

**S16 PLANNING APPLICATION
DRAFT LAM TEI AND YICK YUEN OUTLINE ZONING PLAN
NO. S/TM-LTY/13 and APPROVED TUEN MUN
OUTLINE ZONING PLAN NO. S/TM/41**

**Proposed Residential Development (Flat) with Shop and Services Uses
with Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
adjoining Government Land,
Lam Tei, Tuen Mun**

**CONSOLIDATED SUPPORTING PLANNING
STATEMENT**

June 2026

Applicant:

Free Ocean Investments Limited

Consultancy Team:

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Executive Summary

This Application is prepared and submitted on behalf of Free Ocean Investments Limited (“the Applicant”) to seek approval of the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for the Proposed Residential Development (Flat) with Shop and Services Uses with Minor Relaxation of Plot Ratio and Building Height Restrictions (“Proposed Residential Development”) at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and adjoining Government Land in Lam Tei (“Application Site”/ the “Site”). The Application Site falls within area zoned “Commercial” (“C”) and road on the Draft Lam Tei and Yick Yuen Outline Zoning Plan (“Draft OZP”) No. S/TM-LTYT/13 and the Approved Tuen Mun Outline Zoning Plan No. S/TM/41 (“Approved OZP”).

The Application Site is subject to a planning approval (TPB Ref.: A/TM-LTYT/426) for proposed minor relaxation of plot ratio and building height restrictions for residential development with shop and services use granted by TPB on 19 May 2023. The Applicant has lodged the land exchange application to the Lands Department to kick-start the approved development. For better management of the residual unmanned land near the Site, and as negotiated with the Lands Department, the Application Site has been modified to include the unmanned land and road works in relation to the proposed run in/out for the Proposed Residential Development.

The current Revised Development Scheme has further reduced the plot ratio from 5 to 4.2 (approved under A/TM-LTYT/426) and absorbs all latest changes, including the enlarged Development Site boundary and the new policy on enhanced GFA exemption arrangements for carparks in private development projects. There are also some adjustments and design changes that outperform the Approved Scheme (**Section 4.7** refers), including the adoption of a double-loaded building design with appropriate mitigation measure to maximise efficiency, reduction of the proposed site coverage from 35% to 33.3% and reduction of floor-to-floor height from 3.03m to 2.975m, allowing a more efficient building design with the consideration of various site constraints.

The Proposed Residential Development comprises one single block with a total of 17 storeys and a total building height of not more than +65.53mPD. The residential lobby and a shop are located on G/F, while carparks are on G/F to 1/F. The recreational facilities and a covered landscape area are proposed on 2/F and 3/F respectively. There will be 14 domestic floors (3/F to 16/F), providing 276 residential units with an average unit size of about 33.17m².

The Proposed Residential Development is fully justified for the following main reasons:

- The current application is a refinement of the approved scheme (TPB Ref.: A/TM-LTYT/426) to incorporate residual Government Land for optimal use.

- The Applicant has proactively increased flat supply by 92 units under the Revised Development Scheme, which is in line with the Government's ongoing policy and the Long-Term Housing Strategy to provide residential flats.
- The proposal will put valuable land resources into more efficient use of additional Government Land for the provision of additional residential units.
- The Proposed Residential Development is compatible with the surrounding planned public/private residential developments.
- The Proposed Residential Development is located at a location with good accessibility and sufficient supporting facilities nearby, which is considered very much appropriate to meet the public needs for residential flats.
- The proposal involves amendments to the previously approved application and the development quantum is considered appropriate.
- Various technical assessments have been carried out and the findings concluded that the Proposal is technically feasible without posing negative impact onto the surrounding environment.

行政摘要

(內文如有差異，應以英文版本為準)

申請人 Free Ocean Investments Limited 擬就城市規劃條例第 16 條向城市規劃委員會（「城規會」）申請將現時在藍地及亦園分區計劃大綱草圖編號 S/TM-LTY/13（「大綱草圖」）內被劃為「商業」地帶和道路及屯門分區計劃大綱核准圖編號 S/TM/41 內被劃為道路的新界屯門藍地丈量約份第 130 約地段第 531 號餘段、第 532 號 D 分段餘段及第 532 號餘段和毗連政府土地（「申請地點」），作擬議住宅發展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（「擬議發展」）。

申請地點已於 2023 年 5 月 19 日獲得城規會許可（城規會申請編號 A/TM-LTY/426），批准申請地點作略為放寬地積比率及建築物高度限制的住宅發展連商店及服務行業用途。申請人已向地政總署提交換地申請以啟動已獲批的發展。為更好地管理地盤附近剩餘無人管轄土地，並經與地政總署協商，申請地盤範圍已作修改，納入該無人管轄土地及與擬議住宅發展進出通道相關的道路工程。

目前的修訂發展方案已進一步將地積比率由先前獲批的 5.0 下調至 4.2（根據 A/TM-LTY/426 已獲批的地積比），並吸納多項最新變更，包括擴大發展地盤範圍，以及私人發展項目停車場新增總樓面面積豁免安排的措施。此外，修訂方案亦作出了多項比原先獲批方案更優越的建築設計，包括採用雙廊式大廈設計並配合適當的緩解措施以最大化發展效率、將擬議地盤覆蓋率由 35% 縮減至 33.3%、以及將層與層之間的高度由 3.03 米縮減至 2.975 米，在充分考慮各項地盤限制的同時，實現了更高效的建築設計。

擬議住宅發展包括一幢樓高 17 層的大廈，擬議建築物高度為不超過主水平基準以上 65.53 米。地下設有住宅大堂及商舖，停車場設於地下及 1 樓；而 2 樓及 3 樓分別設有住客康樂設施及有蓋綠化平台。3 樓至 16 樓為住宅樓層，總共提供大概 276 個平均 33.17 平方米的住宅單位。

申請人提出是次規劃申請是基於以下理據：

- 現時的規劃申請是基於已獲規劃許可的住宅發展（城規會申請編號 A/TM-LTY/426）作出修改以納入剩餘政府土地。
- 修訂發展方案將增加 92 個住宅單位，符合政府政策及《長遠房屋策略》的目標。
- 擬議發展將更有效利用珍貴土地資源，提供額外住宅單位而維持整體發展密度。
- 擬議住宅發展與周邊已規劃的公營及私營住宅發展相容。
- 申請地點位置及交通便利，且附近設施充足，適合發展住宅。
- 本申請屬於對已獲批准方案的修訂，而發展規模合理。
- 擬議發展已進行了各種技術評估，並證明不會對周圍環境產生負面影響。

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S16 PLANNING APPLICATION
Draft Lam Tei and Yick Yuen OZP No. S/TM-LTY Y/13 and
Approved Tuen Mun Outline Zoning Plan No. S/TM/41

Proposed Residential Development (Flat) with Shop and Services Uses with
Minor Relaxation of Plot Ratio and Building Height Restrictions
at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and
the adjoining Government Land, Lam Tei, Tuen Mun

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

- 1.1.1 This Planning Application is prepared and submitted on behalf of Free Ocean Investments Limited (“the Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for the Proposed Residential Development (Flat) with Shop and Services Uses with Minor Relaxation of Plot Ratio and Building Height Restrictions at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and adjoining Government Land in Lam Tei (“Application Site”/the “Site”). The Application Site falls within “Commercial” (“C”) zone and area shown as Road on the Draft Lam Tei and Yick Yuen Outline Zoning Plan (“Draft OZP”) No. S/TM-LTY Y/13 and area zoned as road on the Approved Tuen Mun Outline Zoning Plan No. S/TM/41 (“Approved OZP”). This Supporting Planning Statement is to provide the TPB with necessary information to facilitate consideration of this Application.
- 1.1.2 TPB approved a similar application for minor relaxation of Plot Ratio and Building Height Restrictions for a proposed residential development with shop and services at the Site (TPB Ref.: A/TM-LTY Y/426) on 19 May 2023. Subsequent to the approval of the aforementioned planning application, the Applicant has lodged the land exchange application to the Lands Department to kick-start the approved development. For better management of the residual unmanned land near the Site, and as negotiated with the Lands Department, the Application Site has been modified to include the unmanned land and road works in relation to the proposed run in/out for the Proposed Residential Development. Whilst the resultant development scheme involves material changes to the approved scheme (**Section 3** refers), a fresh Section 16 Planning Application is therefore required.

1.2 Report Structure

- 1.2.1 Following this Introductory Section, the site and planning context will be briefly set out in Section 2. The Proposed Residential Development scheme is included in Section 3. The planning justifications for the Planning Application can be found in Section 4. Section 5 concludes and summarizes this Supporting Planning Statement.

2 SITE AND PLANNING CONTEXT

2.1 Site Location and Existing Condition

2.1.1 The Application Site, with an area of about 2,644.68m² is sandwiched between Castle Peak Road – Lam Tei section to the immediate east and the elevated viaduct of MTR Tuen Ma Line and the at-grade Light Rail track to the immediate west (**Figure 2.1** refers). The western part of the Site lies beneath the elevated viaduct of MTR Tuen Ma Line, while rest of the Site is mainly vacant, fenced off and covered with scattered vegetation. A small strip at the southern portion of the Site, which is currently occupied by cycling track, footpath and road area has been included. The Site is accessible via Castle Peak Road – Lam Tei section.

2.1.2 The Development Site (for calculation of GFA and site coverage) has a total area of about 2,195.5m². It covers the area the residual Government Land that is zoned “Commercial”, as requested by the Lands Department at the District Lands Conference, in particular the unused and unallocated land underneath the Tuen Ma Line viaduct.

