong Kong Jockey Club Beas River Country Club which is a private clubhouse without any covering OZPs.
- 2.2.3 To the south of the Application Site is a group of residential dwellings zoned "Residential (Group D)" (**R(D)**) and "R(D)1" with a maximum PR of 0.4 and maximum BH of 3 storeys (9m). To the further south are clusters of houses falling within "Village Type Development" (**V**) zone with a BH restriction of 3 storeys (8.23m) or the existing BH.
- 2.2.4 To the immediate west of the Application Site is a cluster of residential dwellings, open storage yards and carparks, which are zoned "R(D)" and subject to a maximum PR of 0.4 and maximum BH of 3 storeys (9m). In a wider context, agricultural land zoned as "Agriculture" (**AGR**) and "Green Belt" (**GB**) are located to the further southwest and west of the Application Site.
- 2.2.5 Similarly, to the north of the Application Site is a cluster of residential dwellings, open storage yards and carparks zoned "AGR".

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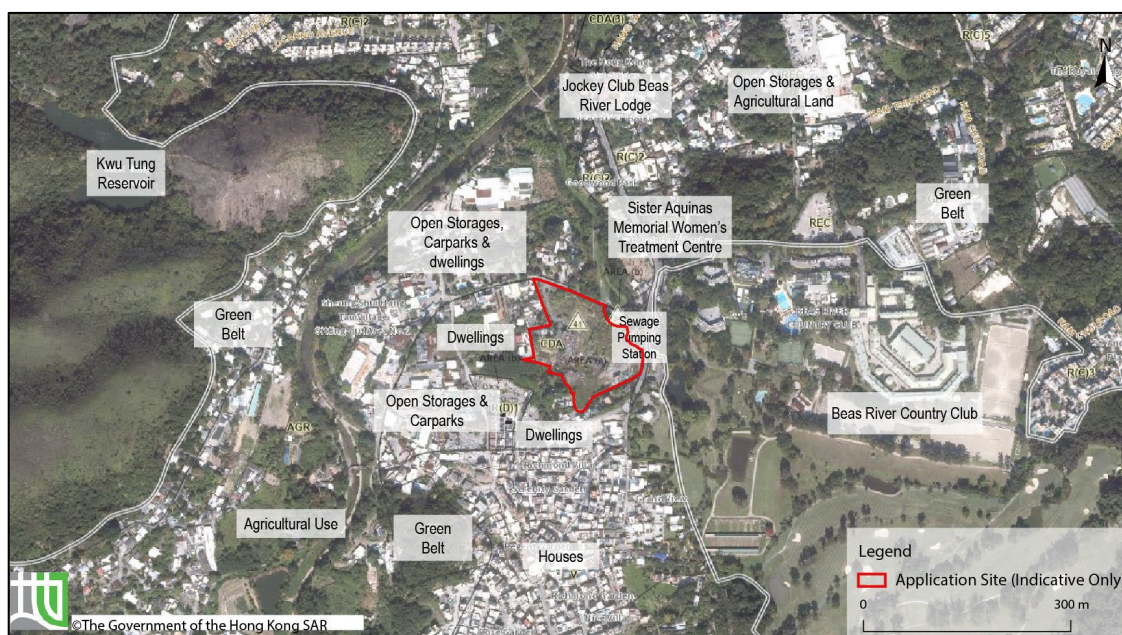


Figure 2.2 Surroundings of the Application Site (Source: GeoInfo Map)

2.3 Existing Accessibility of the Application Site

- 2.3.1 The Application Site is mainly served by Hang Tau Road, which provides existing access to both parcels of private land, branches off from Kam Hang Road and Kwu Tung Road, then to Castle Peak Road (Kwu Tung Section) and Fanling Highway (**Figure 2.3** refers).
- 2.3.2 Castle Peak Road (Kwu Tung Section) to San Tin is the local distributor providing east-west connection between Kwu Tung and Sheung Shui areas. Kwu Tung Road is a single two-lane local distributor providing local connection between Kwu Tung and San Tin areas. Its eastern end connects with Castle Peak Road (Kwu Tung Section), whilst its western end connects with Castle Peak Road (San Tin Section).
- 2.3.3 Hang Tau Road is a single two-lane local distributor widened from a single track access road. It connects Kam Hang Road and Kwu Tung Road at the northern end and provides the vehicular access to and from the Application Site and the Kwu Tung South area. The local access roads branched-off from Hang Tau Road in the south are currently serving the accesses of the scattered low-rise village houses in the Hang Tau Tai Po area.

2.4 Existing Public Transport Services

- 2.4.1 The Application Site is situated about 4 km away from Sheung Shui MTR Station. The planned Kwu Tung MTR Station along the Northern Link, which is located about 2.5km away from the Application Site, will come into operation in around 2027 to provide infrastructural support to the Kwu Tung North New Development Area ("NDA") (**Figure 2.3** refers).
- 2.4.2 The area in the vicinity of the Application Site is only served by a Green Minibus ("GMB") service i.e. route no. 50K, providing service along Hang Tau Road from Sheung Shui MTR Station.
- 2.4.3 Other than the GMB route no. 50K, there is also a GMB service route no. 50A and a franchised bus route no. 76K providing services for Kwu Tung area. However, the walking distance from the Application Site to the nearest 50A GMB stop and bus stop is about 1 km (**Figure 2.4** refers).

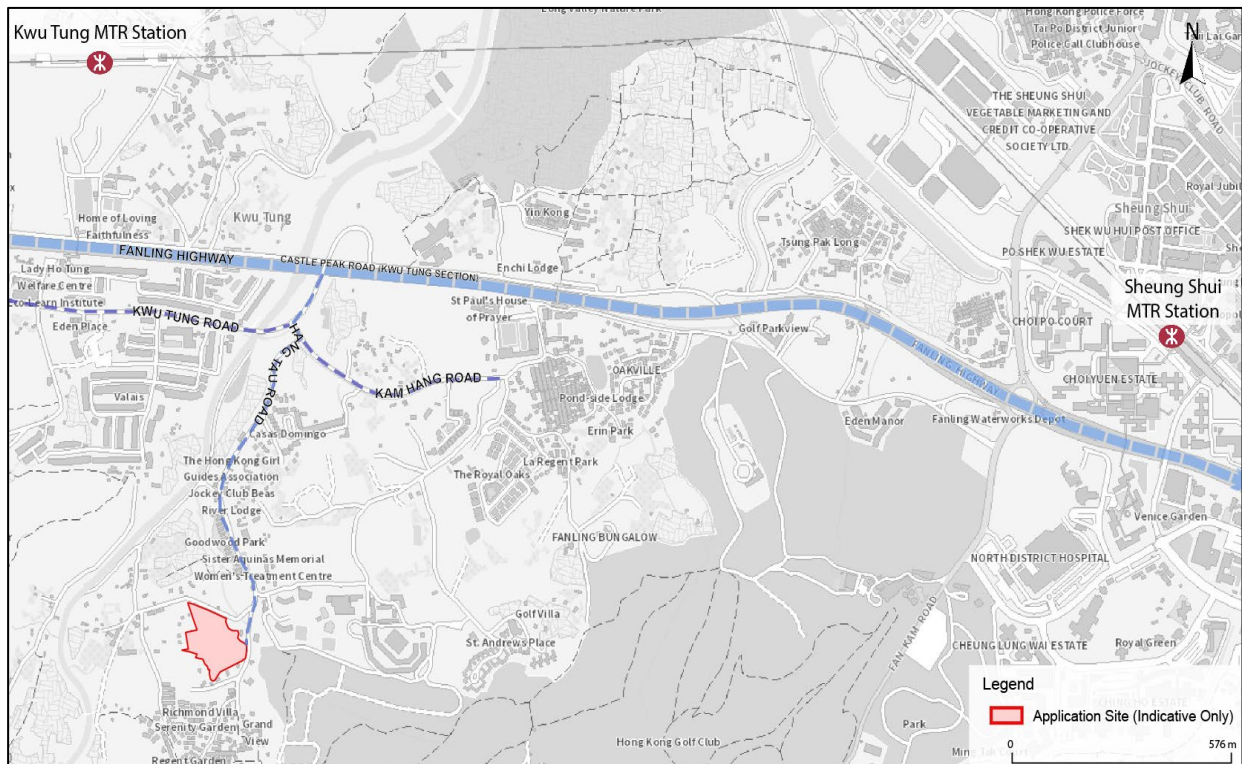


Figure 2.3 Existing Accessibility of the Application Site (Source: GeoInfo Map)

