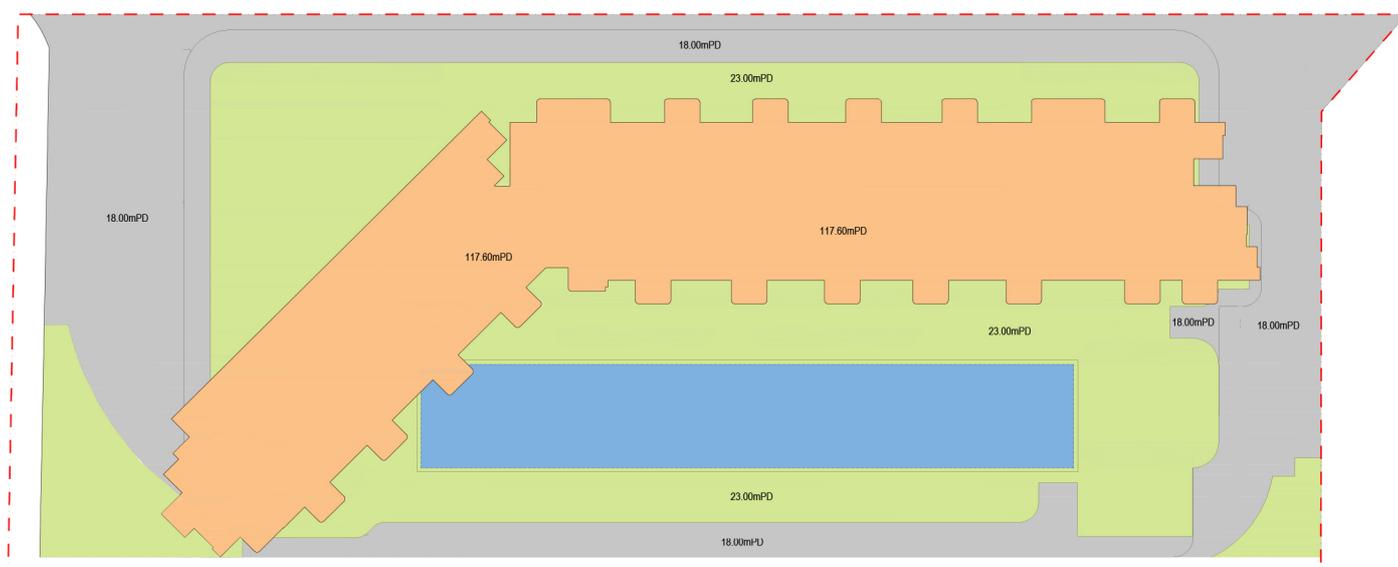


Section 16 Planning Application for Proposed Minor Relaxation of Building Height Restriction for Permitted Flat Use at TMTL 569, Tuen Mun, New Territories

LEGEND:
RESIDENTIAL
FLAT ROOF / AREA (COVERED / UNCOVERED AREA)
POOL

CARPARK / DRIVEWAY



**Ilewelyn
davies**

In Association with

LWK & Partners (HK) Limited

February 2026

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EXECUTIVE SUMMARY

The subject planning application is submitted to the Town Planning Board (the Board) in support of proposed minor relaxation of building height restriction for permitted 'Flat' use at Tuen Mun Town Lot 569, Tuen Mun, New Territories (hereafter referred to as "Application Site") in "Residential (Group A)29" ("R(A)29") zone on the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41 under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

The Application Site is currently zoned "R(A)29" with a building height restriction of 100mPD imposed thereon. A set of General Building Plans (GBP) for permitted residential development (hereafter referred to as the "Approved GBP Scheme"), with all development parameters conforming to the OZP restrictions, was approved in February 2026. Under the Approved GBP Scheme, there is 1 storey of basement carpark.

Following the announcement in 2025 Policy Address, the Government promulgated the enhanced gross floor area (GFA) exemption arrangements for carparks in private development projects in November 2025 to allow full GFA exemption for not more than two levels of aboveground carpark, while eliminating the prerequisite of constructing some of the carparks underground. At the same time, to facilitate the implementation of such enhanced arrangements, the Government announced that the town planning procedures will be streamlined for approving relaxation of building height restriction relevant to aboveground carparks. The above measures have already taken effect starting from November 2025.

In response to the abovementioned policy initiative, the current planning application proposing minor relaxation of building height restriction from 100mPD to 117.6mPD (+17.6m / 17.6%) is hence submitted to facilitate the incorporation of aboveground carpark design for the permitted residential development (hereafter referred to as "Proposed Development").

Major justifications in support of the Proposed Development are listed as follows:

- The Proposed Development is in line with the Government's latest policy of facilitating provision of aboveground carpark;
- The magnitude of increase in building height is well justified acting under its site and design constraints; and the Proposed Development is compatible with the surrounding context;
- Design merits have been proposed; and
- The Proposed Development will not induce adverse visual and other technical impacts.

In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯本和英文原文有歧，應以英文原文為準。)

申請人現根據城市規劃條例第 16 條(第 131 章)，向城市規劃委員會(下稱「城規會」)遞交規劃申請，擬議在屯門市地段 569，於屯門分區計劃大綱核准圖編號 S/TM/41 被劃為「住宅(甲類)29」地帶的申請地點略為放寬建築物高度限制，作經常准許的分層住宅用途。

申請地點現時被劃作「住宅(甲類)29」地帶，其建築物高度限制為不多於主水平基準以上 100 米。申請地點於 2026 年 2 月獲批准一套作住宅發展的建築圖則(下稱「已核准方案」)。已核准方案的所有發展參數均符合分區計劃大綱圖的限制，並設有一層地庫停車場。

在 2025 年施政報告公佈後，政府於 2025 年 11 月相繼公佈了經優化的私人發展項目停車場總樓面面積豁免安排，容許地面不多於兩層停車場的總樓面面積獲全數豁免，亦毋須以興建部分停車場於地庫作為先決條件。與此同時，為配合優化措施的實施，政府亦會簡化城規程序，以批准與興建地面停車場相關的建築物高度限制放寬。上述措施已於 2025 年 11 月生效。

基於上述政策，申請人現提交規劃申請，擬議將建築物高度限制由主水平基準以上 100 米放寬至主水平基準以上 117.6 米(增加 17.6 米/17.6%)，在經常准許的住宅發展中加入地面停車場(下稱「擬議發展」)。

以下為支持擬議發展的理據：

- 擬議發展符合政府優化私人發展項目設置地面停車場的總樓面面積豁免政策；
- 擬議建築物高度的放寬幅度是有充分理據支持，並將與周遭環境相符；
- 申請人提出了設計增益；和
- 擬議發展不會導致視覺及其他技術層面的負面影響。