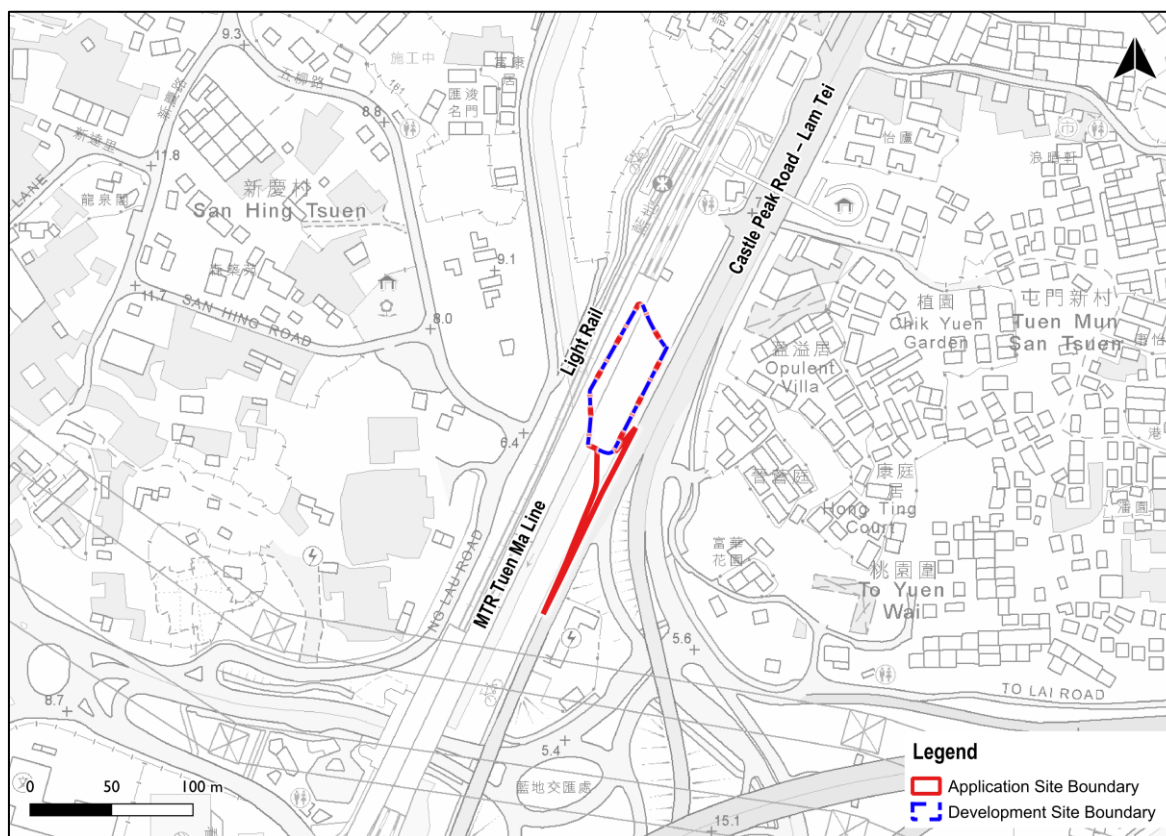


Figure 2.1 Site Location Plan

2.2 Land Status

- 2.2.1 The Application Site comprises three private lots (Lots 531 RP, 532 S.D. RP and 532 RP in DD130) and an area of Government Land. The said private lots with a total area of about 648.5m² (about 24.5% of the Application Site), are held under old schedule agricultural lots and the Applicant is the sole current land owner of these private lots. The remaining portion of the Application Site is some Government Land with an area of about 1,996.18m² (about 75.5%) (**Figure 2.2** refers). All lot boundaries and areas are subject to a detailed survey.
- 2.2.2 Subsequent to the approval of the previous planning application (TPB Ref.: A/TM-LTY/426), the Applicant has lodged the land exchange application to the Lands Department. During the course of the land exchange, the Lands Department requested the Applicant to include some additional unmanned and inaccessible Government Land (which could not be developed on its own) into the future development for better land management. As such, the current application has included an additional Government Land of about 626.58m² (including Government Land Parcel 2 to 4) as compared with the previous approved planning application (**Figure 2.2** refers). In addition, the Application Site has also included GL Parcel 5 of about 449.48m² for the construction of access. In general, the GL within the C zone will be included in the Development Site.
- 2.2.3 Special conditions of each of these areas, including management and maintenance responsibilities, will be further determined by the Lands Department during the land exchange application.

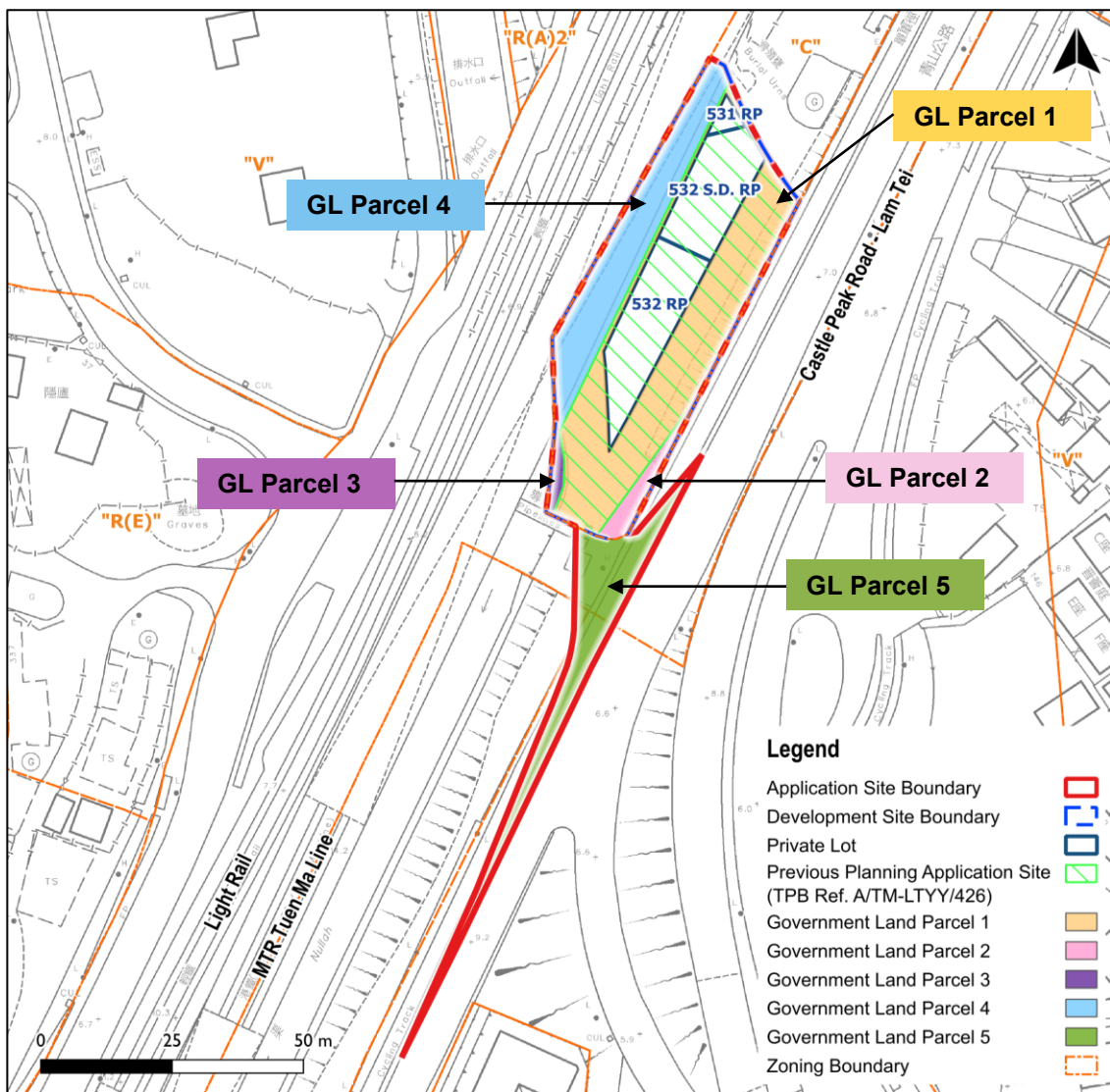


Figure 2.2 Land Status Plan

Table 2.1 Land Status of the Application Site

Land Status		Area
Private Land	Lot 531RP, Lot 532 S.D. RP and Lot 532 RP in D.D. 130	648.5 m ² (24.5%)
	Government Land Parcel 1	920.42 m ² (34.8%)
Government Land	Government Land Parcel 2	83.68 m ² (3.2%)
	Government Land Parcel 3	30.69 m ² (1.2%)
	Government Land Parcel 4	512.21 m ² (19.4%)
	Government Land Parcel 5	449.18 m ² (17.0%)
Sub-total		1,996.18 m² (75.5%)
Total		2,644.68 m² (100%)*

Legend

 Application Site
 Development Site
 Previous Application Site

*Percentage of area rounded to 1 decimal place; sub-total of percentage may not add up to total due to rounding

2.3 Planning History of the Site

2.3.1 According to the Town Planning Board Statutory Planning Portal, the Site was the subject of 5 previously approved planning application (TPB Ref. A/TM-LTY/2, 93, 151, 290 and 426) for proposed residential development with or without minor relaxation of Plot Ratio and Building Height Restriction. Details of these approved applications are shown in **Table 2.2**.