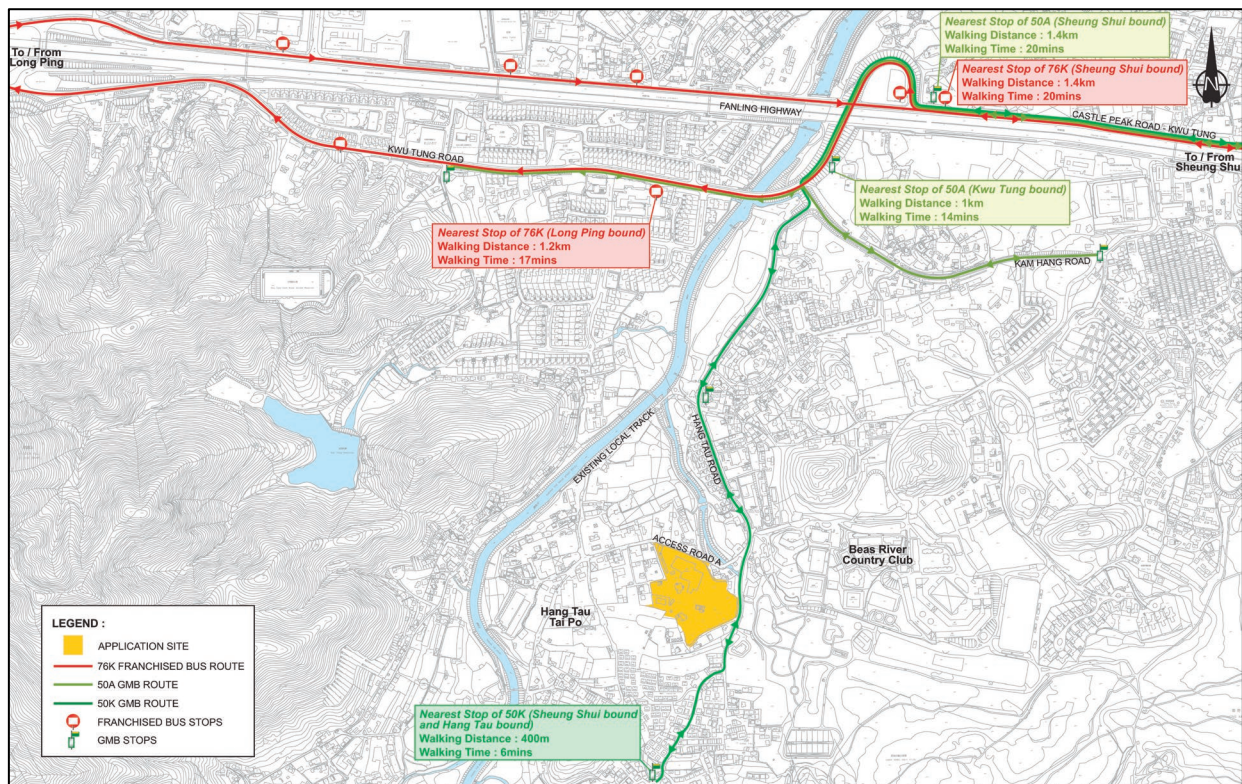


Figure 2.4 Existing Public Transport Services (Source: Drawing 3.2 of Appendix 2 TIA)

3 PLANNING CONTEXT

3.1 Statutory Planning Context

- 3.1.1 The Application Site falls within Area (a) of "CDA" zone on the Approved Kwu Tung South Outline Zoning Plan No. S/NE-KTS/22 ("the OZP") (Figure 3.1 refers). The planning intention of the subject "CDA" zone is for comprehensive development/redevelopment of the area for residential uses with the provision of open space and other supporting facilities. This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 3.1.2 According to the Notes of the OZP for the "CDA" zone, the proposed 'Flat', 'Social Welfare Facility (RCHE)' and 'Shop and Services' are Column 2 uses which require permission from the Board.
- 3.1.3 The subject "CDA" zone is divided into two parts, i.e. Area (a) and Area (b), with different development restrictions. As stipulated on the OZP, Area (a) is subject to a BH restriction of 41mPD with a maximum domestic PR of 1.23 and a non-domestic PR of 0.18 (equivalent to a total PR of 1.41). According to the Remarks of the "CDA" zone, it is stated that based on the individual merits of a development proposal, minor relaxation of the PR and/ or BH restrictions may be considered by the Board on application under Section 16 of the Ordinance.
- 3.1.4 Hence, this application is submitted under Section 16 of the Ordinance to seek permission for a proposed comprehensive development with minor relaxation of PR restriction from 1.41 to 1.692 and BH restriction from 41mPD to 45.25mPD at the Application Site.
- 3.1.5 In addition, as stated in paragraphs 9.1.9 and 9.1.10 of the Explanatory Statement ("ES") of the OZP, 'future developments in the Application site should be set back to make allowance for future widening of Hang Tau Road, such as provision of standard footpaths and 7.3m wide single two-way carriageway in accordance with the requirements of Hong Kong Planning Standards and Guidelines ("HKPSG")'.

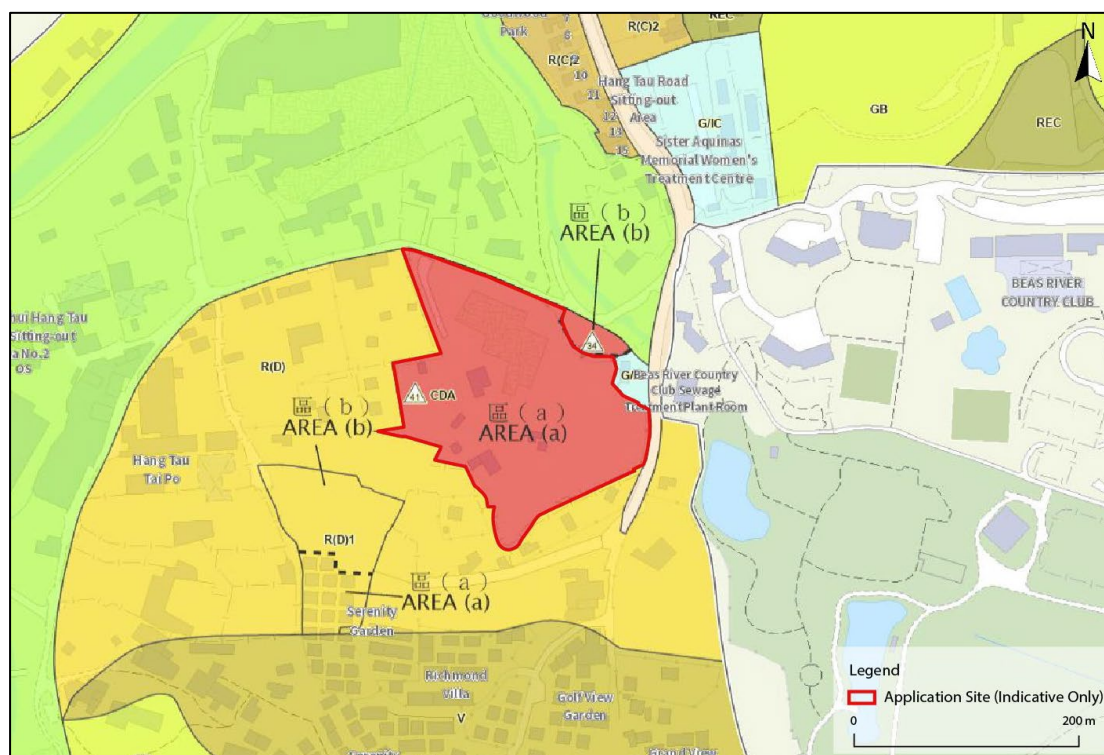


Figure 3.1 Extract of the OZP (Source: Statutory Planning Portal 3)