基於以上的發展理據，現懇請城規會批准是次規劃申請。

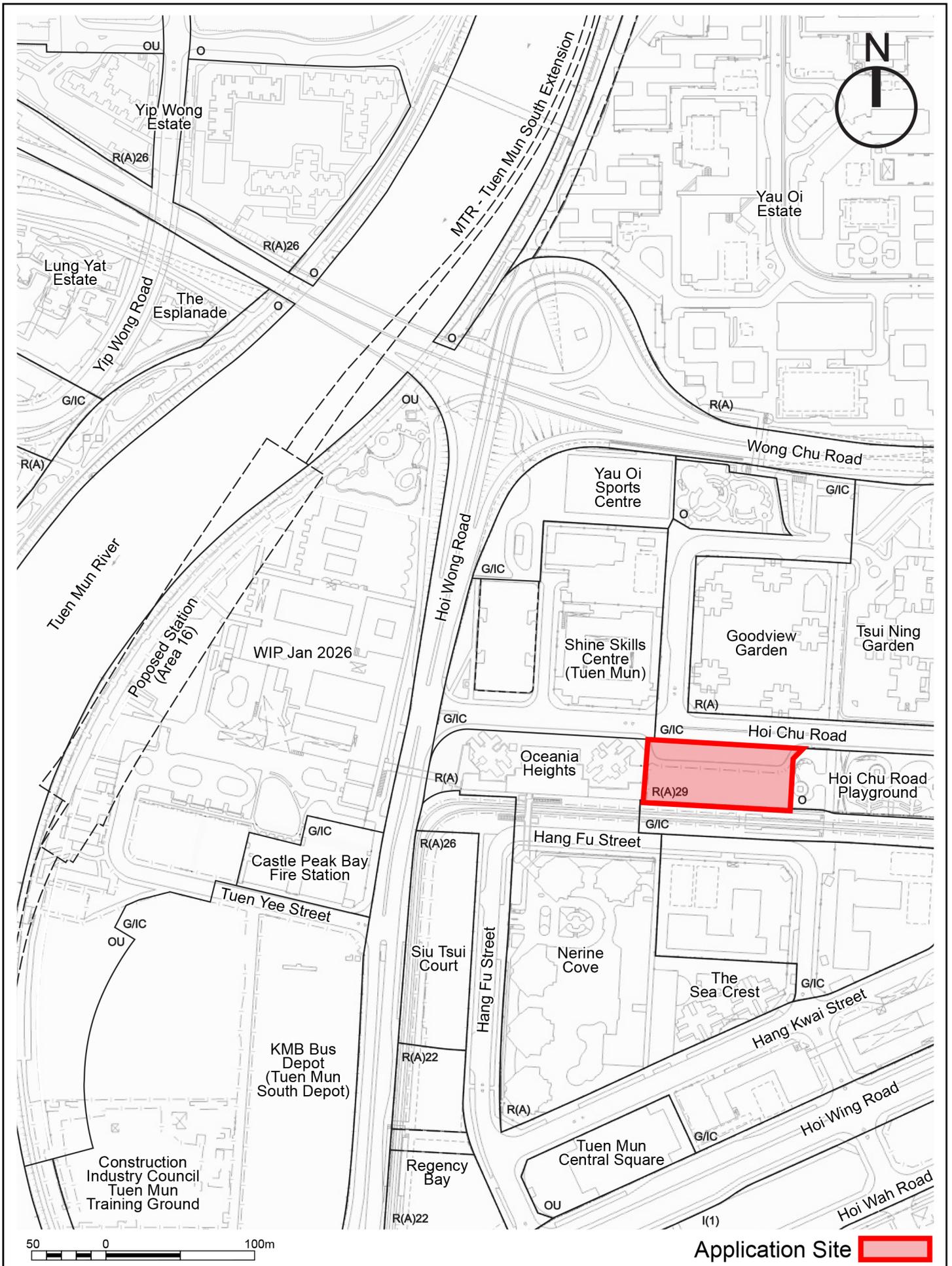
1 INTRODUCTION

1.1 Background

- 1.1.1 This planning application is submitted to the Town Planning Board (the Board) under Section 16 (S16) of the Town Planning Ordinance (CAP. 131) (the Ordinance) in support of proposed minor relaxation of building height restriction for permitted 'Flat' use at Tuen Mun Town Lot (TM TL) 569, Tuen Mun, New Territories (hereafter referred to as "Application Site").
- 1.1.2 The Application Site is currently zoned "Residential (Group A)29" ("R(A)29") on the Approved Tuen Mun Outline Zoning Plan (OZP) No. S/TM/41 (**Figure 1.1** refers), subject to maximum plot ratio of 6 and building height of 100mPD.
- 1.1.3 A set of General Building Plans (GBP) for residential development at the Application Site, with all development parameters conforming to the OZP restrictions, was submitted in December 2025 and approved in February 2026. Under the said GBP, the building height at main roof was 100mPD with a plot ratio of 6. 1 storey of basement carpark was proposed (hereafter referred to as the "Approved GBP Scheme").

1.2 Purpose of Submission

- 1.2.1 Following the announcement in 2025 Policy Address, the Government promulgated enhanced gross floor area (GFA) exemption arrangements for carparks in private developments in November 2025, allowing full GFA exemption for not more than 2 storeys of aboveground carparks with elimination of the prerequisite of providing underground carparks. At the same time, to facilitate implementation of such enhanced arrangements, it is announced that the town planning procedures will be streamlined for approving minor relaxation of building height restriction relevant to the provision of aboveground carpark. These measures have come into effect since November 2025.
- 1.2.2 In response to the abovementioned latest policy, the Applicant proposes minor relaxation of building height restriction from 100mPD to 117.6mPD (i.e. +17.6m / +17.6%) to facilitate the incorporation of aboveground carpark in the permitted residential development (i.e. 'Flat' use) (hereafter referred to as the "Proposed



Application Site R(A)29



Title
 Extract of the Approved Tuen Mun Outline Zoning Plan
 No. S/TM/41

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Development" / "Proposed Scheme"). It is against this background that the Applicant would like to seek permission from the Board for minor relaxation of building height restriction.

1.2.3 As detailed in following sections, the Proposed Scheme is similar to the Approved GBP Scheme in terms of general layout, building disposition and floor-to-floor heights. To accommodate the aboveground car park within the Proposed Development, some associated design changes have been made to the lower levels of the Proposed Development. With design review upon approval of the GBP, some additional planning and design merits have also been incorporated to promote fire safety as well as enjoyment of the residents.

1.3 Report Structure

1.3.1 This Planning Statement consists of the following sections:

- Section 2: describes the Application Site, its surrounding context and policy context;
- Section 3: presents the indicative development proposal;
- Section 4: summarises the technical considerations;
- Sections 5: presents the planning justifications for the Proposed Development; and
- Section 6: concludes the Planning Statement.

2 SITE AND PLANNING CONTEXT

2.1 Site and Surrounding Context

2.1.1 The Application Site is located in the southern part of Tuen Mun New Town. The site area is about 4,368m²¹.

2.1.2 The Application Site is accessible by Hoi Chu Road to its immediate north. The Application Site can also be easily accessed by Light Rail Transit, as Goodview Garden Station is to the southeast of the Application Site. To the west of the Application Site is the future A16 Station of Tuen Ma Line (**Figure 1.1** refers).

2.1.3 The Application Site lies in a well-developed residential community with multiple completed residential developments and schools. Housing estates like Goodview Garden, Oceania Heights and Nerine Cove are to the north, west and southwest of the Application Site respectively. Schools like Yan Chai Hospital Ho Sik Nam Primary School and Ching Chung Hau Po Woon Secondary School are to the northwest and south of the Application Site respectively. To the immediate east of the Application Site is Hoi Chu Road Playground.

2.2 Planning and Policy Context

Enhanced GFA Exemption Arrangements for Aboveground Carparks

2.2.1 Subsequent to the announcement of 2025 Policy Address, the Government has promulgated in November 2025 the enhanced arrangements to allow full GFA exemption for not more than two levels of aboveground carparks while eliminating the prerequisite of providing underground carparks.

2.2.2 To facilitate such latest arrangements, streamlined town planning approach will be adopted for planning application for minor relaxation of building height restriction to accommodate not more than 2 storeys of aboveground carpark. A simple visual appraisal would suffice for these planning applications. In the case where the application site falls within major breezeways, a simple review of air ventilation impacts is required in support of the relevant planning applications. The above measures have taken effect starting from November 2025.

¹ Same as the site area as stated under lease of the subject lot (i.e. TMTL 569).

Planning Context

- 2.2.3 The Application Site falls within an area zoned "R(A)29" on the Approved Tuen Mun OZP No. S/TM/41. According to the Notes of the OZP (**Appendix A** refers), the Application Site is subject to a plot ratio restriction of 6 and building height restriction of 100mPD. 'Flat' and 'Public Transport Terminus or Station (excluding open-air terminus or station)' uses are under Column 1, i.e. always permitted. In determining the maximum plot ratio, any floor space that is constructed or intended for the use solely as public transport facilities, as required by the Government, may be disregarded. Based on individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction may be considered by the Board on application under S16 of the Ordinance.
- 2.2.4 According to the Explanatory Statement of the OZP, the "R(A)29" zone is intended for private residential development. A public transport terminus (PTT), as required by the Government, shall be provided. Opportunities for maximising the buffer distance between the residential tower of the Proposed Development at the Application Site and the residential tower of Oceania Heights should be explored.

2.3 Land Status and Approved GBP Scheme

- 2.3.1 The Application Site is a land sale site awarded to the Applicant through tender in August 2025. Thus, the Applicant is the sole owner of the Application Site.
- 2.3.2 After the award of tender, the Applicant has proceeded with detailed design. In December 2025, the Applicant submitted the first set of GBP for residential development at the Application Site. It is an OZP-compliant scheme with building height of 100mPD (at main roof) and plot ratio of 6. Carpark was provided in 1 storey of basement. A PTT, as required by the Government, was proposed on the G/F of the development. Comparison of the Approved GBP Scheme and Proposed Scheme is depicted in **Section 3** that follows.