Table 2.2 Approved Planning Application of the Site

Application No.	A/TM-LTY/2	A/TM-LTY/93	A/TM-LTY/151	A/TM-LTY/290	A/TM-LTY/426
Site Area	About 2,500m ²	About 1,836m ²	About 1,800m ²	About 1569.02m ²	About 1569.02m ²
Applied uses	Residential / Retail Development	Residential Development with Retail Facilities	Proposed Residential Development with Retail Facilities with a Minor Relaxation of Building Height Restriction (Amendments to the Scheme Previously Approved under Application No. A/TM-LTY/93)	Proposed Flat Development and minor Relaxation of Plot Ratio and Building Height Restriction	Proposed Residential Development (Flat) with Shop and Services Use and Minor Relaxation of Plot Ratio and Building Height Restriction
Proposed PR	3.6	3.6	3.6	3.6	5
Proposed GFA	About 9,000m ²	About 6,609m ²	About 6,480m ²	About 5,648.47m ²	About 7,845.1m ²
Proposed BH	12-storey	12-storey	9 storeys above 3-storey podium	12-storey	19-storey
Decision (Date)	Approved upon Review (17/01/1997)	Approved (14/06/2002)	Approved (10/08/2007)	Approved (27/03/2015)	Approved (19/05/2023)

2.4 Surrounding Land Use Pattern

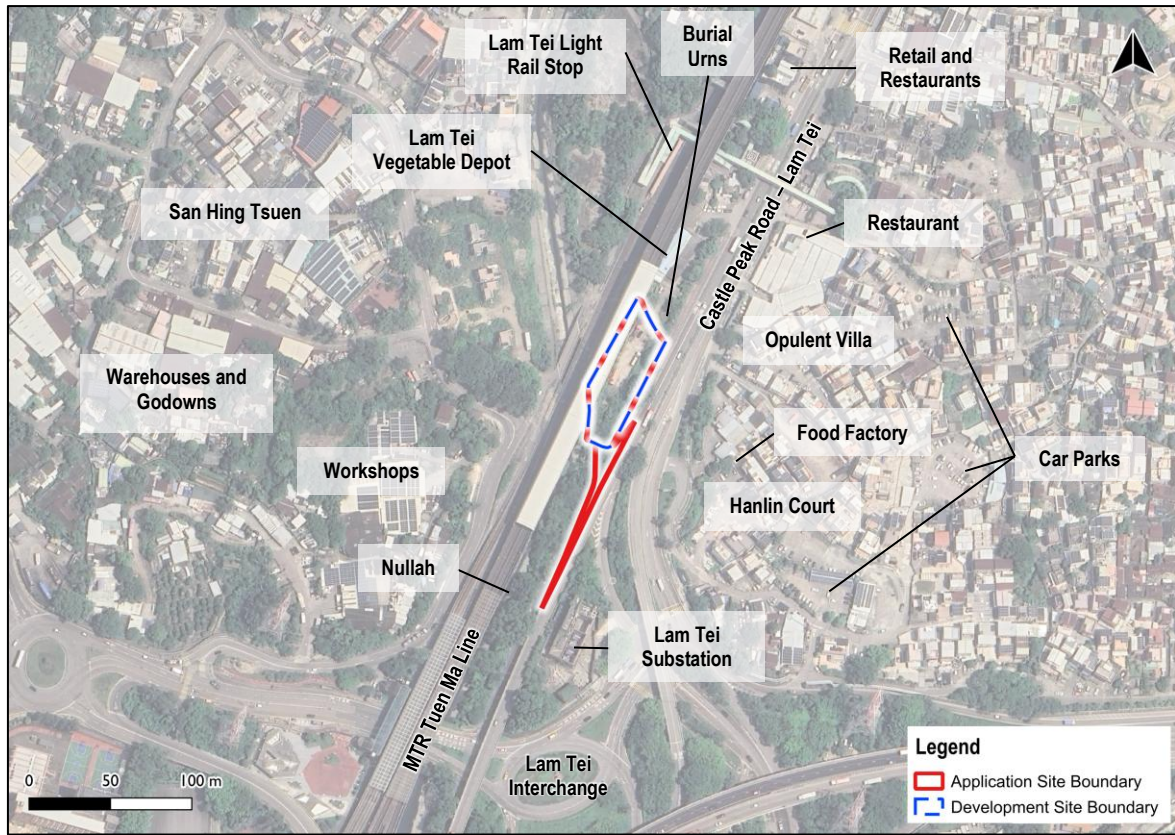


Figure 2.3 Surrounding Land Use Context

2.4.1 The Application Site is located in a predominantly residential neighbourhood intertwined with retail, dining and brownfield operations. The Site is surrounded by mainly village-type developments to the east and west.

2.4.2 Existing developments nearby include the following (see **Figure 2.3**):

- (a) To the east, across Castle Peak Road - Lam Tei, is a predominantly residential area, with developments such as Opulent Villa and Hanlin Court. There are also a restaurant, a food factory and three car parks within the area;
- (b) To the south are the Lam Tei Substation and Lam Tei Interchange;
- (c) MTR Tuen Ma Line, Light Rail and the nullah run alongside the western boundary;
- (d) The area to the further west, across the elevated viaduct of MTR Tuen Ma Line and at-grade Light Rail track, is an area with mixed uses, including San Hing Tsuen and some brownfield operations (e.g. workshop, warehouse and godown uses); and

- (e) To the immediate north are some burial urns and a grave, Lam Tei Vegetable Depot, a public toilet and three low-rise structures for retail and dining.

2.4.3 Planned and committed residential developments nearby include (see **Figure 2.4**):

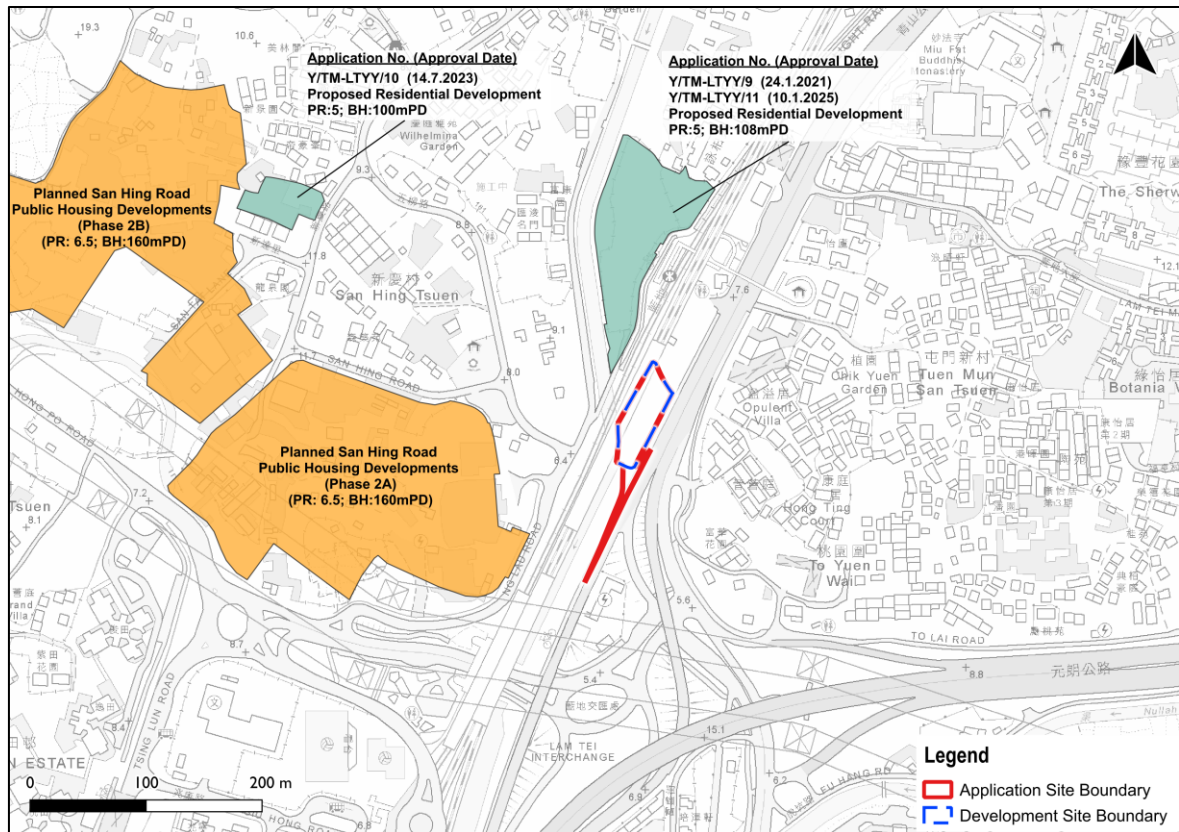


Figure 2.4 Planned and Committed Developments in the Vicinity

2.5 Accessibility

2.5.1 The Site is accessible via Castle Peak Road – Lam Tei section, which is the major transport corridor within the area. Numerous franchised buses and green mini-bus operate along Castle Peak Road – Lam Tei section. Apart from road transport, MTR Light Rail Lam Tei Station is located within a comfortable walking distance (about 100m) to the north of the Site. This connects people to MTR Tuen Ma Line for travelling to and from the metro area. Not least, the New Territories Cycle Track Network runs in front of the Site along Castle Peak Road – Lam Tei section.

2.6 Statutory Planning Context

2.6.1 Majority of the Application Site falls within an area zoned “Commercial” (“C”) on the Draft Lam Tei and Yick Yuen OZP No. S/TM-LTYT/13 (“Draft OZP”) (Figure 2.5 refers), while part of the Site falls within an area shown as Road on the Draft OZP and the Approved Tuen Mun Outline Zoning Plan No. S/TM/41. According to the Statutory Notes of the Draft OZP, planning intention of the “C” zone is as follows,

“This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre(s) serving the immediate neighbourhood.”