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3.2 Previous Application at the Application Site

- 3.2.1 The Application Site is covered by two previous Section 12A applications (No. Y/NE-KTS/5 and No. Y/NE-KTS/13) and a previous Section 16 application (No. A/NE-KTS/465).
- 3.2.2 The latest Section 12A application No. Y/NE-KTS/13 was to divide the "CDA" zone into Area (a) and Area (b) for phased development while relaxing the respective maximum PR, BH, and SC restrictions to allow for a higher development intensity, including domestic flats and non-domestic uses such as retail facilities and a RCHE. This Section 12A application was agreed by the Rural and New Town Planning Committee ("RNTPC") of the Board on 10.12.2021, with the subsequent statutory amendment to the OZP to reflect the new development restrictions as proposed by the same Applicant.

Application No.	Location	Applied Uses	Parameters	Decision Date
Y/NE-KTS/13	Lots 1124 RP, 1125 RP, 1126 and 1127 RP (Part) in D.D. 92, Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South, New Territories	To amend the Notes for the "CDA" zone on the draft Kwu Tung South Outline Zoning Plan No. S/NE-KTS/17	Do-PR: 1.23 Non-do PR: 0.18 BH: not more than +40.3mPD	Agreed (10/12/2021)
A/NE-KTS/465	Lots 1124 RP, 1125 RP, 1126 and 1127 RP (Part) in D.D. 92, Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South, New Territories	Proposed House Development and Minor Relaxation of PR and SC Restrictions	Do-PR: 0.48 Do BH: not exceeding 11.5 m SC: 22%	Approved with conditions (19/07/2019)
Y/NE-KTS/5	Lots 1124RP, 1125RP and 1126 in D.D.92 and Lots 343RP, 344AS.1RP(Part), 402 S.ARP, 404RP, 407S.ARP, 407S.Ass.1RP, 408S.ARP, 408S.Css.2RP, 408S.Dss.1, 408RP and 408S.DRP in D.D.94, Hang Tau Tai Po, Sheung Shui, New Territories	Rezoning from "REC" to "CDA"	PR: 0.4 SC: 20% BH: 3 Storeys	Agreed (07/12/2012)

3.3 Similar Applications

- 3.3.1 There is a similar application (No. A/NE-KTS/506) at Lot 2579 in D.D.92, Kwu Tung South, Sheung Shui, New Territories, which is located within "CDA(1)" zone on the same OZP. It was for a proposed comprehensive development with minor relaxation of PR from 3 to 3.059 (+0.059 or +1.97%) and BH restriction from 75mPD to 81.5mPD (+6.5m or +8.67%). Approval with condition(s) from the Board was granted on 26.8.2022.

4 DEVELOPMENT PROPOSAL

4.1 Traffic Arrangement under the Approved Section 12A Application

- 4.1.1 Under the approved Section 12A Application No. Y/NE-KTS/13, the eastern boundary of Area (a) along Hang Tau Road was proposed to be set back for the widening of Hang Tau Road with provision of footpath, roundabout and pedestrian crossing, whereas a GMB layby was proposed to the north of the Application Site along Hang Tau Road (**Figure 4.1** below refers). The Applicant would hand over the setback area to the Government upon request by the Government.

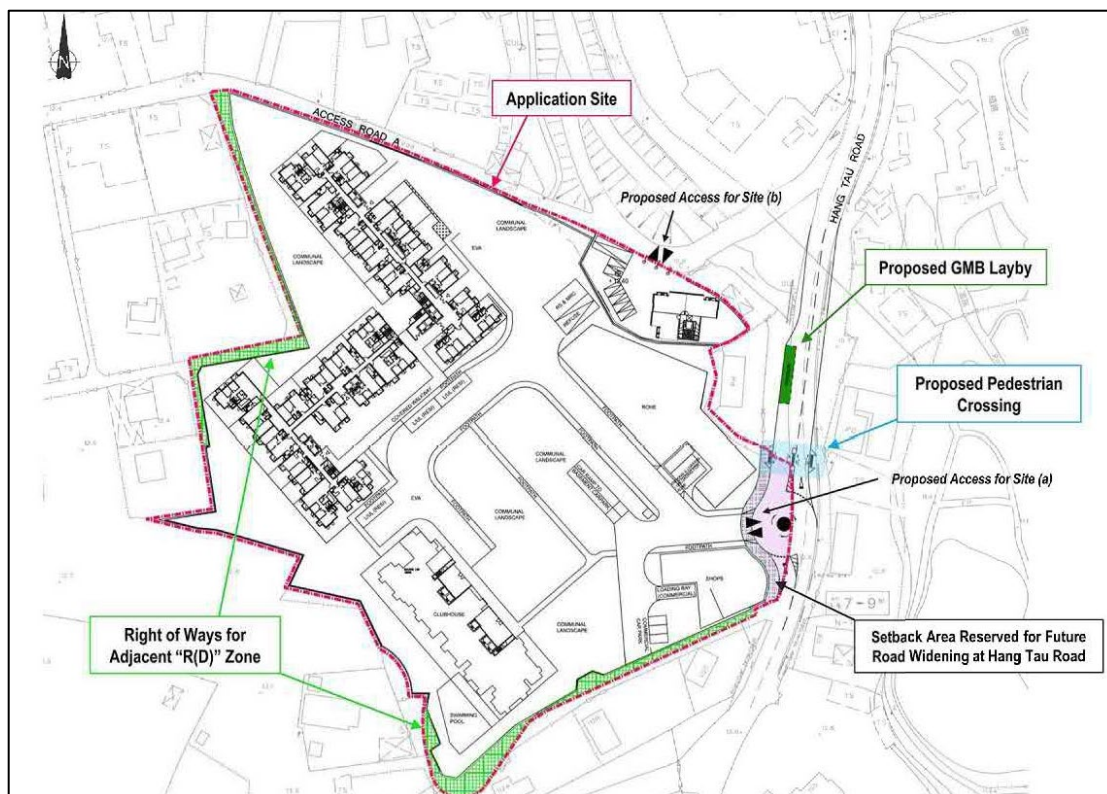


Figure 4.1 Proposed Traffic Arrangement under Previous Section 12A Application
 (Source: Drawing Z-3 from RNTPC Paper No. Y/NE-KTS/13C)

- 4.1.2 Prior to the submission of this application, the Applicant submitted a preliminary development scheme that adopted the same traffic arrangements as agreed and committed under the approved Section 12A application for the review of government departments. The Transport Department ("TD") subsequently requested that, in view of traffic-safety concerns, the proposed access to the Proposed Development should be modified to a priority T-junction, and that both the turnaround facility and the GMB layby be relocated within the Application Site.

4.2 Revised Traffic Arrangement under Current Application

- 4.2.1 The traffic arrangement under the current Application has been revised, taking into account the request from the TD. As compared to the development scheme under the approved Section 12A Application, while the site area of the Application Site remains unchanged, the intersection of the access to the Proposed Development and existing Hang Tau Road is converted from a mini-roundabout into a priority T-junction, as shown in **Figure 4.2** below. Besides, a further setback of the Application Site is proposed for the relocation of the GMB layby and vehicle turnaround facility from Hang Tau Road within the Application Site.