3 INDICATIVE DEVELOPMENT SCHEME

3.1 Site Constraints Affecting Scheme Design

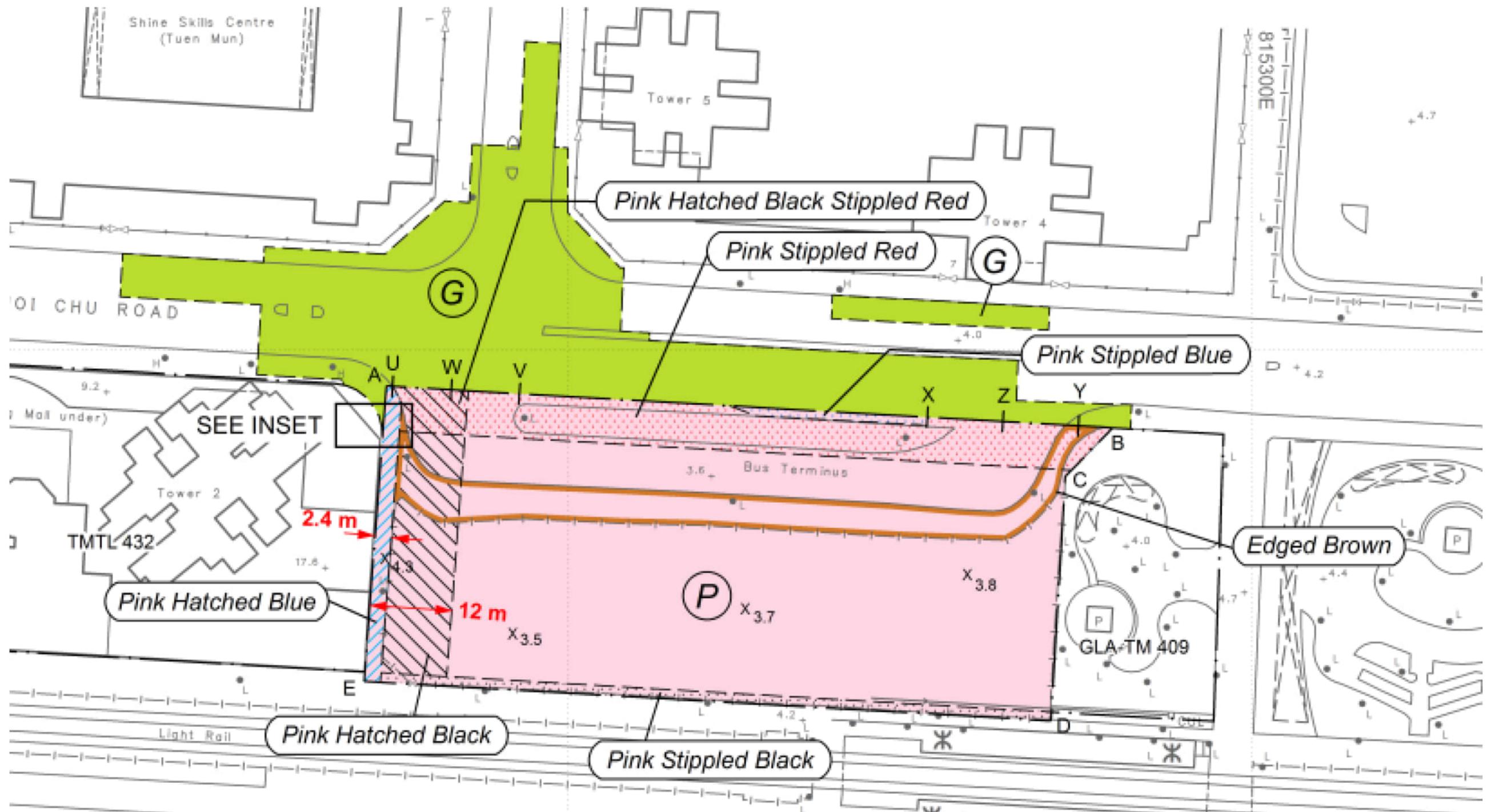
3.1.1 The Application Site is small in size, with area of about 4,368m² only. Building disposition and design is further constrained by the following 2 factors:

3.1.2 **Non-building Areas under Lease requirements:** according to the lease plan of the subject TMTL 569 (**Figure 3.1** refers), there are portions of the site that cannot be utilized for development. Within the pink hatched blue, pink stippled black and pink stippled blue areas (i.e. strips of land abutting site boundary), no building, structure and support for any building shall be erected or constructed. As for the pink hatched black and pink hatched black stippled red area, which are parallel to the western edge of the site boundary, no building, structure or support for any building may be erected or constructed at, above or over 23mPD. These non-building areas limit the usable area for the proposed residential development and thus affect the building footprint and disposition.

3.1.3 **Provision of PTT and Run-in / out (Figure 3.2 refers):** as mentioned under lease and the Explanatory Statement of the OZP, the Proposed Development is required to provide a PTT. The PTT shall provide 2 double-width bus bays, 1 single-width bus bay, 1 layby for taxis and public light buses, and ancillary facilities for the bus operator with net operational floor area of not less than 72m². The provision of PTT, which is subject to design requirements as detailed in the lease, has taken up much area of the G/F of the Proposed Development and about 10m in building height to fulfil operational requirements. Also, ingress / egress are required for the PTT and the ancillary carpark of the Proposed Development. A total of 4 ingress / egress points are provided at Hoi Chu Road, the only street frontage of the Application Site. The provision of such internal transport facilities and their relevant structural requirements have posed constraints to the design of Proposed Scheme.

3.2 Indicative Development Scheme

3.2.1 With the above design constraints taken into consideration, the Applicant has come up with an optimized scheme with relocation of basement carpark to above ground, while maintaining design merits as far as practicable. Also, to further promote fire safety and enhance landscape interest, a sky garden-cum-refuge floor has been incorporated in the Proposed Scheme. The major development parameters of the



Extract of Lease Plan of the Subject Tuen Mun Town Lot No. 569

	<u>Pink Hatched Black & Pink Hatched Black Stippled Red</u>		<u>Pink Hatched Blue, Pink Stippled Black & Pink Stippled Blue</u>		<u>Pink Stippled Red</u> No building or structure intended for air sensitive uses, openable windows or installations for air in-take of ventilation system for air sensitive uses shall be erected, constructed or placed on, over or above the G/F of these coloured area		<u>Green Area</u> Lay and form portions of future public roads
	No building, structure or support for any building may be erected or constructed at, above or over 23mPD		No building, structure, support for any building shall be erected or constructed or placed on, over, above, under, below or within the portion of coloured area				<u>Edged Brown</u> Existing Footpath to be Re-provided

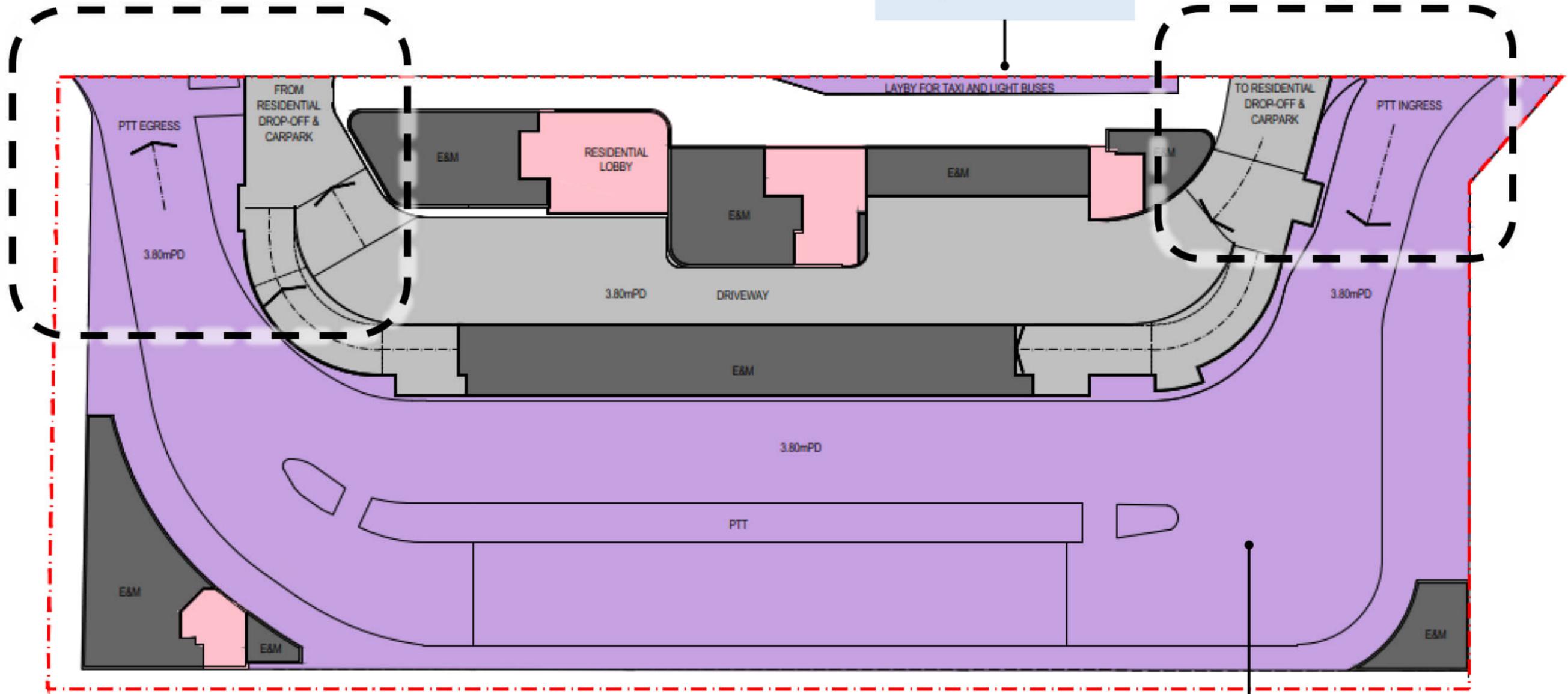
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Design Constraint (1) - Non-Building Areas and Other Requirements under Lease

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It is required to provide 4 nos. of separate ingress / egress for serving the vehicles to and from the (i) public transport terminus and (ii) ancillary car park / drop-off of the subject residential development. Due to the elongated configuration of the Application Site (i.e. a Class A site), all these ingress / egress will have to be provided along the frontage abutting Hoi Chu Road (i.e. the only street frontage of the Proposed Development)

Provision of 1 on-street layby for taxi and light buses with queuing area within the boundary of the Application Site at G/F



Subject Proposed Scheme (G/F)

- Public Transport Terminus (PTT)
- Residential Lobby
- E&M
- Driveway / Servicing Facilities

Provision of public transport terminus comprising (i) 2 double-width bus bays; (ii) 1 single-width bus bay; and (iii) ancillary facilities for the bus operator with a NOFA of not less than 72m²

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	Design Constraint (2) – Provision of Public Transport Terminus & Design of Run-in / Out		Rev		Date	
			Scale		Figure	3.2

Proposed Scheme and comparison with the Approved GBP Scheme are provided in **Table 3.1** below. Layout plans of the Proposed Scheme are provided under **Appendix B**.