OZP	Zone	Area
S/TM-LTYT/13	Commercial	2,195.50 m ² (83%)
	Area zoned as Road	224.89 m ² (8.5%)
S/TM/41	Area zoned as Road	214.45 m ² (8.1%)
	Area zoned as River Channel	9.84 m ² (0.4%)
Total		2,644.68 m² (100%)

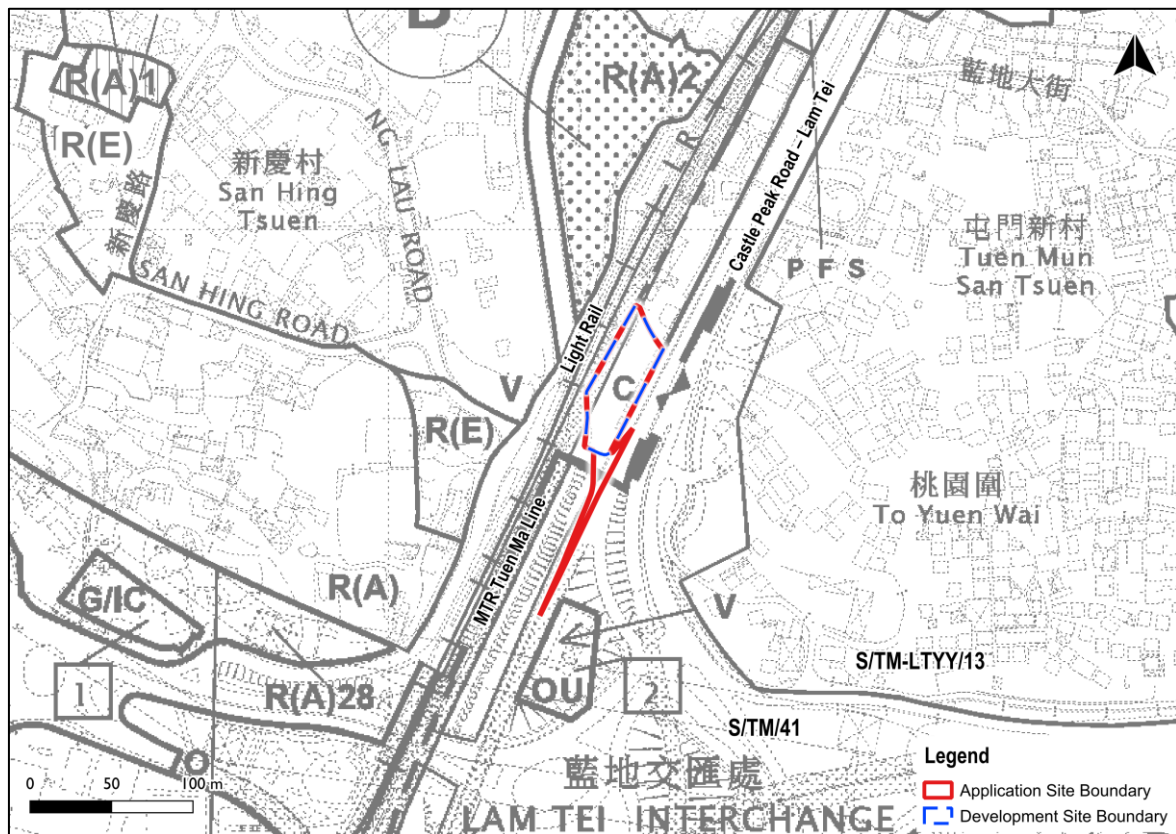


Figure 2.5 Zoning Context Plan

2.6.2 A large portion of the Application Site, which is zoned “C”, is subject to a maximum Plot Ratio of 3.6 and a maximum Building Height of 36m (12 storeys including car park). Based on the individual merits of a development or redevelopment proposal,

minor relaxation of the plot ratio/building height restrictions may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

- 2.6.3 According to the Statutory Notes of the Draft OZP of the “C” zone, ‘Shop and Services’ is a Column 1 use which is always permitted. Whereas, ‘Flat’ is a Column 2 use and requires permission from the Town Planning Board.

2.7 Government’s On-going Strategy to Increase Flat Supply

- 2.7.1 The Government has put strong emphasis on increasing supply of housing land in recent years to resolve the housing and land shortage problems. In response to the societal concern, the Government initiated various fiscal measures attempting to moderate the property boom, and at the same time proposed a series of measures to increase housing supply from short, medium to long term.

Long Term Housing Strategy

- 2.7.2 The Long Term Housing Strategy (“LTHS”) was first released by the Transport and Housing Bureau on 16 December 2014 to address the structural issues pertaining to Hong Kong’s housing problem, and is being updated annually to make timely adjustments accordingly. According to the latest Annual Progress Report released in September 2025, the total housing supply target for the ten-year period from 2026-27 to 2035-36 is 420,000 units, of which 294,000 units are public housing supply and the remaining 126,000 units are private housing supply. The public/private split for the supply of new housing units would maintain at 70:30.

Policy Addresses

- 2.7.3 As announced in the Policy Address 2023 and 2024, the Government will continue to adopt multi-pronged strategy to increase housing land supply. The supply of land in the short-to-medium term is mainly achieved through reviewing land uses and appropriately increasing the development density to release development potential, including reviewing and optimizing the land uses of “Green Belt” areas, and revitalization of Hung Hom Station and nearby sites for residential and commercial uses. In medium to long term, the Government is actively pressing ahead with relevant studies on the various development areas in the Northern Metropolis. The Northern Metropolis Development Strategy announced by the Government would be the major source of housing supply, providing about 500,000 new housing units.
- 2.7.4 In the Policy Address 2025, the Government remains determined to sustain efforts in land production. The Government will assess the situation and take forward various projects in an orderly and pragmatic manner. The Government will also take into account the latest market changes when disposing land, ensuring a stable and healthy development of the market.

2.8 Government's Policy on Enhanced Gross Floor Area Exemption Arrangements For Carparks In Private Development Projects

- 2.8.1 As announced in the Policy Address 2025, the Hong Kong Government supports efficient land use through enhanced gross floor area (GFA) exemption arrangements for carparks in private developments to reduce construction costs, shorten timelines, and boost residential flat provision without compromising overall development intensity. Under the updated Buildings Department Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2 as published on 4 November 2025, the policy removes the previous prerequisite of constructing underground carparks for full GFA exemptions. Instead, the authority will grant 100% GFA exemption for no more than two levels of above-ground carparks. For third and subsequent above-ground levels, 50% GFA exemption would be available, while underground carparks will continue to enjoy full exemption.
- 2.8.2 To facilitate the implementation of the enhanced measure, town planning procedures will be streamlined for approving height restrictions relevant to aboveground carparks. Planning applications for minor relaxations of height restriction due to the construction of no more than two levels of aboveground carparks would only require visual appraisals and, if the site involves major breezeways, simple reviews of the air ventilation impact assessment. For New Development Areas, while most development sites have height restrictions sufficient to accommodate two levels of aboveground carparks, the Government will initiate applications in accordance with town planning procedures next year.

3 REVISED DEVELOPMENT SCHEME

3.1 The Development Scheme

3.1.1 Schematic drawings of the Proposed Residential Development have been presented in **Appendix 1** of this Supporting Planning Statement. The Application Site area of about 2,644.68m² and development site area of about 2,195.5m² yields a domestic and non-domestic GFA of approx. 9,156.1m² and approx. 65m² respectively. The Proposed Residential Development comprises one single block with a total of 17 storeys and a total building height of about +65.53mPD (at main roof level).

3.1.2 G/F will hold the entrance lobby, a shop, car parking spaces, loading/unloading bays and some E&M facilities, while more car parking spaces would be proposed on 1/F. Recreational facilities proposed solely for clubhouse use is situated on 2/F. Residential flats will be located on 3/F and above. There will be 14 domestic floors, providing 276 residential units with an average unit size of about 33.17m². The estimated population of the Proposed Residential Development is about 718 and the completion year would be 2030. **Tables 3.1** and **3.2** below summarises the key development data and proposed floor uses.

Table 3.1 Key Development Parameters

	Approved Scheme under Planning Application No. A/TM-LTYY/426 [a]	Revised Development Scheme [b]	Difference [b]-[a]
Application Site Area (about) [#]	1,569.02m ²	2,644.68m ²	+1,075.66 m ²
Development Site Area (about) [#]	1,569.02m ²	2,195.5m ²	+626.48m ²
Government Land Involved (about) [#]	987 m ²	1,996.18m ²	+1,009.18m ²
Total Plot Ratio	5	4.2	-0.8 (-16%)
• Domestic	• 4.957	• 4.17	• -0.787 (-15.9%)
• Non-Domestic	• 0.043	• 0.03	• -0.013 (-30.2%)
Total GFA	7,845.10 m ²	9,221.10m ²	+1,376m ²
• Domestic	• 7,777.51m ²	• 9,156.10m ²	• +1,378.59m ² (+17.7%)
• Non-Domestic	• 67.59m ²	• 65.00m ²	• -2.59 m ² (-3.8%)
Site Coverage	35%	33.3%	-1.7%
No. of Flats	184	276	+92 (+50%)
Average Flat Size	30.58m ²	33.17m ²	+2.59m ² (+8.5%)
No. of Block	1	1	No Change
No. of Storeys	19 (including 16 domestic storeys, 2 storeys of Podium and 1 Storey of Basement Carpark)	17 (including 14 domestic storeys and 3 storeys of Podium)	-2 (-10.5%)
Building Height	+64.45mPD	+65.53mPD	+1.08mPD (+1.7%)
Absolute Building Height	57.6m*	58.68m*	+1.08m (+1.9%)