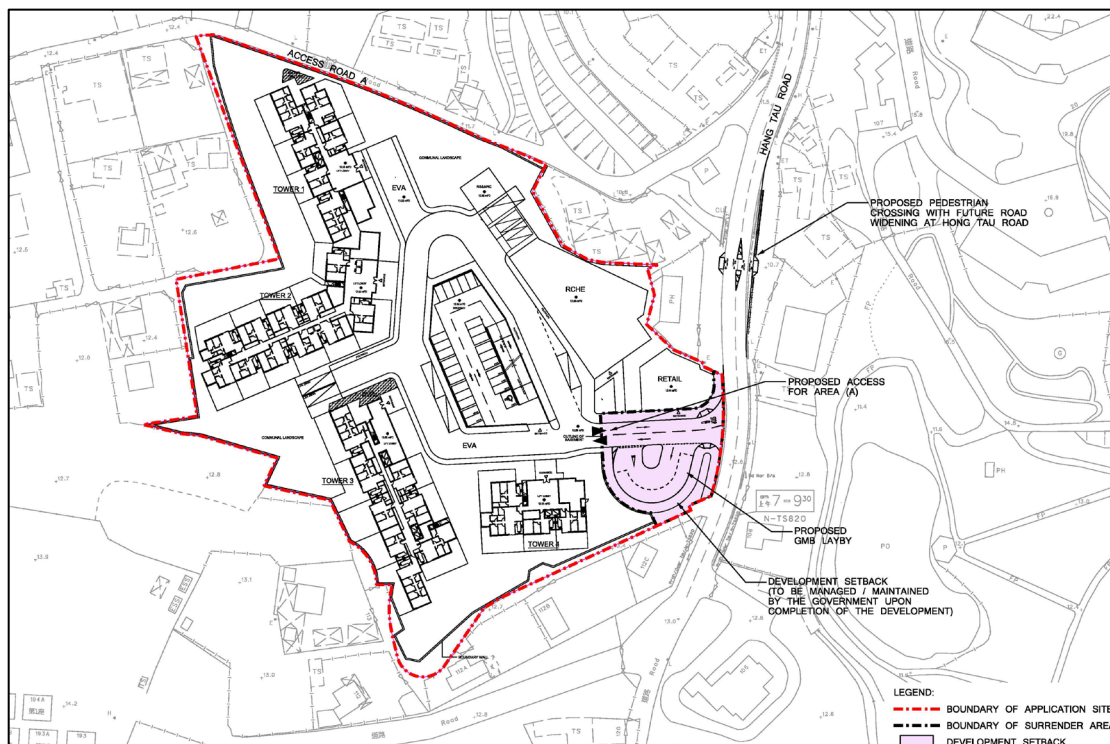


Figure 4.2 Proposed Traffic Arrangement under the Current Application
 (Source: Figure 2.1 of Appendix 2 TIA)

4.3 Major Development Parameters of Current Application

- 4.3.1 The Application Site covers an area of about 17,990.9m² (including about 289.7m² of government land). Taking into account the revised scheme due to the request from the TD as discussed in Section 4.1, the setback area of about 1,076m² will be surrendered to the government upon completion of the land administration process at a later stage after planning approval.
- 4.3.2 With an overall PR of about 1.692, the Proposed Development comprises a domestic GFA of 26,554m² and a non-domestic GFA of 3,886m² in total for the retail and RCHE facilities. The Proposed Development consists of four blocks of residential towers ranging from 9 to 10 storeys, with a maximum BH (at main roof level) of 45.25mPD. With an average unit size of about 79.5m², the Proposed Development would provide a total of 334 units. Based on a Person-Per-Flat ratio of 2.8, it is estimated that the Proposed Development would accommodate a population of about 936 persons.

- 4.3.3 Taking into account the needs of future residents and the wider community, one block of 4-storey RCHE serving 100 bed places and one block of retail shop would be provided within the Proposed Development.
- 4.3.4 In addition, the composite block of clubhouse and car park, consisting of a 2-storey above-ground car park and a basement car park, is located in the centre courtyard of the Proposed Development. The GFA of the clubhouse and the two-storey above-ground car park is exempt from the GFA calculations¹. A total of 198 nos. of parking spaces and loading/unloading bays will be provided for the Proposed Development in accordance with the HKPSG requirement and the ancillary requirement for RCHE of the Social Welfare Department, as adopted in the previous Section 12A Application.
- 4.3.5 The major development parameters of the Proposed Development are detailed in **Table 4.1** below. The proposed use of each block is summarised in **Table 4.2**. Architectural drawings, including Master Layout Plan ("MLP") and Section Plans are enclosed in **Appendix 1**.

Table 4.1 Major Development Parameters

Proposed Development	
Site Area[^]	About 17,990.9m ² - including government land of about 289.7m ²
	Area to be surrendered: about 1,076m ²
PR*	About 1.692 - Domestic PR: 1.476 - Non-domestic PR: 0.216
GFA*	About 30,440m ² - Domestic GFA: 26,554m ² - Non-domestic GFA for retail: 319m ² - Non-domestic GFA for RCHE (100 bed places): 3,567m ² - Non-domestic GFA for Clubhouse: 1,044m ² (Exempted)
Maximum BH	45.25mPD
BH of Each Block	- Residential Tower 1: 42.10mPD - Residential Tower 2: 45.25mPD - Residential Tower 3: 45.25mPD - Residential Tower 4: 42.10mPD - Ancillary Clubhouse with Carpark: 26.55mPD - Retail Block: 17.55mPD - RCHE: 28.55mPD
No. of Storeys[#]	- Residential Tower 1: 9 - Residential Tower 2: 10 - Residential Tower 3: 10 - Residential Tower 4: 9 - Ancillary Clubhouse with Carpark: 3 - Retail Block: 1 - RCHE: 4

¹ According to the 'GFA Exemption Arrangement for Aboveground Parking Spaces in Private Development' promulgated in September 2025, not more than two aboveground carparking floors may be 100% disregarded from GFA calculation.
https://www.landsd.gov.hk/doc/en/practice-note/lpn/PN%209_2025.pdf

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No. of Blocks	Total 7 - Residential Towers: 4 - Ancillary Clubhouse with Carpark: 1 - Retail: 1 - RCHE: 1
Site Coverage ("SC")	Overall not more than 40% - Domestic SC: no more than 23% - Non-domestic SC: not more than 17%
No. of Flats	334
Average Flat Size	79.5m ²
Design Population[@]	936 persons
Open Space Provision	About 1,340m ²
Site Coverage of Greenery	Not less than 25%
Parking Space Provision	<u>Residential Use</u> - Residents: 160 - Visitors: 20 (including 4 accessible) - Motorcycle: 3 - Loading/Unloading ^{&} : 4
	<u>Retail Use</u> - Private Car: 2 - Loading/Unloading: 1
	<u>RCHE</u> - Private Car: 5 (including 1 accessible) - Private Light Buses: 2 - Loading/Unloading: 1

[^] Including about 1,076m² to be surrendered for the proposed GMB Layby.

^{*} The ancillary residential clubhouse and aboveground carpark are excluded from PR and GFA calculations.

[#] Excluding the basement carpark.

[@] Design population is based on a Person-Per-Flat ratio of 2.8.

[&] Not including one for Refuse Collection Vehicle.

Table 4.2 Proposed Use of Each Block

Nature of Blocks	Proposed Use
Residential Towers 1 – 4	Residential Use
RCHE Block	Social Welfare Facility Use (RCHE)
Retail Block	Shop and Services Use
Composite Block	B1/F – Car Park G/F – Car Park 1/F – Car Park & Club House 2/F – Club House

4.4 Design Considerations

- 4.4.1 With full consideration of site-specific characteristics, the Proposed Development incorporates various responsive designs to ensure the creation of a quality and harmonious development to respect the surrounding environment.