Table 3.1 Development Schedule

	Approved GBP Scheme (A)	Proposed Scheme (B)	Difference (B) - (A)
Site area (about) (m²)	4,368	4,368	Nil
GFA (about) (m²)			
• Domestic	• 26,208	• 26,208	• Nil
• PTT ⁽¹⁾	• 1,741 ⁽²⁾	• 1,741 ⁽²⁾	• Nil
Plot ratio (about)			
• Domestic	• 6	• 6	• Nil
• PTT ⁽¹⁾	• 0.4	• 0.4	• Nil
Building height at main roof (not more than) (mPD)	100	117.6	+17.6m / 17.6%
No. of Storeys			
• Aboveground	• 28	• 31	• +3
• Basement	• 1	• 0	• -1
Site Coverage (about)	Domestic: 25.15%	Domestic: 25.15%	Nil
No. of Blocks	1	1	Nil
No. of Units	700	700	Nil
Average Flat Size (about) (m²)	37.5	37.5	Nil

Remarks:

- (1) Exempted from plot ratio calculation.
- (2) Referring to the covered portion of the PTT only.

3.3 Comparison with Approved GBP Scheme

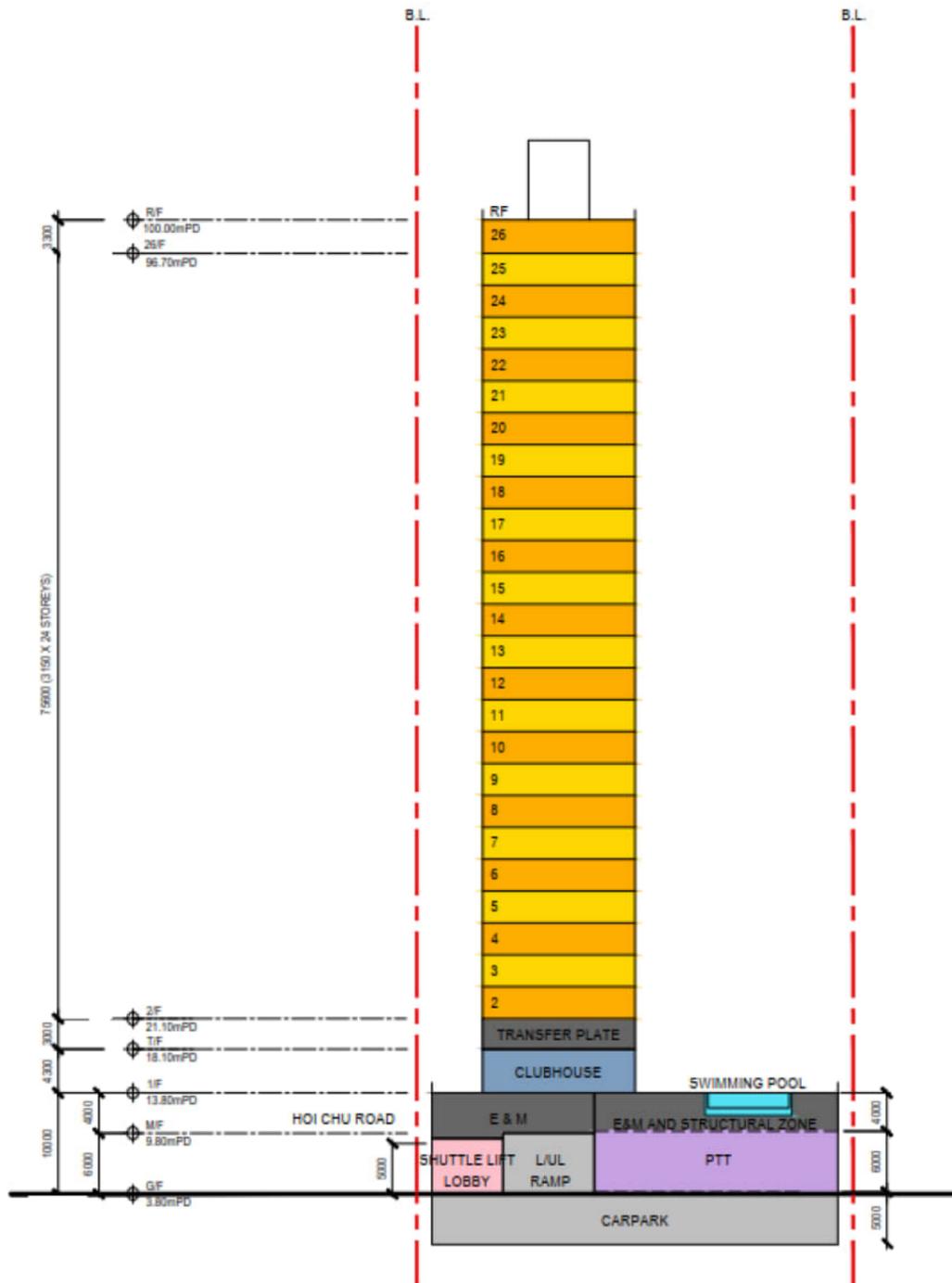
Relocation of Basement Carpark to 1/F and 2/F

- 3.3.1 The major amendment in the current Proposed Scheme is to relocate the 1-storey basement carpark under the Approved GBP Scheme to 1/F and 2/F in the Proposed Scheme (**Figure 3.3**), which is in line with the latest enhanced GFA exemption arrangements for aboveground carpark.
- 3.3.2 In the Approved GBP Scheme, 1 storey of basement carpark with height of 5m is required to accommodate all internal transport facilities for the proposed residential development. Yet, when carpark is moved to above ground, it has to be split into 2 storeys. It is due to the fact that, under the Approved GBP Scheme, given the whole basement floor could largely be utilized to accommodate car parking spaces, 1-storey basement carpark would suffice. Yet, under the Proposed Scheme, the carpark levels have to accommodate various uses, such as electrical and mechanical (E&M) uses (because M/F can accommodate less E&M facilities in Proposed Scheme than Approved GBP Scheme, see point 2 in **Figure 3.3**) and residential lobbies. Inevitably, the aboveground carpark has to be split into two levels (see point 3 in **Figure 3.3**).
- 3.3.3 Under the Proposed Scheme, the floor-to-floor height of each level of aboveground carpark is comparable with that of the Approved GBP Scheme. The floor height of the basement carpark in the Approved GBP Scheme is 5m; in the Proposed Scheme, the carpark on 1/F is 4.2m high only; while the carpark on 2/F has to be 5m high to accommodate the pool tank and its associated supporting structure situated atop (point 4 in **Figure 3.3** refers). Although the previous 1-storey basement carpark has been split into 2 storeys on 1/F and 2/F of the Proposed Scheme, the Applicant has minimised the floor-to-floor height of each storey of aboveground carpark.