[#]All areas and discrepancy are subject to detailed survey

*Measured from G/F at +6.85 mPD

Table 3.2 Proposed Floor Use

Floor	Proposed Use
G/F	Entrance Lobby, Shop, Car Parking Spaces, Loading and Unloading Bays and E&M Facilities (including a Sewerage Treatment Plant)
1/F	Car Parking Spaces
2/F	Recreational Facilities (Clubhouse)
3/F	Residential Flats and Covered Landscape Area
4/F to 16/F	Residential Flats
R/F	Roof Garden

3.2 Landscape Design Consideration

- 3.2.1 The Proposed Residential Development has integrated various greening measures to enhance liveability, including the provision of not less than 20% greenery coverage (about 439.1m²) to comply with the Sustainable Building Design Guidelines and not less than 718m² private open space to comply with the requirements of Hong Kong Planning Standard and Guideline (**Appendix 2** refers).
- 3.2.2 At G/F, the landscape of the main site entrance has been designed in form of a green gateway to disguise its utilitarian function which establish the character of the development at the point of entry and create a sense of arrival. The space is characterised by ornamental tree and shrub planting to create enclosure and frame views of the building edges and soften the building edges at pedestrian level, complemented by shrub buffer along the western edge (under the MTR viaduct) with shade-tolerant species.
- 3.2.3 At 2/F, the leisure landscape is proposed for social interaction and bringing people closer to nature, including a terrace garden, a play and family garden and children's play zone. Shaded seating lush tropical planting and hard landscape detailing designed are proposed in the terrace garden to engender a relaxing atmosphere. A combination of recycled timber deck and paved surfaces will be integrated in the play and family garden, complemented with a planter along the western boundary for tree and shrub planting to soften views of the adjacent MTR West Rail viaduct, while shrub and climbing plants will be utilised to soften the building edge and the fence wall.
- 3.2.4 The communal landscape area at 3/F comprises two spaces, including the entertainment space and tranquil space. The entertainment space contains a range of seating and outdoor dining opportunities, including a barbecue area, an outdoor lounge with elevated views over the landscape features in the lower ground, while the tranquil space is proposed to provide a place of quietude for activities such as Tai Chi Yoga, reading and quiet contemplation.

3.2.5 The roof garden on the R/F is designed to maximise the open space and the area of usable landscape space for the future residents. The planting on the roof would be based on a combination of lawn, shrubs, hedges and low ground cover plants, forming a single roof area accessible by residents.

3.3 Access Arrangement and Internal Transport Provisions

3.3.1 Vehicular access to the Proposed Residential Development will be provided via the ingress/egress point off Castle Peak Road – Lam Tei section (southern boundary the Site). It is proposed to have a total of 42 nos. of private car parking spaces, of which 7 nos. of private car parking spaces, including 5 nos. of visitor parking spaces, are on the ground floor, while 35 nos. of parking spaces are on the 1/F. Moreover, the Proposed Residential Development would provide 3 nos. of motorcycle parking spaces and 4 nos. of loading/unloading bays for goods vehicles, while 62 nos. of bicycle parking spaces would be provided on the G/F along the northern/ northwestern boundary of the Development Site. The bicycle parking area would be connected to the cycle track via an access route along the northern boundary. The internal transport facilities provision is detailed in **Table 3.3**.

Table 3.3 Internal Transport Facilities Provision

Types of Facilities	Proposed Provision
Car Parking Spaces	
<ul style="list-style-type: none"> • Residential • Visitor 	<p>37 nos.</p> <p>5 nos.</p>
Total	42 nos.*
Motorcycle Parking Spaces	
<ul style="list-style-type: none"> • Residential 	3 nos.
Total	3 nos.
Loading/Unloading Bays for Goods Vehicle	
<ul style="list-style-type: none"> • Residential • Retail 	<p>Light Goods Vehicle: 2 nos.</p> <p>Light Goods Vehicle: 2 nos.</p>
Total	4 nos.
Bicycle Parking Spaces	
Total	62 nos.

Note: *Including 1 accessible parking space.

3.4 Environmental Considerations

3.4.1 As detailed in the Noise Impact Assessment (**Appendix 6** refers), while the Site is located in close proximity along the Castle Peak Road – Lam Tei Section and MTR Tuen Ma Line and Light Rail, the building design has carefully addressed the traffic noise and railway noise impact with the implementation of various noise mitigation measures (**Sections 4.8.4 to 4.8.6** and **Appendix 6** refer) to ensure that the Proposed Residential Development would not subject to any adverse noise impact.

3.5 Sewerage Considerations

- 3.5.1 An on-site sewerage treatment plant is proposed to ensure the sewage generated from the Proposed Residential Development will be treated to acceptable standards before discharge to the receiving water as detailed in the Sewerage Impact Assessment (**Appendix 9** refers).

3.6 Key Design Considerations

- 3.6.1 In formulating the Revised Development Scheme, the schematic design has taken into account the various site constraints as well as design considerations in order to ensure the Scheme is designed to create a high-quality development in harmony with the surrounding environment. The proposed Revised Development Scheme has incorporated the following design considerations:
- The length of building frontage would not exceed 60m and proposed a not less than 7.5m setback from the site boundaries to comply with the Sustainable Building Design (SBD) Guidelines under PNAP APP-152
 - Setback of not less than 3m from the MTR West Rail line and not less than 7.5m from Castle Peak Road – Lam Tei.
 - The proposed building height of +65.53 mPD maintains a stepped profile along Castle Peak Road, ensuring a gradual transition from sub-urban to urban setting. The proposed building height is only 17 storeys and only minor increase of about 1.08m compared with the approved scheme (TPB Ref. A/TM-LTY/426)
 - Use of acoustic measures such 2m high solid balustrade on 2/F and 1.5m high solid wall on 3/F to avoid need for large scale noise barriers
 - Building location sought to maximise the distance from the northwestern boundary so as to avoid the existing grave sites. Distance also determined by factors such as the requirements for car parking and the creation of a setback of 7.5m from the southeaern boundary in accordance with the SBD guidelines. Landscape buffer strip (tree and shrub planting) between the grave sites and the proposed residential block
 - Block orientation due to the constraints on the northern, southern, eastern and western sides of the site which indicates the location of the proposed residential block. Due to these constraints, it will not be possible to create a view corridor through the development
 - Introduction of an articulated building facades to break-up the visual mass of the structure through the manipulation of architectural form and the creation of areas of light and shade

- A separate access connecting to the existing cycle track to facilitate future cyclists
- Building setback at ground level of 6.8-10m from the northern peripheries of the Development Site Boundary to create pedestrian footpath and a more spacious public realm
- The alignment of the block on a north – south axis designed to minimise the visible portion of the development in some of the key views (where the scheme is most visible) along the Castle Peak Road corridor and in views from the high-rise residential development to the south and north east of the Application Site.
- Proposed vertical greening on the eastern facing façade at G/F and 1/F, and sections of the proposed fence wall facing Castle Peak Road
- Increased depth of transfer plate to raise the level of the 3/F residential units to address air quality concerns
- Adoption of a double-loaded layout to optimise internal efficiency. At the same time, eliminating the uninteresting rear façade with pipes and ducts to create a more harmonious and compatible outlook.

Proposed Residential Development (Flat) with Shop and Services Uses with Minor Relaxation of Plot Ratio and Building Height Restrictions at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and adjoining Government Land, Lam Tei, Tuen Mun
S16 Planning Application