Building Separation

- 4.4.2 The building separation of the Proposed Development will comply with the requirements of PNAP APP-152 for Sustainable Building Design Guidelines ("**SBDG**") to improve air ventilation and enhance the environmental quality.
- 4.4.3 In order to improve air ventilation within the Application Site and the surrounding neighbourhood, an approximately 17m building separation is proposed between residential Tower 2 and Tower 3, enhancing airflow and promoting a more comfortable local environment for residents.

Setback for Future Widening of Hang Tau Road

- 4.4.4 In response to the Explanatory Statement of the OZP, the Proposed Development has adopted a sufficient setback from the eastern site boundary for the future road widening of Hang Tau Road to fulfil the provision of 3m footpath and 7.3m wide single two-way carriageway in accordance with the requirements of HKPSG (**Figure 4.3** below refers).

Stepping Building Profile

- 4.4.5 The domestic blocks of the Proposed Development adopt a stepping profile, minimising their monolithic appearance through graduated height reductions. This approach effectively reduces the visual impact of the structures and mitigates the 'wall effect' associated with large development.
- 4.4.6 By breaking down the building massing, the stepping design allows the Proposed Development to blend harmoniously with the surrounding neighbourhood, promoting a cohesive and integrated urban landscape environment.

Building Footprint of RCHE

- 4.4.7 In formulating the MLP, careful consideration was given to the building deposition and interface treatment for the RCHE block. Considering the potential noise generated from Hang Tau Road and the operation of the sewage pumping station for Hang Tau Village, which is located to the immediate east of the Application Site, the footprint of the RCHE block has been reduced compared with the approved Section 12A application. This is to ensure sufficient distance from Hang Tau Road and the sewage pumping station to minimise noise disturbance on the RCHE. The reduced footprint of the RCHE has also dedicated a more welcoming open space on the ground level.

Increased Number of Flats and Average Flat Size

- 4.4.8 The Applicant is committed to providing high-quality and spacious flats for the Kwu Tung area. With the minor relaxation of PR and BH restrictions, the Proposed Development can offer an additional 32 flats compared to the approved Section 12A application. The average flat size has also increased from a previous 73.14m² to the current proposed 79.5m², reflecting a focus on more generous living spaces that cater to the needs of families and individuals in the community.

4.5 Traffic and Transport Considerations

- 4.5.1 A Traffic Impact Assessment ("**TIA**") (**Appendix 2**) has been conducted to assess the potential traffic impacts associated with the Proposed Development. With the following improvement proposals, the TIA concluded that no adverse traffic impact will be brought by the Proposed

Development to the surrounding road network and is considered acceptable from the traffic engineering point of view.

Junction Capacity

- 4.5.2 According to the junction assessment of the TIA, together with the Kam Hang Road improvement scheme as proposed in the approved rezoning application nos. Y/NE-KTS/12 and Y/NE-KTS/14, all identified junctions and road links could operate within adequate capacities during both morning and evening peak periods in the Design Scenario of year 2034.

Improvement for Pedestrian Crossing

- 4.5.3 Currently, there are no proper pedestrian crossing facilities along Hang Tau Road near the Application Site. To enhance pedestrian accessibility and safety, an improvement scheme with the provision of a proper pedestrian crossing at Hang Tau Road was proposed in the previous scheme of the approved Section 12A application. Such pedestrian improvement measure has been included in the current application, as shown in **Figure 4.3** below.

Proposed Public Transport Facility

- 4.5.4 As previously discussed in Sections 4.1 and 4.2, traffic arrangements have been further revised as compared to the previously approved Section 12A application in response to the request of the TD.
- 4.5.5 Given that the current public transport service for the Hang Tau Tai Po area is limited to one GMB route no. 50K only, and there is absent of proper layby along Hang Tau Road, the proposed layby under the revised road widening scheme would serve future enhancement of public transport service (i.e. increase of GMB route) for the existing and future residents in the area. Meanwhile, the proposed vehicle turnaround facility by setting back the development would facilitate a proper turnaround facility to allow GMB turns around without the need of passing through the narrow roads in Hang Tau Village.
- 4.5.6 In response to the comments from the Commissioner for Transport on the approved Section 12A application, the road widening scheme has been further reviewed and amended under the current application to fulfil the requirement that GMB layby should be 26m long to accommodate 3 GMBs (as shown in **Figure 4.3** below).
- 4.5.7 Notwithstanding the above changes, road widening of Hang Tau Road section abutting the Application Site for a 7.3m carriageway with a 3m footpath alongside remains in the revised scheme.

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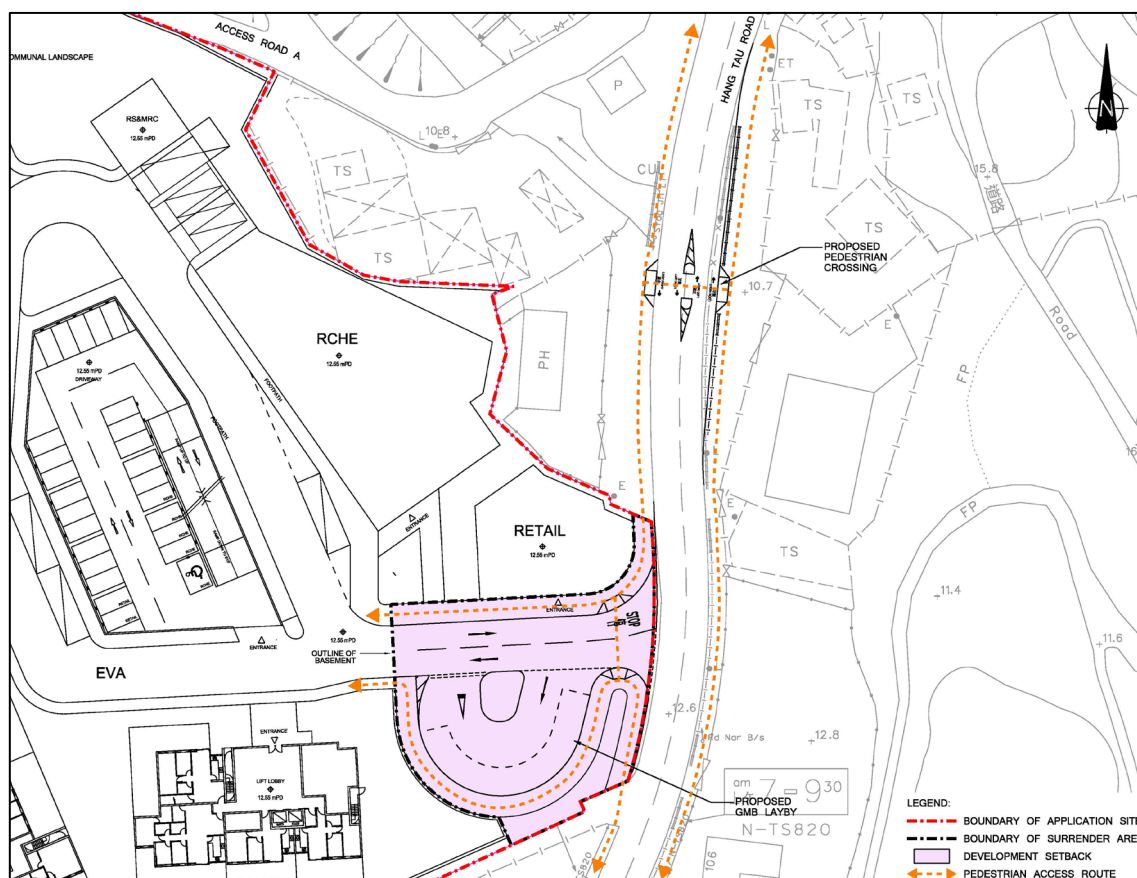


Figure 4.3 Proposed Pedestrian Crossing and Setback for Road Widening
(Source: Drawing 2.3 of Appendix 2 TIA)

4.6 Environmental Considerations

- 4.6.1 An Environmental Assessment ("EA") has been prepared to identify the potential environmental impacts arising from and upon the proposed development and propose possible mitigation measures, as necessary to demonstrate the environmental acceptability of the Proposed Development at the Application Site (**Appendix 3** refers).