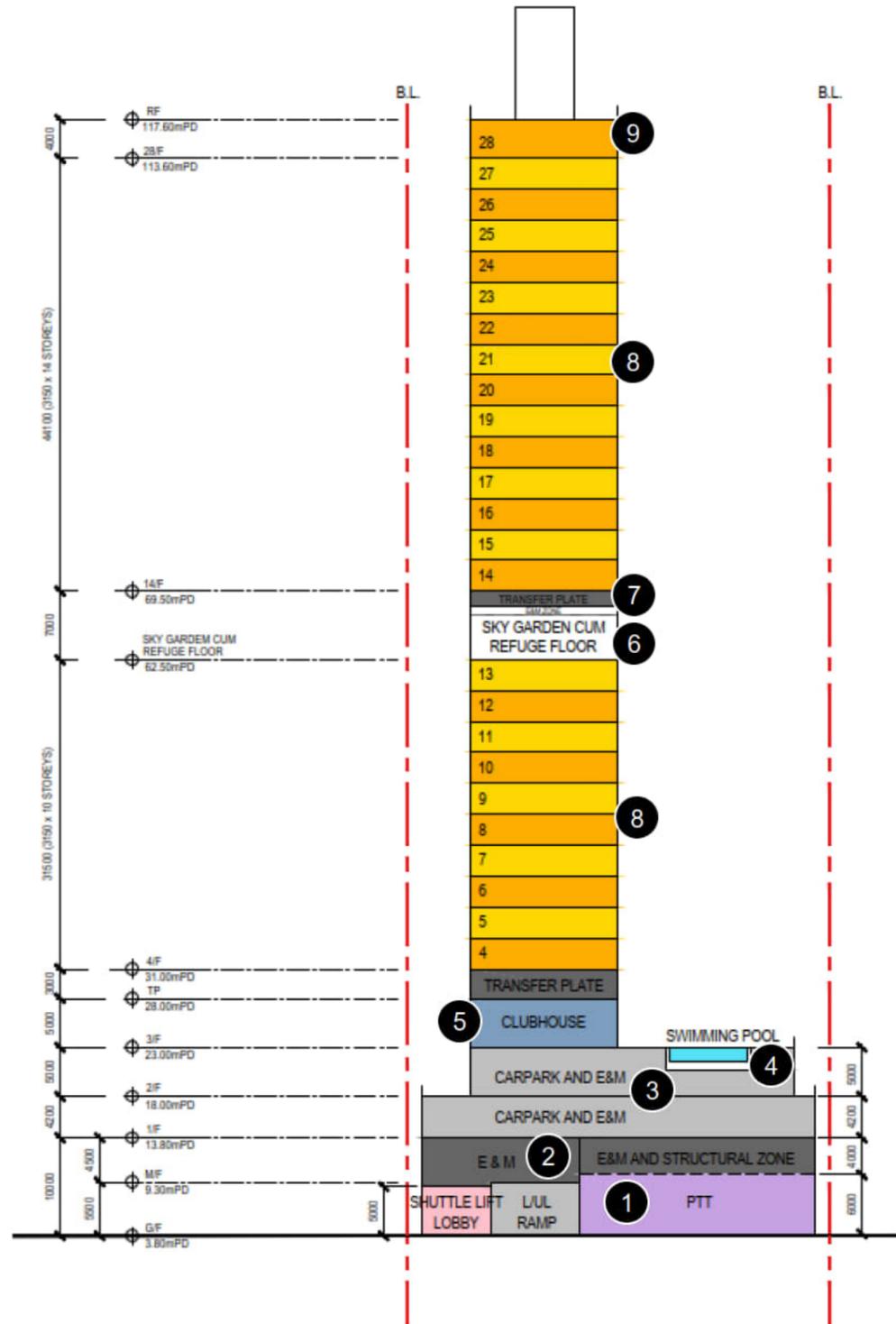
Provision of Sky garden-cum-refuge floor

- 3.3.4 To promote fire safety, a refuge floor is proposed between 13/F and 14/F under the Proposed Scheme (see point 6 in **Figure 3.3**). It provides a place for residents to stay and wait for rescue in case of fire, as required under Code of Practice for Fire Safety in Buildings 2011, which states that refuge floors should be provided for all buildings exceeding 25 storeys in height above the lowest ground storey. At the

- Residential Floors
- Clubhouse
- Residential Lobby
- E&M / Structural Zone
- Car Park / E&M
- PTT



**Approved GBP Scheme
(i.e. Submitted GBP dated Dec 2025)**



Subject Proposed Scheme

Key Design Considerations under the Proposed Scheme

1. Same as the Baseline Scheme, the 10m headroom for PTT consists of (i) min. 6m headroom for PTT; and (ii) 4m for essential E&M and maintenance platform serving the PTT and structural support for floors atop.
2. Due to relocation of car park to 1/F and 2/F, a significant portion of M/F reserved for E&M uses are now occupied by car ramp leading to the car park floors atop (see M/F plan). The E&M uses now have to be redistributed to 1/F and 2/F of the current Proposed Scheme;
3. In comparing against the Approved GBP Scheme (which the entire B/F floor can be solely used as car parking spaces), 1/F and 2/F now have to accommodate various uses such as E&M, car parking spaces as well as residential lobbies (see 1/F and 2/F plans). The updated layout can also optimise the number of car parking spaces as allowed under lease;
4. For carpark levels, the 2/F car park is required to have a higher headroom so as to accommodate the pool tank and its associated supporting structure situated at the 3/F clubhouse atop;
5. For 3/F clubhouse floor, after structural review at detailed design stage, the floor-to-floor height of clubhouse has to be updated to 5m so as to accommodate the (i) structural zone; (ii) E&M zone and (iii) a reasonable headroom to promote enjoyment of residents;
6. To promote fire safety, it is more desirable to incorporate a sky garden cum refuge floor with a headroom of 6m (i.e. min. headroom of 4.5m for refuge floor + 1m E&M zone) in the middle of the residential development. It provides a place for residents to stay and wait for rescue in case of fire (in particular more desirable for residents which they could only escape to G/F / R/F in case of fire under the Approved GBP Scheme);
7. Another 1.5m transfer plate is required for transfer of loading support and structural support due to a change of structural wall layout for floors above the refuge floor at high-zone;
8. Same floor-to-floor height for typical residential floors (i.e. 3.15m) as compared to the submitted GBP; and
9. 1 level of topmost residential unit with a floor-to-floor height of 4m is proposed to promote enjoyment of residents.

Title

Key Design Considerations under the Subject Proposed Scheme (1)

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Scale		Figure	3.3

same time, this refuge floor serves as a sky garden to enhance landscape interest and provide open space for enjoyment of the residents. According to Joint Practice Note No. 1, communal sky garden in residential building should have a clear height of not less than 4.5m. The proposed height of the sky garden-cum-refuge floor is therefore 5.5m, including the minimum height required for sky garden and an E&M zone of 1m.

Provision of Essential Transfer Plate

- 3.3.5 An extra transfer plate is proposed under the Approved Scheme (point 7 in **Figure 3.3** refers). The 1.5m-transfer plate is required for the transferal of loading and structural support, because with the incorporation of sky garden-cum-refuge floor, the structural wall layout of high zone (floors above sky garden-cum-refuge floor) will vary from that of low zone.

Design Enhancement in Clubhouse Floor and Topmost Floor

- 3.3.6 Under the Proposed Scheme, the floor-to-floor height of clubhouse is increased from 4.3m to 5m to allow accommodation of E&M zone, structural zone and a reasonable headroom to promote enjoyment of the residents (point 5 in **Figure 3.3** refers).
- 3.3.7 As detailed design proceeds, the Applicant has also refined the design of the topmost residential floor. Its floor-to-floor height has been increased from 3.3m to 4m to promote enjoyment of the residents (point 9 in **Figure 3.3** refers).

Similar Design of PTT

- 3.3.8 As a requirement under lease and the Explanatory Statement of the OZP, a PTT shall be provided within the Application Site. Under the Approved GBP Scheme, the floor-to-floor height of the PTT is 10m to meet relevant requirements, such as the minimum 6m-height for PTT and the provision of related E&M and structural zone. Under the Proposed Scheme, the floor-to-floor height of the PTT is maintained as 10m (point 1 in **Figure 3.3** refers).

Same Floor-to-floor Height for Typical Floors

3.3.9 Under both the Approved GBP Scheme and Proposed Scheme, the floor-to-floor height of the typical floors is 3.15m (point 8 in **Figure 3.3** refers).

Design Merits Maintained (see **Figure 3.4**)

3.3.10 Despite the small site area and other site constraints, the Applicant strives to maintain design merits proposed under the Approved GBP Scheme.

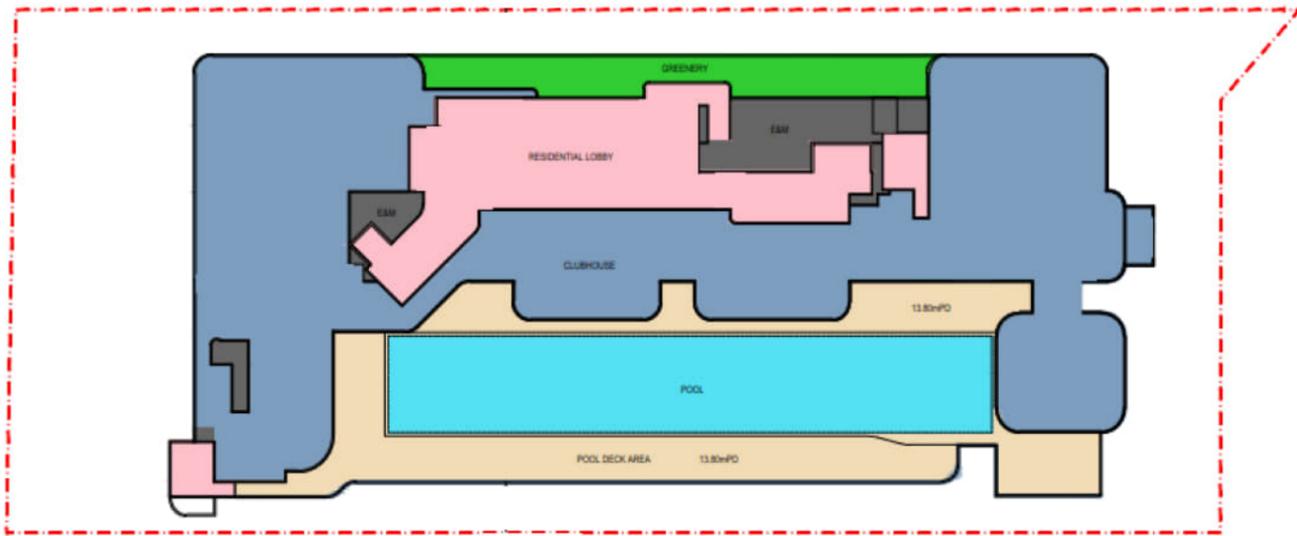
3.3.11 **Provision of peripheral greenery:** In the Approved GBP Scheme, on 1/F i.e. the clubhouse floor, peripheral greenery along building footprint was proposed to provide visual relief. In the Proposed Scheme, the same is proposed on 2/F, despite the relocation of carpark to 2/F.