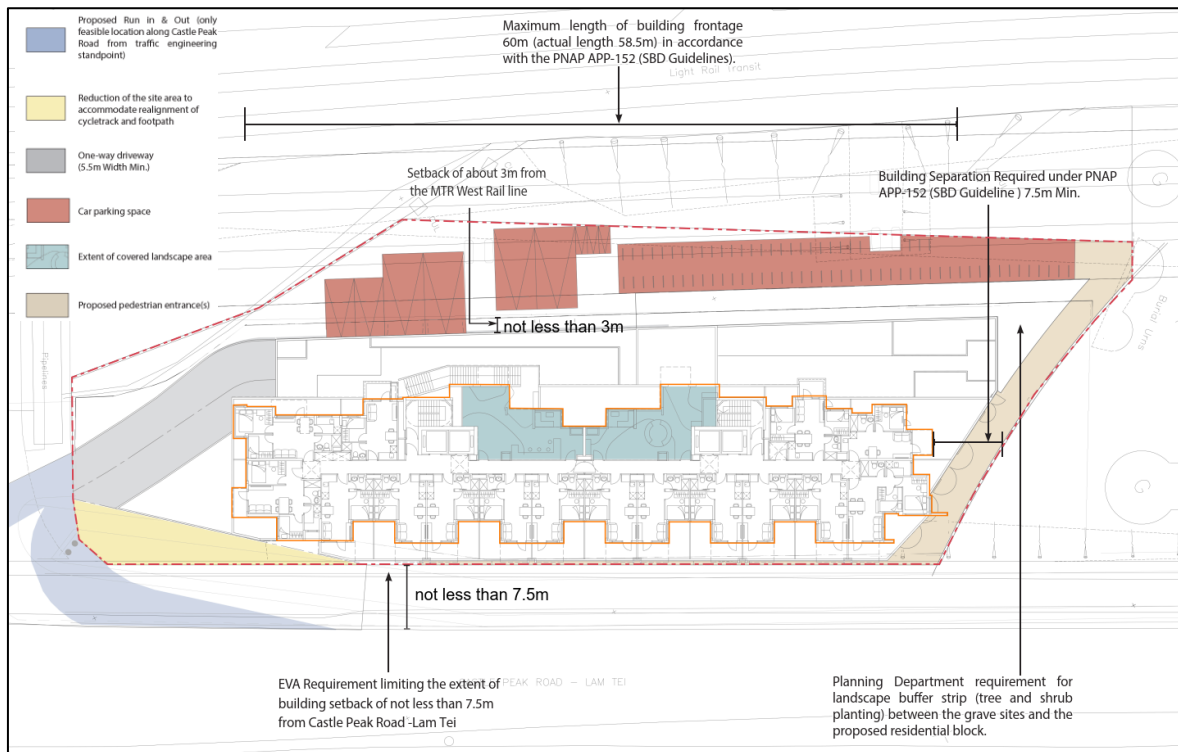


Figure 3.1 Site Constraint Diagram

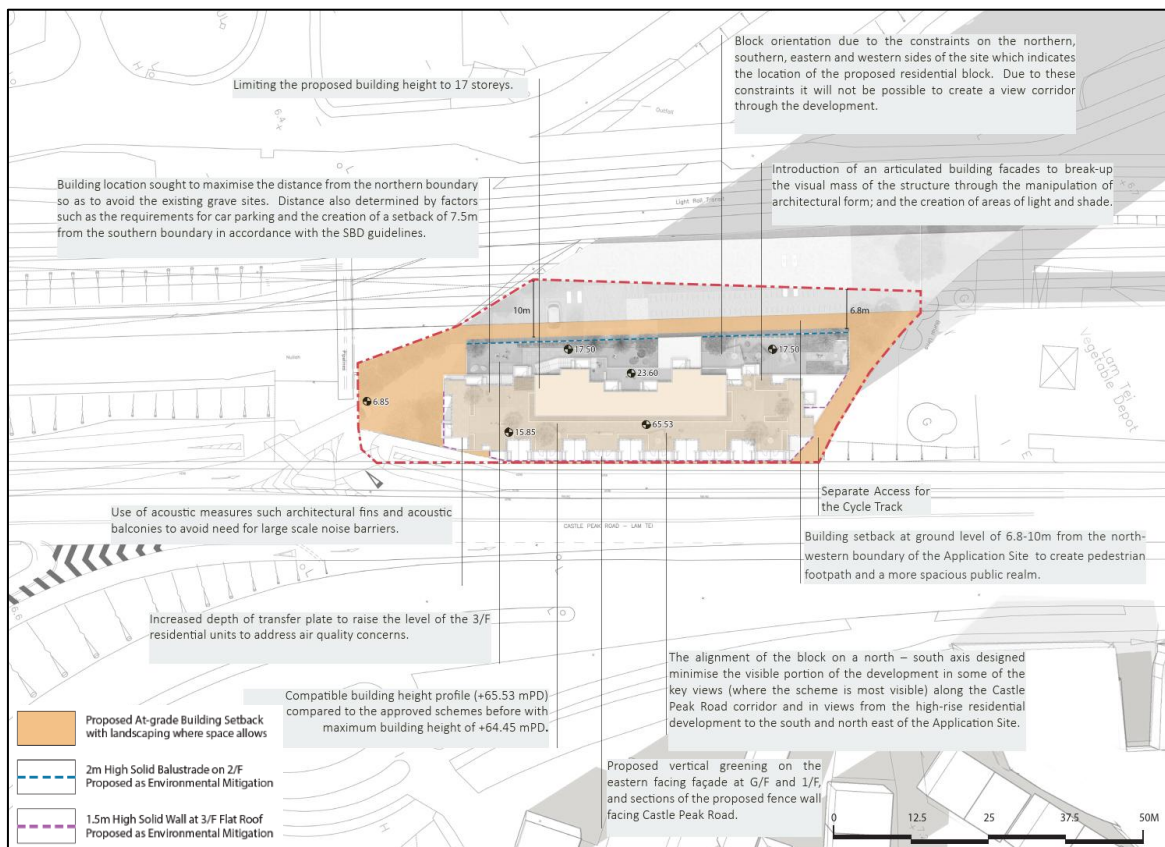


Figure 3.2 Urban Design Consideration

4 PLANNING JUSTIFICATIONS

4.1 The Nature of the Current Application is Very Similar to the Approved Application

4.1.1 The current application is only a refinement of the Approved Scheme under Application No. A/TM-LTYT/426, which the Town Planning Board granted permission on 19 May 2023 for minor relaxation of plot ratio to 5 and building height to +64.45mPD. Following the approval, the Applicant initiated a land exchange with the Lands Department (“LandsD”) to implement the Approved Scheme. With reference to the latest liaison with LandsD, additional adjoining Government Land of irregular shape, which could not be developed on its own due to its small, narrow and elongated shape, has been included in the current development proposal for better land management.

4.1.2 In terms of the Proposed Development Scheme, it has absorbed all latest changes, including the enlarged Development Site boundary and the new policy on enhanced GFA exemption arrangements for carparks in private development projects. More importantly, in order to maintain similar building height with the Approved Scheme, the Applicant has (i) reduced the development intensity of the current proposal from 5 to 4.2; (ii) adopted a double-loaded building design with appropriate mitigation measure to maximise efficiency; (iii) reduced the proposed site coverage from 35% to 33.3% and (iv) reduced floor-to-floor height from 3.03m to 2.975m. There are also some adjustments and design changes that outperform the Approved Scheme (**Section 4.7** refers), but after all the nature of the current application is considered similar to the approved application and should warrant a favourable consideration.

4.2 The Applicant Takes Steps to Increase Flat Supply Proactively

4.2.1 The Applicant has demonstrated a proactive manner to addressing Hong Kong’s pressing housing shortage by optimising the use of the Site. The Applicant takes extra steps to include the additional Government Land as recommended by Lands Department during the land exchange process after they have obtained the planning permission (TPB Ref. A/TM-LTYT/426 refers). On one hand, this helps to better manage the unmanned residual Government Land abutting the Site; on the other hand, and most importantly, this makes use of the scarce developable land that is available to increase flat supply.

4.2.2 The Applicant has also spent extra effort to enhance the internal layout from single-aspect in the Approved Scheme to double-loaded configuration in the current proposal. The current internal layout enhances building efficiency such that it can provide more flats (increase from 184 to 276). This proactive approach addresses housing demand in Tuen Mun, providing affordable units suited to young families and first-time buyers, while enhancing average flat size for better liveability.

4.3 The Proposed Residential Development is In Line with the Government's Policies on Increasing Housing Land Supply

- 4.3.1 The Policy Addresses since 2013 have emphasised the need to increase land supply. In his first Policy Address in 2013, the then Chief Executive, amongst his “...*strong measures to increase housing supply in the short to medium-term...*”, had “...*asked the policy bureaux to act decisively to optimise the use of land and, where the original intended use is not required anymore, to convert the land for housing development or other uses that meet the more pressing needs in the community as soon as possible....*” The subsequent Policy Addresses till 2025 and the corresponding policy initiatives continue to focus strongly towards increasing housing supply, pointing out that private housing supply is a key component in solving the housing shortage in Hong Kong.
- 4.3.2 Alongside the Policy Addresses, the Long-Term Housing Strategy (“LTHS”) Steering Committee has recommended a “supply-led” strategy and a supply target over the next 10 years. The annual Progress Report 2025 of the LTHS projected the total housing supply target of 420,000 units for the ten-year period from 2026-27 to 2035-36. To achieve the target, the Government adopts a multi-pronged approach to try to expedite/increase overall housing land supply, including increasing development intensity of some of the planned, yet-to-be developed housing sites to help boost the flat supply in the short to medium term.
- 4.3.3 Since the approval of the previous application (TPB Ref. A/TM-LTY/426) in May 2023, the Government has actively advanced multiple residential developments in the Lam Tei area to intensify the urban fringe and support the on-going policy to increase flat supply, including the approved rezoning application (TPB Ref. Y/TM-LTY/11) with increased plot ratio from 2.5 to 5 at the northwest of the Site, as well as actively proceed with the formation of San Hing Road and Hong Po Road public housing developments at the southwest of the Site.
- 4.3.4 In short, messages from both the Chief Executive and the Secretary for Housing are clearly indicate that land provision to meet the LTHS target over the next decade is of paramount importance. Coupled with the Government's proactive intention to reduce construction costs and expedite developments by means of the enhanced GFA exemption arrangements for carparks in private development projects, the eagerness of increasing land and housing supply is conspicuous.
- 4.3.5 The Proposed Residential Development will provide 276 residential units, an additional 152 units compared with the Approved Scheme under Application No. A/TM-LTY/426. Therefore, the Proposed Residential Development is considered in line with the government's policies on increasing housing land supply.

4.4 Optimising the Use of Residual Government Land

4.4.1 The current application incorporates an additional 1,075.68 m² of Government Land compared to the previously approved Application No. A/TM-LTTY/426. This additional area is located alongside and underneath the MTR Tuen Ma Line viaduct, which is currently vacant and unattended. As recommended by LandsD in the District Lands Conference, the Proposed Residential Development would also take up this area with the following reasons:

Absorption of Fragmented Residual Government Land to Alleviate Public Management Burden

4.4.2 The additional Government Land Parcels 3 and 4 consists of irregularly shaped, landlocked, and narrow strips situated underneath and alongside the elevated MTR Tuen Ma Line viaduct. Due to physical constraints, isolation, and lack of independent access, these parcels are entirely incapable of standalone development. Inclusion of such additional Government land could better utilise the valuable land resources for a more comprehensive development with additional flats to be provided.