Noise

- 4.6.2 Traffic noise impact has been assessed based on the projected peak hour flows for the worst year within 15 years from the day of occupancy. The assessment results concluded that the predicted traffic noise levels at all noise sensitive receivers ("NSRs") would comply with the HKPSG standard of 70dB(A). Hence, no adverse road traffic noise impact is anticipated.
- 4.6.3 As for the fixed noise arising from the operation of the sewage pumping station for Hang Tau Village and an open storage area of construction equipment, the assessment results demonstrated that no adverse noise impact associated with the fixed noise source of sewage pumping station and open storage area of construction equipment upon the Proposed Development is anticipated.
- 4.6.4 If necessary, fixed glazing will be applied to the façade facing the concerned fix noise source or noise barrier will be proposed between the concerned fix noise source and the RCHE along the site boundary in order to comply with the noise criteria stipulated in the Noise Control Ordinance.

Air Quality

- 4.6.5 With the implementation of these good practice and measures, no adverse air quality impact arising from the construction activities, transportation of dusty materials, as well as the emission of the construction plant is anticipated.
- 4.6.6 With the appropriate positioning of the openable window and fresh air intake and the proper design of the carpark, no adverse air quality impact due to vehicular emissions on the Proposed Development is anticipated. Moreover, as no chimney was observed during the site visits and no chimney and potential emission source will be contained within the Proposed Development, no adverse air quality impact due to industrial emissions is anticipated.
- 4.6.7 In terms of potential odour impacts, the sewage pumping station for Hang Tau Village is fully enclosed and equipped with odour control facilities. The licensed livestock farm located approximately 400 m north of the Application Site was not in operation, and the sewage treatment plant at the Beas River Country Club was suspended. No noticeable odour was identified during the odour patrols. As such, no adverse odour impact on the Proposed Development is anticipated.

Water Quality

- 4.6.8 With proper implementation of proposed mitigation measures, no adverse water quality impact is anticipated during the construction stage.
- 4.6.9 In term of the operational stage, no adverse impact associated with non-point source is anticipated, given that the good drainage system and best management practice will be provided. In addition, the sewerage effluent from the Proposed Development would be properly discharged to the public sewer during the operational stage. Upon the completion of the proposed upgrading works of the sewer mains, except for any section already covered by the upgrading works committed under other planned developments, there is no adverse water quality impact anticipated.

Land Contamination

- 4.6.10 Based on the site observation and the information obtained from historical aerial photographs and the relevant government department, no land contamination issue arising from the Application Site is anticipated.

Waste Management

- 4.6.11 The potential impacts of waste arising from the construction and operational stages of the Proposed Development have been assessed. With the recommended procedures/ measures in place, the construction and operational wastes generated/ disposed of as part of the Proposed Development is not expected to cause adverse environmental impacts.

4.7 Drainage Considerations

- 4.7.1 A Drainage Impact Assessment ("DIA") has been conducted to evaluate the possible impacts to the local drainage system brought by the Proposed Development (**Appendix 4** refers). It is concluded that the public drainage pipe T1/A1 to A7 are proposed to be upgraded to 750mm. (Figure 3.1 of **Appendix 4**). The assessment findings demonstrated and confirmed that the proposed drainage pipes are sufficient to cater for the estimated surface runoff from the Proposed Development. Therefore, no adverse drainage impact is anticipated from the Proposed Development.
- 4.7.2 The detailed arrangement of the proposed drainage system will be further investigated at the detailed design stage of the project. The detailed drainage proposal shall be submitted to the Drainage Services Department for further approval.

4.8 Sewerage Considerations

- 4.8.1 A Sewerage Impact Assessment ("SIA") has been conducted to evaluate the possible impacts on the public sewerage network due to the operation of the Proposed Development (**Appendix 5** refers). The assessment findings demonstrated that four existing sewers are incapable due to the Proposed Development. Therefore, upgrading work for the concerned pipe is required for the Proposed Development (Figures 4.1a and 4.1b of **Appendix 5**). It is concluded that the sewerage impact arising from the Proposed Development should be acceptable after the proposed upgrading of sewer works.

4.9 Landscape and Open Space Considerations

- 4.9.1 In formulating the landscape design of the Proposed Development, the following key landscape objectives have been considered and adopted:

- To create a distinctive landscape which responds to the existing context, the architectural scheme proposals and the future resident and visitor needs;
- To integrate the Proposed Development from a landscape and visual perspective with the existing and planned landscape context;
- To provide visual integration in views of the proposed building mass from the surroundings and provide vegetation screening and softening of the built-form in closer low-level views;
- To provide a quality, sustainable and accessible living environment for the enjoyment of the residents and visitors;
- To provide recreation spaces for the future residents; and
- To maximise opportunities for greening measures utilising tree and shrub planting and lawn and climbing plants within the new landscape.

- 4.9.2 The Landscape Master Plan ("LMP") (**Appendix 6** refers) is summarised as follows.

Tree Preservation

- 4.9.3 A total of 4 tree groups containing 37 nos. of existing trees were identified within the Application Site. Most of the trees were found along the periphery of the Application Site. There are no trees surveyed which meet the requirements for a potential Old and Valuable Tree ("OVT"). According to the Tree Preservation and Removal Proposal, 37 nos. of existing trees within the Application Site are unavoidably in conflict with the Proposed Development and are therefore proposed to be felled.

- 4.9.4 In compensation for the felling of trees, a total of 106 nos. of new trees will be provided within the Application Site, which is the same number of new trees as committed under the approved Section 12A application. This considerably exceeds the typically required 1:1 compensatory ratio for the 37 nos. trees to be felled.

Provision of Open Space

- 4.9.5 The Proposed Development has sought to provide adequate open space in accordance with the requirements of the HKPSG (i.e. 1m² per person based on the predicted future population). The design of the open space is based on the objective of providing high-quality active and passive recreational facilities and features that will satisfy the needs of future residents.

- 4.9.6 There would be a total of approximately 1,340m² open space provided (which consists of 1,120m² of passive uses and 220m² for active uses) for the use of future residents of the Proposed Development. Based on the design population of 936 persons, the proposed open space provision adequately satisfies the requirements for 1m² per person as required under the HKPSG.

Greenery Coverage

- 4.9.7 The landscape design aims to maximise the green area and tree planting opportunities and seeks to create an attractive external area to the Proposed Development, coordinating paving and planting design for residential entrances and open spaces with internal streetscape design to provide a unified appearance within the immediate landscape surroundings. The design also aims to create a vibrant internal landscape area with communal spaces offering a range of leisure activities for residents.
- 4.9.8 Given the future functional requirements of the Proposed Development scheme, particularly with requirements for traffic and pedestrian circulation and Emergency Vehicular Access at ground level, it is considered that the greening proposal has maximised the utilisation of the available greening opportunities. Overall, the Proposed Development will provide a greenery coverage of not less than 25%, which exceeds the minimum requirement of 20% as required under PNAP APP-152 for SBDG.

4.10 Visual Considerations

- 4.10.1 To assess the potential visual impact of the Proposed Development on the overall visual quality of the surroundings, a Visual Impact Assessment ("VIA") has been conducted (**Appendix 7** refers).