3.3.12 **Building setback:** In the Approved GBP Scheme, the residential tower had setback from Oceania Heights to the west and Hoi Chu Road Playground to the east. The same is maintained in the Proposed Scheme. The non-building area can promote visual permeability and allow air penetration. This design merit aligns with the Explanatory Statement of the OZP which requests the lot owner to maximize buffer distance between Oceania Heights and the residential tower at the Application Site.

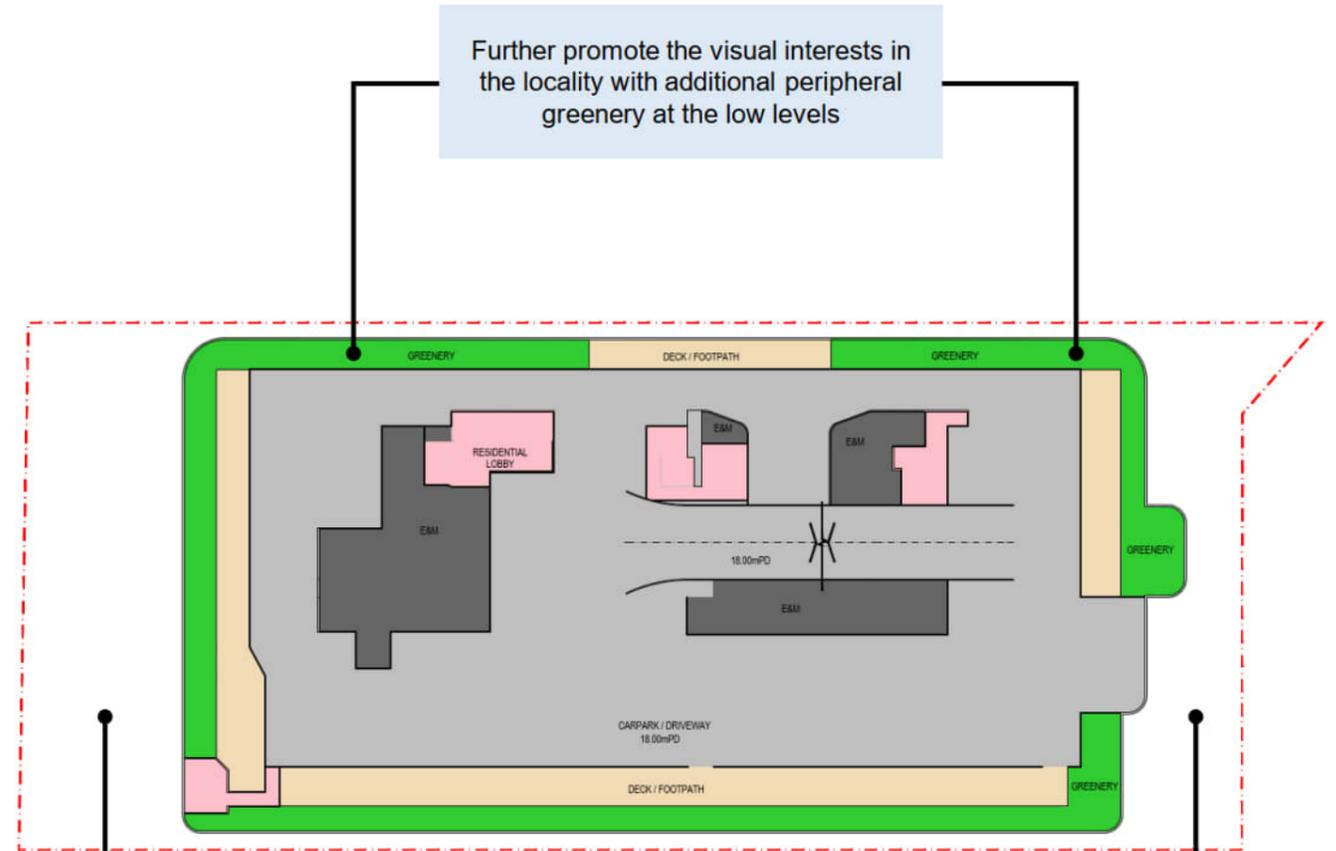
3.4 Access, Circulation and Carparking Provision

3.4.1 The ingress and egress points of the Proposed Development are at Hoi Chu Road. Since the Proposed Scheme has the same number of flats as compared with the Approved GBP Scheme, the proposed internal carparking and servicing provision are largely the same. The details of such provision are summarized in **Table 3.2**.

- Clubhouse
- Residential Lobby
- E&M
- Driveway / Servicing Facilities
- Greenery
- Deck / Footpath
- Pool



Approved GBP Scheme (1/F; @ 18.1mPD)
 (i.e. Submitted GBP dated Dec 2025)



Subject Proposed Scheme (2/F; @ 18.8mPD)

Title

Key Design Considerations under the Subject Proposed Scheme (2)

Checked		Drawn	
Rev		Date	
Scale		Figure	3.4

Table 3.2 Provision of Internal Transport Facilities

	Approved GBP Scheme (A)	Proposed Scheme (B)	Difference (B) - (A)
Car Parking and Loading / Unloading Spaces <ul style="list-style-type: none"> • Residents • Visitors • Motorcycle • Bicycles • Loading / Unloading Space (HGV) 	<ul style="list-style-type: none"> • 70⁽¹⁾ • 5 • 7 • 55 • 1 	<ul style="list-style-type: none"> • 75⁽¹⁾ • 5 • 7 • 55 • 1 	<ul style="list-style-type: none"> • +5 • Nil • Nil • Nil • Nil

Remarks:

- (1) 75 is the maximum number of carparking spaces for residents allowed under lease. Under the Approved GBP Scheme, the extent of basement limits the number of carparking spaces to be provided. Under the Proposed Scheme, the number of carparking spaces allowed under lease can be optimized to serve future residents.

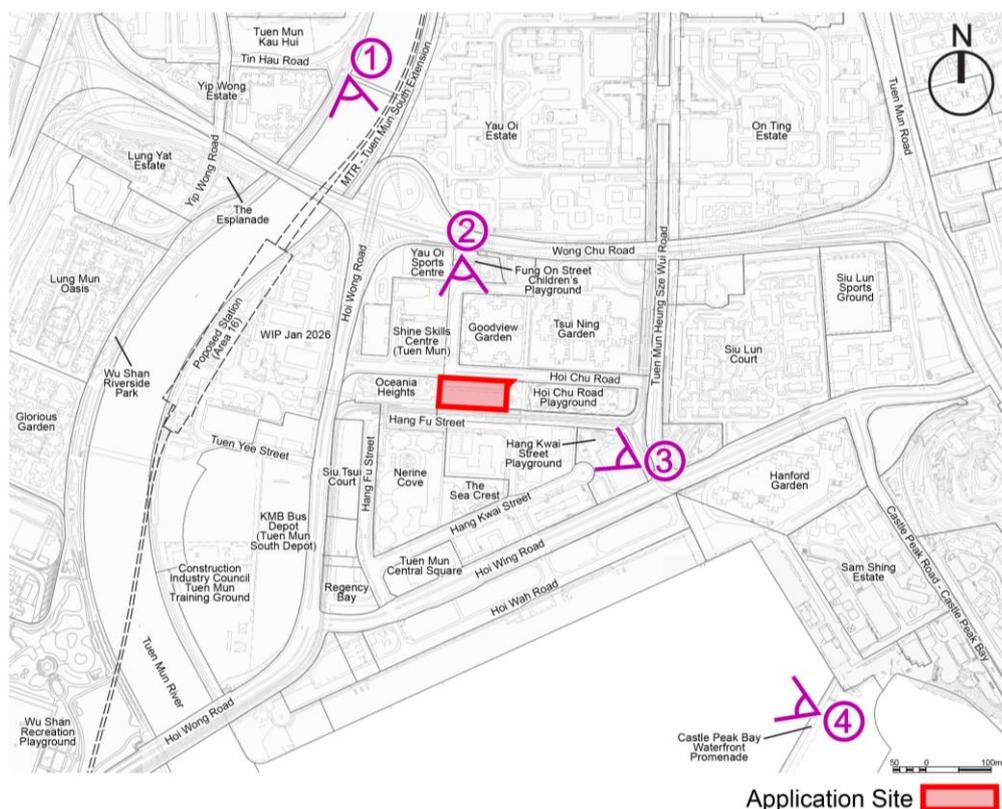
4 TECHNICAL CONSIDERATIONS

4.1 Government's Policy

4.1.1 Under the latest policy initiative, for minor relaxation of building height restriction due to the construction of not more than two levels of aboveground carpark, streamlined town planning procedure will be adopted. Applicant will only have to submit simple (i) visual appraisal and (ii) simple review of air ventilation impact if the site involves major breezeways.