Productive Repurposing of Vacant Space Underneath the Railway Viaduct

4.4.3 Government Land Parcel 4 sits directly underneath and alongside the elevated MTR Tuen Ma Line viaduct. The Proposed Development has fully utilised this highly constrained space to accommodate the internal transport facilities, including light goods vehicle parking spaces, visitor car parking spaces, and bicycle parking spaces. Due to safety restrictions and not to disturb the daily operation and maintenance of the TML, the area directly underneath the viaduct is not suitable for domestic use with building structures. Dedicating this area to ancillary purpose for open-air provision of transport facilities in support of a residential development would allow for the productive utilisation of a restricted, landlocked government land parcel.

4.4.4 The Applicant has already got in touch with LandsD, including the Railway Development Section of LandsD, regarding the usage of this area. Details shall be further liaised under the land exchange application.

Provision of Green Infrastructure and Gateway Landscaping

4.4.5 Government Land Parcel 3 is located within the “Commercial” zone and is designated for an ornamental green gateway and landscape buffer along the proposed access. This layout strategically activates the currently unattended public land to screen the visual interface of the railway infrastructure to the west and the existing pipelines to the south of the Development Site, as well as softens the building edges at the pedestrian level. To avoid disturbance of the existing pipelines to the south of the Development Site, no building will be proposed in close proximity and the proposed greenery and fence walls will be carefully designed to

allow access or any necessary assistance to the management and maintenance responsible party of the pipelines.

Traffic Safety and Road Improvement Measures

4.4.6 Government Land Parcels 2 and 5 are strategically integrated into the development layout exclusively for transport, traffic engineering, and public realm enhancements. The current proposal fully utilizes these parcels to deliver a well-designed, safe, and efficient pedestrian and vehicular run-in/out off Castle Peak Road – Lam Tei section, which serves as the primary access point for the Proposed Development. Government Land Parcel 2 is within the “C” zone and GFA accountable. While Government Land Parcel 5 is not GFA accountable and included in the Development Site boundary, the Applicant actively utilises these parcels to improve the public transport infrastructure at his own cost. This proposal not only seamlessly re-provides and realigns the existing public footpath and cycle track affected by the application boundaries, but also establishes a smooth connection to the New Territories Cycle Track Network. Consequently, this comprehensive upgrade enhances local connectivity while effectively eliminating potential conflict points between cyclists, vehicles, and pedestrians.

4.4.7 According to the dialogue with DLO, Government Land Parcel 2 (which falls within “C” zone) will be GFA accountable. Since Government Land Parcel 5 falls within the area shown as ‘Road’, this area will not be GFA accountable thus this would not be included into the Development Site. The Applicant will be responsible for the construction of the footpath, cycle track, pedestrian crossing, traffic island and the access road involved in these land parcels. Should these areas would not be taken up by any government department(s), the Applicant shall continue to be responsible for the management and maintenance of these areas. The demarcation, exact area, management and maintenance responsibility and terms and conditions will be further liaised with the Lands Department under the land exchange application.

Unleashing Housing Potential With An Appropriate Development Intensity

4.4.8 By introducing a highly efficient double-loaded internal layout across the enlarged development footprint with the inclusion of additional Government Land, the Proposed Development could achieve an increase of flat supply from 184 units to 276 units (+92 flats). This echoes with the Long-Term Housing Strategy yet without increasing the overall development intensity; having said that, the plot ratio has even been reduced from 5 to 4.2 as compared with the previous proposal.

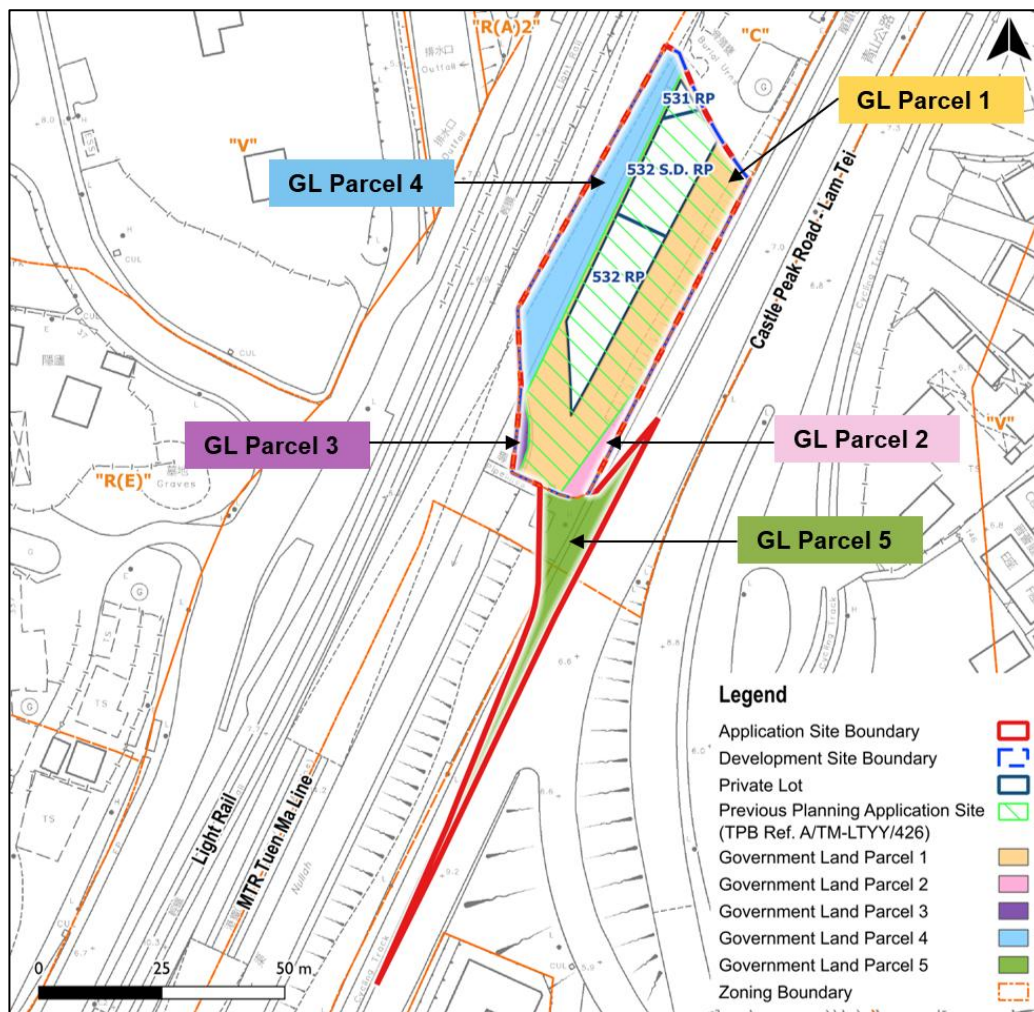


Figure 4.1 Land Parcel Plan

Table 4.1 Summary of Land Parcels

		Area	Zoning	Proposed Use
Private Land	Lot 531RP, Lot 532 S.D. RP and Lot 532 RP in D.D. 130	648.5 m ² (24.5%)	Commercial	Proposed Residential Development and greenery provision
	Government Land Parcel 1	920.42 m ² (34.8%)	Commercial	
Government Land	Government Land Parcel 2	83.68 m ² (3.2%)	Commercial	Proposed road improvement works
	Government Land Parcel 3	30.69 m ² (1.2%)	Commercial	Proposed greenery and landscape buffer along the proposed entrance
	Government Land Parcel 4	512.21 m ² (19.4%)	Commercial	Proposed LGV parking spaces, carparking spaces, cycle parking spaces underneath TM Line viaduct
	Government Land Parcel 5	449.18 m ² (17.0%)	Area zoned as Road/ Area zoned as River Channel	Proposed access of the Proposed Residential Development
	Sub-total	1,996.18 m² (75.5%)	Legend 	
	Total	2,644.68 m² (100%)*		

*Percentage of area rounded to 1 decimal place; sub-total of percentage may not add up to total due to rounding

4.5 The Proposed Residential Development is Compatible with the Surrounding Planned Land Uses

4.5.1 As outlined in **Section 2.4**, the immediate surroundings of the Site are predominantly for residential uses. Given the proximity to other existing and planned residential uses adjacent to the Site, such as Opulent Villa, Hanlin Court, and the planned public housing development at San Hing Road and Hong Po Road with PR of 6.5 and building height of not more than +160mPD, the location of the Proposed Residential Development with PR 4.2 and building height of +65.53mPD is fully compatible with the surroundings in terms of use and development intensity. Considering the planned public housing development on land currently zoned “R(A)”, phasing out the brownfield operations, the Proposed Residential Development is not expected to experience any significant interface issue, and will be fully compatible with the planned development of the residential neighbourhood. Moreover, technical assessments attached to this Supporting Planning Statement prove that other uses in the vicinity would not cause any insurmountable impacts to the future residents, and any potential noise impacts from the Tuen Ma Line viaduct and Light Rail operations are considered acceptable after mitigation.

4.6 The Site is Suitable for the Proposed Residential Development

Good Accessibility

4.6.1 The Application Site enjoys excellent accessibility despite locating in an urban fringe. The Site is highly accessible and well served by the multiple modes of transport. Various highways and railway infrastructures including the MTR Tuen Ma Line, Light Rail network and Yuen Long Highway have significantly enhanced the development potential of the Tuen Mun North area where the Site is located. Future residents and workers will be able to enjoy excellent accessibility in view of the variety of public transport services provided nearby.