Visual Assessment of Vantage Points

- 4.10.2 A total of 13 vantage points ("VPs") have been identified from key strategic and popular local vantage points, as well as the village area adjacent to the Application Site, in order to assess the visual impact of the Proposed Development against the Baseline Development Scheme (i.e. the approved Section 12A application). The VPs comprise public views of different ranges of sight. Some of these VPs are over a relatively short distance from the Application Site and represent visual impacts in the immediate surroundings. More distant VPs from popular areas are also illustrated to help define the nature of impacts on the wider visual context of the Application Site.
- 4.10.3 As demonstrated in the photomontages, there are few locations from where the Proposed Development can be seen in its entirety. In the majority of locations views of the Proposed Development are largely obscured by intervening landform, mature vegetation and built structures. In the few locations where there will be views of the Proposed Development, these are largely partial or glimpsed with a small part of the scheme being visible.
- 4.10.4 For most of the selected VPs, the predicted visual impacts represent negligible change as compared to the baseline condition. However, the relative assessed impacts from three VPs, which are in close proximity to the Application Site (VP6, VP7 and VP13) are considered to have a slightly adverse impact, in comparative terms.
- 4.10.5 As compared with the approved Section 12A application scheme, the VIA concluded that the minor increase in PR and BH will continue to respect the existing locality, and the Proposed Development is considered to be visually compatible with the surroundings.

Visual Mitigation Measures

- 4.10.6 Various sensitive architectural designs have been adopted in the Proposed Development to help mitigate the potential visual impacts, primarily including the deposition of residential blocks to maximise the provision of setback distance from existing road frontage along Hang Tau Road; the

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stepped building height principle and the visual corridor in north-south direction to create a more subtle transition between the existing landscape and the Proposed Development; and the design of building orientation and massing to create building separations between blocks to breakdown visual scale of the Proposed Development, and avoid the creation of wall effects.

- 4.10.7 As detailed in Section 4.9 above, the proposed landscape measures, particularly the tree planting at the edge of the Application Site, create a landscape buffer which serves to screen views of the Proposed Development as far as possible while softening the visible portion of the Proposed Development. It also serves to enhance the sense of visual and landscape integration with its immediate context. Other measures, including the use of colour and finishes for the building facades to minimise the prominence of the Proposed Development, will be further explored at the detailed design stage

5 PLANNING JUSTIFICATIONS

5.1 Contributing to the Provision of Housing Supply in Hong Kong

- 5.1.1 Expedition of housing supply is always one of top priorities of Government's policy. According to the Long Term Housing Strategy, the Government aims to achieve a private housing supply target of 132,000 units for the next 10-year period from 2025-26 to 2034-35.
- 5.1.2 The current Proposed Development utilises the valuable land resources for a comprehensive development with a provision of 327 flats and ancillary facilities. With the minor relaxation of PR and BH restrictions, the Proposed Development contributes to the private housing supply in Hong Kong with more sizeable and quality flats, which aligns with the Government's intention on promoting quality housing supply and alleviating housing problems in Hong Kong.
- 5.1.3 The Proposed Development not only enhances the overall housing supply but also significantly improves the living conditions for future residents in Hong Kong. The increased average flat size reflects a focus on more generous living spaces that cater to the diverse needs of families and individuals in the community. The Proposed Development aims to enhance the overall quality of life for residents while contributing positively to the living environment.

5.2 Addressing the Rising Need for RCHE Provision in Hong Kong

- 5.2.1 According to the Census and Statistics Department ("**C&SD**"), 20% of the total population in Hong Kong is aged 65 years or above by the end of 2022². The elderly population is estimated to increase to about 28% and 32% in 2032 and 2042 respectively.
- 5.2.2 The urgent demand for residential care service ("**RCS**") for the elderly is also fully reflected on the Central Waiting List for various types of subsidised residential care services for the elderly ("**the List**"). As of 31 May 2024, there are a total of 16,567 applicants being waitlisted in the List. The average waiting time is about 9 months for care and attention places and nursing home places³.
- 5.2.3 In respect of the Kwu Tung South area, according to the RNTPC Paper No. 3/24 dated 10.5.2024, it is expected that there will be shortfalls in several social welfare facilities, in the Kwu Tung South area, which include elderly care facilities. According to the requirement of the HKPSG, there will be a shortfall of 146 beds for the RCHE facility.
- 5.2.4 The Proposed Development will provide a RCHE with 100 bed places in recognition of the demand to increase the supply of RCHEs to relieve the pressure on service demand and shorten the waiting for the much-needed care services, especially in the Kwu Tung South area, which in turn could ease the burdens on the society and the residents' family.

² Census and Statistics Department, *Table 1A: Population by Sex and Age Group*,
https://www.censtatd.gov.hk/en/web_table.html?id=1A

³ Social Welfare Department, Statistics on 'Waiting list for subsidised residential care services for the elderly', 'Waiting time for residential care services' and 'Turn for placement offer for cases applying for residential care services',
[https://www.swd.gov.hk/storage/asset/section/1022/en/CWL/LTC%20statistics_HP-EN\(202405\).pdf](https://www.swd.gov.hk/storage/asset/section/1022/en/CWL/LTC%20statistics_HP-EN(202405).pdf)

5.3 Maximising Synergies with Kwu Tung North NDA

- 5.3.1 The Northern Metropolis (“NM”) is envisioned to be one of the main sources of future housing supply, integrating quality life, leisure, and promoting a better home-job balance and green living, etc. Located to the south of Kwu Tung North NDA, which was positioned as a ‘Mixed Development Node’ with a mix of residential, commercial, leisure and community facilities, the Proposed Development is strategically located to leverage these goals of the Kwu Tung area.
- 5.3.2 With a view to uplifting development density in the NDAs, new developments in Kwu Tung North have recently sought an increase in PR and BH restrictions for public and private housing developments, of which reaching a maximum intensity for a PR of 7.8 and BH of +180mPD. The current application, seeking to increase development intensity through minor relaxation of PR and BH restrictions for increasing housing supply, is considered in line with the long-term vision of NM in expediting housing supply and optimising the use of land resources.
- 5.3.3 The Proposed Development not only offers residential flats but also incorporates social welfare and retail facilities, creating an inclusive local community. By aligning with the planning visions of the NM, it maximises synergy with the Kwu Tung North NDA by offering quality residential, commercial, and social elements, ultimately enhancing the overall living experience in Kwu Tung area.

5.4 Conforming to the Planning Intentions of the “CDA” Zone

- 5.4.1 The planning intention of “CDA” zone is for residential uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Through providing 327 nos. of residential flats with open space and commercial and social welfare facilities, the Proposed Development would achieve to align with the planning intention of the concerned “CDA” zone. In addition, the master layout plan and other technical assessments have demonstrated that the Proposed Development would fulfil the planning controls as stipulated on the OZP.

5.5 Compatibility with the Surrounding Development Intensity

- 5.5.1 The Application Site is situated in a mix of built-up and rural context, which comprises low-to-medium-rise residential developments, open storage yards and agricultural land. To the immediate south and west of the Application Site, there are clusters of dwellings and village houses with a BH restriction of 3 storeys and PR of 0.4. To the further north of the Application Site, there are three sites of “CDA” zones (i.e. “CDA(1)”, “CDA(2)” and “CDA(3)”) with respective development restrictions. Among the three “CDA” sites, the maximum PR and BH restrictions range from 2 to 3 and from 70mPD to 75mPD, respectively. Recently, a similar application (No. A/NE-KTS/506) was approved by the Board for minor relaxation of PR and BH restrictions to 3.059 and 81.5mPD, respectively. This approved application implies the potential of intensifying the development of the Kwu Tung South area.
- 5.5.2 The Proposed Development, which is located in between the higher density developments in the north and low-density village houses in the south, demonstrates a gradual transition from the north to the south of Kwu Tung South area, allowing for thoughtful integration into the surrounding environment. The Proposed Development not only respects the low-rise residential development and village houses in the south, but also does not compromise the development potential of the Application Site.

- 5.5.3 Moreover, as discussed and demonstrated in the VIA in **Appendix 7**, the Proposed Development will unlikely induce significant adverse effects on the visual character of the surroundings with the incorporation of mitigation measures such as building setbacks and landscape treatments. Hence, the minor increase in PR and BH of the Proposed Development should be considered compatible with its surrounding developments, and it will not set an undesirable precedent in the area.