4.2 Visual Appraisal

4.2.1 Acting under the policy initiative, a Visual Appraisal has been prepared to analyse the possible visual impact induced by the proposed increase of building height under the subject Proposed Scheme as compared against the maximum permissible building height under the OZP of not more than 100mPD. A total of 4 vantage points have been selected to present the possible visual impact as viewing from different angles at a distance from short-to-long range.



Location of VPs

4.2.2 Photomontages reflecting the Proposed Scheme and Approved GBP Scheme have been prepared (see **Figures 4.1 – 4.4**). As the maximum permitted building height stipulated on OZP is 100mPD, only visual impact arising from the relaxation of building height above 100mPD will be assessed, i.e. the photomontages for the Proposed Scheme will be compared with the photomontages for the Approved GBP Scheme instead of existing condition for assessment purpose.

4.2.3 The planned A16 Station and its residential development is to the west of the Application Site. Its building bulk has been reflected in the photomontages wherever visible.

Selections of VPs

VP 1 – Footbridge Between Yip Wong Estate and Yau Oi Estate

4.2.4 This VP is about 475m away from the Application Site. It connects Yip Wong Estate and Yau Oi Estate and the two sides of Tuen Mun River. This footbridge is often used by local residents to cross Tuen Mun River.

VP 2 – Fung On Street Children's Playground

4.2.5 This VP is about 200m north to the Application Site. This children playground offers park amenities such as slides and climbs, thus is it mainly for children's active activities. As it is located right next to Yau Oi Sports Centre and surrounded by residential developments such as Goodview Garden, Yau Oi Estate, Tsui Ning Garden, etc., this playground has high footfall.

VP 3 – Hang Kwai Street Playground

4.2.6 Hang Kwai Street Playground is about 275m southeast to the Application Site. It offers a basketball court, football field and spectator's stand, thus attracts users participating in active sports.

VP 4 – Castle Peak Bay Waterfront Promenade

4.2.7 This VP is also located to the southeast of the Application Site, but with a farther distance, about 700m. It offers view towards Tuen Mun Typhoon Shelter and Castle Peak Bay. It is located close to Sam Shing Estate and famous beaches in the

district such as Castle Peak Beach, Kadoorie Beach, etc. The promenade is also a popular spot for jogging.

Discussion on Visual Impacts on VPs

- 4.2.8 **VP 1 (Photomontages in Figure 4.1):** The Proposed Development is partially visible from this VP. Comparing the Proposed Scheme with the Approved GBP Scheme, the increase in building height by 17.6m only blocks a minor portion of the limited sky view in between of the building clusters behind. Yet, all the visible visual elements under the Approved GBP Scheme remain visible in the Proposed Scheme. The magnitude of visual change is therefore slight. Sensitivity of viewers, which are mainly pedestrians, will be low due to their transient nature. The minor increase in building height at the Application Site is not likely to be noticed by the pedestrians on this footbridge. The more dominant residential developments as viewed from this VP are Yau Oi Estate and A16 Station Development. Furthermore, the Proposed Development with minor relaxation of building height is still not taller than the adjacent Oceania Heights. Therefore, the overall visual impact at this VP is negligible / slight.
- 4.2.9 **VP 2 (Photomontages in Figure 4.2):** The view from this VP only offers glimpsed view of the residential development at the Application Site. In the Approved GBP Scheme, it is largely blocked by Goodview Garden in the front. The existing trees in the playground also help to screen off view towards other residential developments in close vicinity of the Application Site. Upon completion of the Proposed Development, visual composition as viewed from this VP is largely the same as that under the Approved GBP scheme. Goodview Garden, Oceania Heights, Yau Oi Sports Centre and Fung On Street Children's Playground, i.e. the foreground of the existing view, remain visible to public viewers. The increase in building height only constitute a minor degree of change of visible sky view through the trees at the playground. Public viewers, who are anticipated to be children and their parents, are not likely to notice the minor change in building height of the Proposed Development, as they are engaging in active activities. The minor increase in building height at the Application Site will not be eye-catching. Due to negligible visual change and low sensitivity of public viewers, the overall visual impact is negligible.



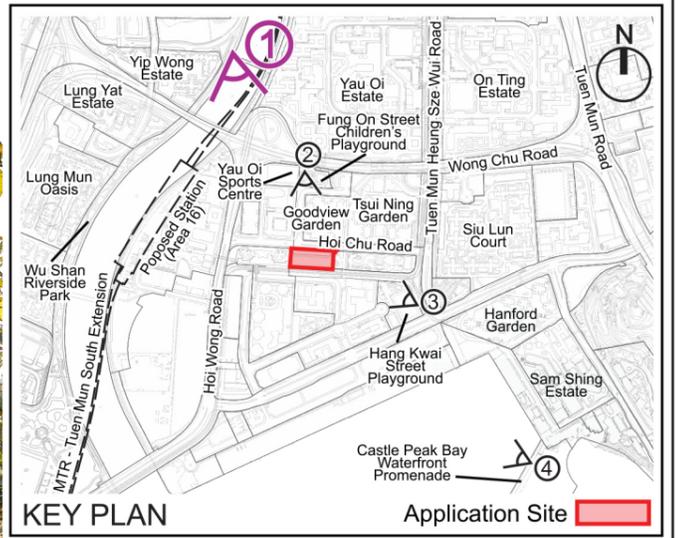
Existing Condition



Approved GBP Scheme



Proposed Scheme



KEY PLAN

Application Site



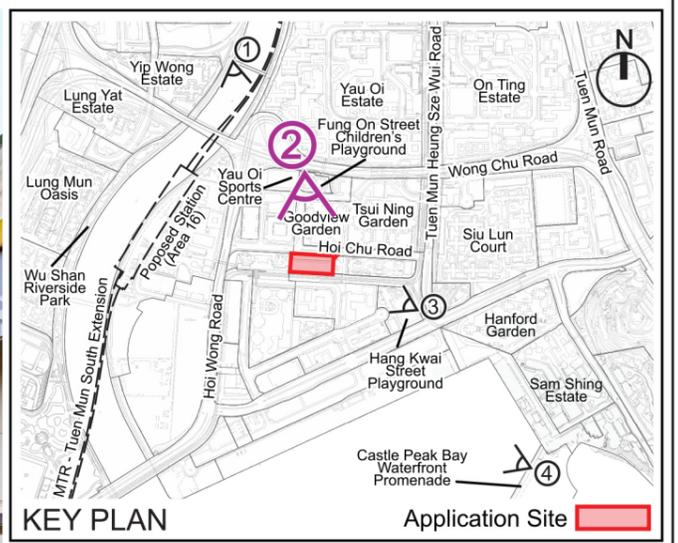
Existing Condition



Approved GBP Scheme



Proposed Scheme



4.2.10 VP 3 (Photomontages in Figure 4.3): The Proposed Development is partially visible from this VP. The existing trees outside the playground screens off view towards the podium levels of the proposed residential development. Under the Approved GBP Scheme where the building height is 100mPD, the residential block at the Application Site partially blocks Oceania Heights and ridgeline at the back. When the building height is increased to 117.6mPD under the Proposed Scheme, the visual composition would remain unchanged: Goodview Garden, Tsui Ning Garden, The Sea Crest, Nerine Cove and the secondary school remain visible; while part of the ridgeline would already be blocked by Oceania Heights and the OZP Compliant Scheme. Although building height is increased under the Proposed Scheme, the building bulk would be comparable with the developed urban context and it would be visually considered as an extension of the adjacent Goodview Garden and Oceania Heights. Given the Proposed Development is located at the centre of the view from this VP, the magnitude of visual change would be slight to moderate. Public viewers at this VP are likely to be football players or spectators. Sensitivity of the former, who are participating in active sports, will be low; while sensitivity of the latter will be medium. Overall, the visual impact at this VP is slight to moderate. Yet, as this area is already maturely developed as a high-density residential community, the overall visual impact is considered slightly adverse.

4.2.11 VP 4 (Photomontages in Figure 4.4): The view from this VP offers panoramic view towards the residential developments in Area 16. Under both Approved GBP Scheme and Proposed Scheme, the Proposed Development is partially visible, blocked by Myloft in its front. Despite increase in building height, visual composition as viewed from this VP are largely the same under the two scenarios, only a tiny portion of sky view is blocked under the Proposed Scheme. Yet, due to the long distance of this VP from the Application Site, the change in building height can hardly be noticed, and the overall building height profile is maintained. Therefore, the magnitude of visual change is negligible. Public viewers at this VP are anticipated to be joggers or pedestrians coming to enjoy the view. Although their activity nature vary, their sensitivity are expected to be low, because of the long distance away from the Application Site. Therefore, the overall visual impact at this VP is rated as negligible / slight.