Adequate Facilities Serving the Proposed Residential Development

4.6.2 Residential developments require various supporting facilities for the well-being of the residents. The potential arising needs from the residential population to be brought by the Proposed Residential Development will be met by existing and planned community facilities and services within the district. Given the long history of being a residential neighbourhood, the area has a good network of education, recreation and community facilities. There are schools, churches, Buddhist monasteries, retail and dining offerings in the district which can serve the future residents of the Proposed Residential Development. Within the Site, the shop on G/F will provide an option for future residents and the community, while the covered landscape deck on 3/F can cater to the recreational needs of future residents. Furthermore, the committed public housing developments in San Hing Road and Hong Po Road will further deliver retail facilities and a wet market, recreational spaces, and social welfare facilities (elderly centres, child care, rehabilitation

services)¹, thereby creating a comprehensive and self-sufficient living environment for future residents.

4.7 The Proposal Involves Amendments to the Previously Approved Application and the Development Quantum is Considered Appropriate

4.7.1 The proposed use (i.e. predominantly residential in nature) adheres with the Approved Scheme under Application No. A/TM-LTYT/426. In terms of development parameters, the plot ratio of the current scheme has been reduced from 5 to 4.2 and the site coverage has been reduced from 35% to 33.3%. In terms of building height, the Proposed Scheme has maximised the efficiency such that the number of storeys has been reduced by 2 storeys and the absolute building height has only be increased by about 1.08m.

4.7.2 In view of the enlarged development site, the additional GFA enables the provision of 276 flats, which provides an increase of 92 units compared to the approved scheme to help alleviating the pressing housing demand without compromising the overall development intensity. Moreover, the revised layout replaces the single-aspect design with a double-loading configuration, which optimises ventilation and natural light penetration for the future residents.

4.7.3 Considering the surrounding context, the Proposed Residential Development of medium-rise is also considered compatible in terms of development intensity. To the north, and west of the Site are areas zoned “R(A)”, “R(A)1”, “R(A)2” and “R(A)28” for future residential developments. The development parameters of the relevant zonings are listed in **Table 4.2**. Given the Site is situated within an urban fringe setting of development density from sub-urban area to urban area (i.e. Tuen Mun New Town), the Proposed Residential Development would continue to create a stepped building height profile along Castle Peak Road – Lam Tei from north to south.

Table 4.2 Permissible Plot Ratio and Building Height in Other Residential Sites in the Surrounding

OZP	Surrounding Residential Zoning	Permissible Plot Ratio	Permissible Building Height (mPD)
S/TM-LTYT/13	Residential (Group A)	6.5	160
	Residential (Group A)1	5	100
	Residential (Group A)2	5	108
S/TM/41	Residential (Group A)28	6.5	-

¹ Source: https://www.districtcouncils.gov.hk/tm/doc/2020_2023/tc/dc_meetings_doc/23419/dc_2023_019.pdf

4.8 The Proposal is Technically Feasible

Tree and Landscape Aspect (Appendices 2 and 3 refer)

- 4.8.1 The Proposed Residential Development will provide not less than 20% greenery coverage (about 439.1m²), with landscape features proposed on G/F to 3/F and R/F as mentioned in **Section 3.2**. In terms of tree preservation, a total of 19 nos. of trees are found within the Development Site boundary, with no trees of particular interest identified such as large size trees with diameter at breast height over 1m, rare or protected species, or Old and Valuable Trees. Given the site constraint, none of the existing trees within the Development Site could be retained. While 3 trees are *Leucaena leucocephala*, which are identified as undesirable weed species, only 16 new trees would be required for compensation.
- 4.8.2 While the implementation of the proposed access road and the corresponding modification of the cycle track / pedestrian footpath alignment would require the removal of some 29 trees, a separate Tree Preservation and Removal Application will be submitted to relevant Government Departments during the detailed design stage of the project. The compensatory tree planting requirements will be formulated at that time.

Traffic Aspect (Appendix 4 refers)

- 4.8.3 The potential traffic impact arising from the Site has been quantitatively assessed, including capacity analysis of the identified critical junctions and road links for both reference (without proposed development) and design scenarios (with proposed development) in year 2033. It is anticipated that the proposed development would attract and generate 38 pcus in the AM peak hour and 22 pcus in the PM peak hour. The junction capacity analysis revealed that all critical junctions would still operate within their capacities. The results concluded that the Proposed Development will result in no adverse traffic impact to the surrounding road network.

Visual Aspect (Appendix 5 refers)

- 4.8.4 A Visual Impact Assessment (“VIA”) has been conducted to assess the visual impact associated with the Proposed Development. The resultant overall visual impact of the Proposed Development to the Visual Sensitive Receivers (VSRs) represented by the selected Viewpoints (VPs) would be slightly to moderately adverse with no significant difference from the Approved Scheme (A/TM-LTYY/426) despite the minor height increase. Owing to the Application Site’s significant physical and environmental constraints the location of the proposed residential block is fixed and it will not be possible to create a view corridor or building separations through the built form. However, taking into account the future developments including San Hing Road public housing and approved medium-rise projects (Y/TM-LTYY/11), the Proposed Residential Development would be more compatible with the urban backdrop. The proposed relatively minor height

relaxation would make a relatively small difference to the level of predicted visual impacts. The development proposal is in-tune with its landscape and visual context and that the adoption of the proposed architectural and landscape design measures would further mitigate the predicted residual visual impacts.

Environmental Aspect (Appendices 6 and 7 refer)

- 4.8.5 A Noise Impact Assessment has been conducted to assess the potential road traffic noise, railway noise, and fixed noise impacts that may affect the Proposed Residential Development. The road traffic noise impact from Castle Peak Road – Lam Tei Section can be reduced by adopting 0.2m - 1.5m acoustic fins with sound absorption material, acoustic window (baffle type), enhanced acoustic balcony (baffle type), 1.5m high solid wall, self-closing door, fixed glazing with maintenance window and sound absorption material. The compliance rate of road traffic noise for mitigated case scenario would be 100% with the implementation of the proposed road traffic noise mitigation measures.
- 4.8.6 In terms of rail noise, the noise impact from TML and LRT can be reduced by adopting building setback, podium, fixed glazing with or without maintenance window, solid balustrade at podium and acoustic fins and sound absorption material. After mitigation, the rail noise impact assessment result reveals that all noise sensitive receivers would comply with the rail noise standard. Therefore, the proposed development would not subject to any adverse rail noise impact with the implementation of the proposed rail noise mitigation measures.
- 4.8.7 Moreover, according to the result of fixed noise sources impact assessment, no adverse fixed noise sources impact due to surrounding fixed noise sources on the proposed development is anticipated. No noise mitigation is considered necessary.
- 4.8.8 In terms of air quality, no odour sources are identified within 200m from the Site. While potential impacts of fugitive dust would be generated from construction works during the construction phases, with implementation of proper mitigation measures and good site management, it is anticipated there will not be any adverse air quality impacts.

Drainage Aspect (Appendix 8 refers)

- 4.8.9 The Drainage Impact Assessment (“DIA”) has reviewed the potential drainage impact by comparing the estimated surface runoff from the Proposed Residential Development and the capacity of the existing drainage system in the vicinity. Given that there is no public sewerage network in the surrounding, the proposed on-site sewage treatment plant is proposed for the Site, and the treated effluent (i.e. 18.4L/s) will be discharged through the proposed drainage system. The total discharge volume will be 0.17m³/s (with the treated effluent from the proposed on-

site STP included). In view of this, a new 450mm drainage pipe is proposed and eventually connected to the existing 450mm pipe downstream. With the proposed drainage pipes in place, no adverse drainage impact due to the Proposed Development is anticipated.

Sewerage Aspect (Appendix 9 refers)

- 4.8.10 The Sewerage Impact Assessment (“SIA”) has quantitatively assessed the potential sewerage impact by comparing the estimated sewage flow from the Proposed Residential Development and the capacity of the existing sewerage system in the vicinity. The estimated sewage generations from the Proposed Development will be approximately 15.2 L/s, which is not feasible to discharge to the existing public sewerage system. As such, an on-site sewage treatment plant for the Site is proposed for treated effluent to be discharged to the existing drainage system. Based on the assessment and finding of the DIA, the drainage system has enough capacity to cater the surface runoff from the relevant catchment and the treated effluent from the proposed on-site STP. The SIA has concluded that there is no sewerage impact arising from the Proposed Development.

5 CONCLUSION AND SUMMARY

5.1 In light of the above, it is believed that the Proposed Residential Development at Lots 531 RP, 532 S.D. RP and 532 RP in DD 130 and adjoining Government Land, Lam Tei, Tuen Mun can now be favourably considered by the TPB from a planning point of view.

5.2 The Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the Proposed Residential Development based on the following:

- The current application is a refinement of the approved scheme (TPB Ref.: A/TM-LTYT/426), including (i) reduced the development intensity of the current proposal from 5 to 4.2; (ii) adopted a double-loaded building design with appropriate mitigation measure to maximise efficiency; (iii) reduced the proposed site coverage from 35% to 33.3% and (iv) reduced floor-to-floor height from 3.03m to 2.975m.
- The Applicant has proactively increased flat supply by 92 units under the Revised Development Scheme, which is in line with the Government's ongoing policy and the Long-Term Housing Strategy to provide residential flats.
- The proposal will put valuable land resources into more efficient use of additional Government Land for the provision of additional residential units.
- The Proposed Residential Development is compatible with the surrounding planned public/private residential developments.
- The Proposed Residential Development is located at a location with good accessibility and sufficient supporting facilities nearby, which is considered very much appropriate to meet the public needs for residential flats.
- The proposal involves amendments to the previously approved application and the development quantum is considered appropriate.
- Various technical assessments have been carried out and the findings concluded that the Proposal is technically feasible without posing negative impact onto the surrounding environment.