5.6 Planning Gains and Design Merits Brought by the Proposed Development

- 5.6.1 The Proposed Development continues to retain the design merits proposed under the approved Section 12A application. To further enhance the living environment, the Proposed Development will also bring forth the following planning and design merits.

Traffic Improvements to Hang Tau Tai Po Area

- 5.6.2 Given that there is currently only one GMB route serving the Hang Tau Tai Po area, and there is absent of proper layby along Hang Tau Road, the proposed layby outside the Application Site would serve future enhancement of public transport service (i.e. increase of GMB route) for the existing and future residents in the area.
- 5.6.3 Additionally, since there is no proper pedestrian crossing facility along Hang Tau Road, the Proposed Development has taken the opportunity to improve pedestrian accessibility by providing a pedestrian crossing near the entrance of the Application Site. This will not only improve the overall pedestrian walkability and safety of the residents but also benefit the general public of the local neighbourhood.

Air Ventilation and Visual Permeability

- 5.6.4 Considering the surrounding neighbourhood of low-to-medium-rise buildings, the deposition of the building blocks of the Proposed Development emphasises enhancing air ventilation and visual permeability within the Application Site to the surroundings. An approximately 17m wide building separation is proposed between residential Tower 2 and Tower 3, which allows a better southwest-to-northeast airflow direction.
- 5.6.5 A visual corridor in a north-south direction, along with the stepped building height design, is preserved within the Application Site for the sake of breaking down the visual scale of the Proposed Development and allowing a better visual permeability between the Proposed Development and the low-rise surroundings.

Enhancement of Open Space Provision and Landscape Treatments

- 5.6.6 In terms of landscape design, the Proposed Development has explored opportunities to improve the landscape and local open space for the enjoyment of residents and visitors. The provision of open space not only fulfils the requirement under the HKPSG, the design also aims to provide high-quality active and passive recreational facilities and features. Features such as seating areas, groundcover, and greenery will create a welcoming environment that encourages outdoor activities and community engagement.
- 5.6.7 The comprehensive landscape treatment and greening opportunities will be provided within the Proposed Development. Among which, the landscape design at the Application Site boundary intends to help integrate the Proposed Development with the surrounding context, which is characterised by a mix of low-to-medium rise buildings and agricultural land settings.

Adoption of Sustainable Building Designs

- 5.6.8 The Proposed Development has taken into consideration the requirements under the PNAP APP-152 for SBDG to achieve a quality and sustainable built environment. As discussed in Chapter 4, the Proposed Development adopts sufficient building setbacks from the eastern Application Site boundary to allow road widening of Hang Tau Road, and that no part of any building of the Proposed Development will be built within 7.5m from the centreline of Hang Tau Road. An approximately 17m wide building separation is proposed to allow air ventilation and visual permeability within the Application Site to the surrounding area. Furthermore, the site coverage of greenery of not less than 25% would be provided to reduce the heat absorption of the building and hence improve the micro-climate of the neighbourhood.

5.7 Relaxation in BHR is Considered Reasonable and Justifiable

Compensation for the reduction in developable site area

- 5.7.1 As discussed in Sections 4.1 and 4.2, the revised traffic arrangements in response to the TD's requirements reduce the net developable area available for the Proposed Development. The proposed minor relaxation in the BHR for the Proposed Development is considered an unavoidable consequence of the Transport Department's requirement to relocate the roundabout and the GMB layby within the Application Site, thus necessitating compensation through vertical development to achieve the intended GFA and functional mix. The Proposed Development has incorporated design measures that will mitigate visual and environmental impacts and to ensure the increased BH integrates sensitively with the surrounding context.

Accommodation of the above-ground car park

- 5.7.2 As set out in the 2025 Policy Address, the Government allows full GFA exemption for no more than two levels of aboveground car parks in private developments, while doing away with the prerequisite of constructing some of the car parks underground. As a direct response to this policy initiative, the proposed minor relaxation of BHR is justified as it would reduce the need for extensive excavation and complex basement works, resulting in shorter construction programmes and expediting the completion of the Proposed Development.

5.8 No Adverse Impacts on Technical Aspects

- 5.8.1 Various technical assessments have been prepared and demonstrated that the Proposed Development is technically feasible and would not generate insurmountable impacts on the following aspects.

Traffic

- 5.8.2 As concluded in the TIA (**Appendix 2**), the future traffic induced by the Proposed Development can all be absorbed by the surrounding road network with the road improvement scheme which was already proposed by others.
- 5.8.3 Besides, the arrangements of vehicular access as well as provisions of internal transport facilities are justified for the Proposed Development, while the proposed improvement for pedestrian crossing at Hang Tau Road and the provision of GMB layby (outside of the Application Site) as enabled by the proposed MLP are considered beneficial to the general public

Environmental

- 5.8.4 Various environmental assessments, including EA (**Appendix 3**), DIA (**Appendix 4**) and SIA (**Appendix 5**), concluded that the Proposed Development is technically acceptable and will not be susceptible to generate adverse impacts to the surroundings in terms of noise level, air quality, water quality, land contamination, waste management, drainage and sewerage perspectives.

Landscape

- 5.8.5 As demonstrated in the LMP (**Appendix 6**), the Proposed Development will provide a total of 106 nos. of new trees, significantly exceeding the required 1:1 compensatory ratio for the 37 nos. of trees to be felled, therefore minimising the potential landscape impact. Various landscape treatments, including at-grade shrub planting, vertical greening at boundary walls, and open space provision, are also proposed to ensure the Proposed Development would be incorporated harmoniously with the surrounding environment.

Visual

- 5.8.6 The VIA (**Appendix 7**) concluded that the Proposed Development will largely be screened off from most of the VPs. With the adoption of responsive mitigation measures such as provision of building setbacks and landscape measures, the Proposed Development would not significantly detract from the existing landscape and visual amenity of the local area; hence, it is considered visually acceptable and compatible with the surrounding context.

6 CONCLUSION

- 6.1.1 This Planning Statement is submitted to the Board in support of the proposed comprehensive development ('Flat', 'Social Welfare Facility (RCHE)' and 'Shop & Services' uses) with minor relaxation of PR and BH restrictions in the Area (a) of the "CDA" zone on the Approved Kwu Tung South Outline Zoning Plan No. S/NE-KTS/22 at Lots 1124 RP, 1125 RP and 1126 in D.D. 92 and Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 and adjoining Government Land, Hang Tau Tai Po, Kwu Tung South, New Territories.
- 6.1.2 The Proposed Development comprises a total of seven blocks, including four 9-10-storey residential towers, one 1-storey retail block, one 4-storey RCHE and one 3-storey carpark cum clubhouse block. With the minor relaxation of PR restriction from 1.41 to 1.692 and BH restriction from 41mPD to 45.25mPD, the Proposed Development would have a total gross floor area of about 30,440m². Upon completion, the Proposed Development will provide a total of 334 nos. of residential flats, an RCHE of 100 bed places, and a retail shop serving the local residents.
- 6.1.3 The Proposed Development is well justified on the following grounds:
- Contributing to the Provision of Housing Supply in Hong Kong;
 - Addressing the Rising Need for RCHE Provision in Hong Kong;
 - Maximising Synergies with Kwu Tung North NDA;
 - Conforming to the Planning Intentions of the "CDA" Zone;
 - Compatibility with the Surrounding Development Intensity;
 - Planning Gains and Design Merits Brought by the Proposed Development;
 - Relaxation in BHR is Considered Reasonable and Justifiable; and
 - No Adverse Impacts on Technical Aspects.
- 6.1.4 In view of the above and the planning justifications in this Planning Statement, we respectfully request the Board to consider this planning application favourably.

July 2026
PlanPlus Consultancy Limited