Conclusion

4.2.12 With consideration of the existing and planned surrounding context of the Application Site, it is concluded that the overall visual impact rating will range from



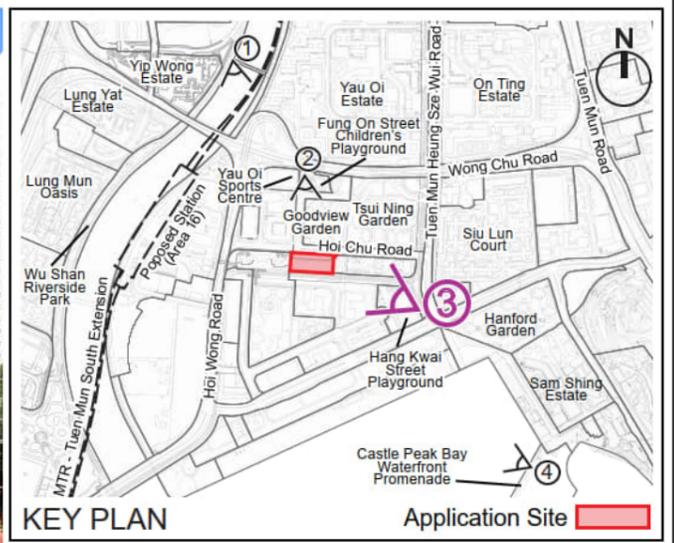
Existing Condition



Approved GBP Scheme



Proposed Scheme

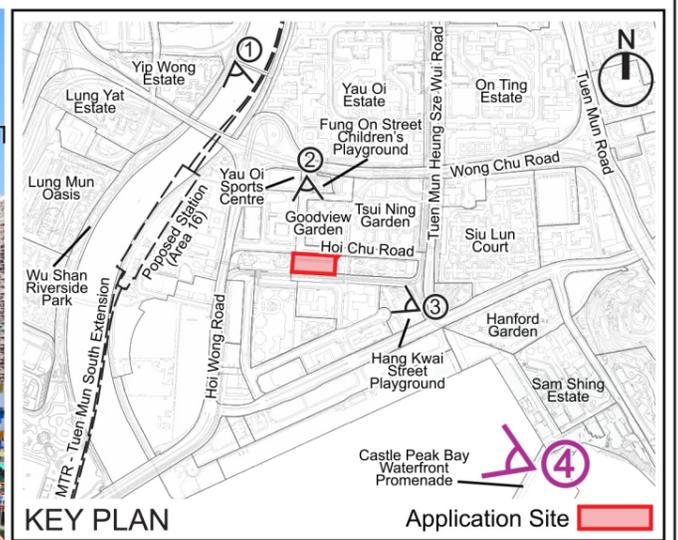


KEY PLAN

Application Site



Existing Condition



KEY PLAN



Approved GBP Scheme



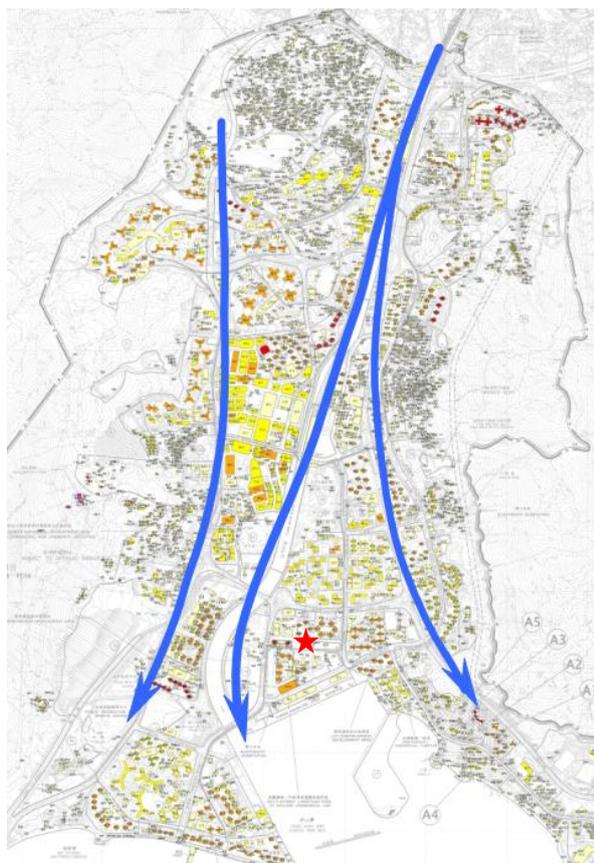
Proposed Scheme

negligible to slight. The visual impact induced by the Proposed Development will be acceptable.

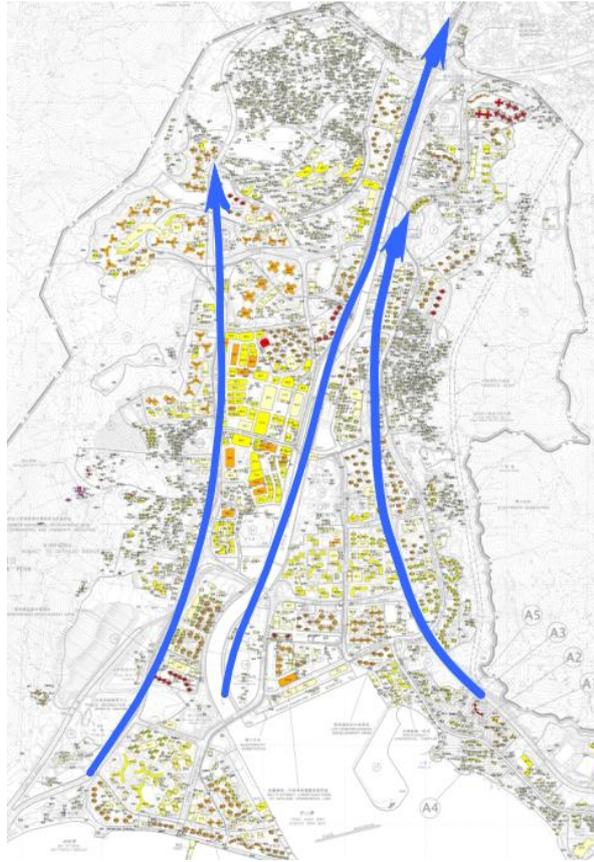
4.3 Air Ventilation Considerations

4.3.1 According to the Air Ventilation Assessment (Expert Evaluation) report for Tuen Mun New Town Area completed in March 2009 (which the same has been referenced when the OZP was amended in Year 2024 to rezone the Application Site from "Government, Institution or Community" zone to "R(A)29"), the Application Site does not fall within major breezeways under annual condition and summer condition (see below figures for reference, with location of the Application Site marked with a red star).

4.3.2 Therefore, a review of air ventilation impact for the subject planning application is not required as per latest enhanced GFA exemption arrangements for aboveground carpark.



Major Flow Paths under Annual Condition



Major Flow Paths under Summer Condition

4.3.3 Nevertheless, good design measures to enhance the ventilation performance have been adopted in the Proposed Scheme:-

1. Building separations and setbacks from southern, western and eastern site boundaries to allow wind penetration in between Oceania Heights, Hoi Chu Road Playground and the Application Site;
2. Incorporation of refuge floor cum sky garden in the subject Proposed Development to optimise building permeability and facilitate wind penetration via the Application Site.

4.3.4 Overall, the Subject Site is not situated along any major breezeway. Additional design measures would also help promoting air ventilation performance of the Proposed Development.

4.4 Other Considerations

- 4.4.1 Since the Proposed Scheme conforms to the planning intention, land uses and plot ratio as set out in the OZP and maintains the same GFA and number of units as per the Approved GBP Scheme, the proposed minor relaxation of building height restriction from 100mPD to 117.6mPD will not induce additional traffic and engineering impacts. Given the Proposed Development is acceptable from visual perspective as detailed in **Section 4.2** and not anticipated to have adverse air ventilation impacts as explained in **Section 4.3**, the Proposed Scheme is technically feasible.

5 PLANNING JUSTIFICATIONS

5.1 Proposed Scheme is in Line with the Government's Latest Policy of Facilitating Provision of Aboveground Carpark

5.1.1 Major difference between the Proposed Scheme and Approved GBP Scheme is the relocation of the carpark from basement to 1/F and 2/F. Such refinement in scheme design is in line with the latest Government's policy to facilitate the provision of aboveground carpark in private development projects. Given that not more than 2 storeys of aboveground carpark proposed, and the Applicant has submitted the necessary technical assessment (visual appraisal under **Section 4.1**; air ventilation assessment not required), the subject planning application observes the relevant requirements for seeking planning permission for minor relaxation of building height restriction under the enhanced GFA exemption arrangements for aboveground carparks as promulgated in November 2025.

5.2 Magnitude of Increase in Building Height is Well Justified and Compatible with Surrounding Context

5.2.1 The building height restriction for the subject "R(A)29" zone stipulated on OZP is 100mPD. The current planning application seeks minor relaxation of the building height restriction from 100mPD to 117.6mPD at main roof. The 17.6m / 17.6% increase in building height is considered well justified by taking into consideration the site constraints as well as the efforts duly made to respect the requirements under lease (i.e. non-building areas, and provision of PTT, etc.).

5.2.2 The Proposed Development with building height at 117.6mPD would be compatible with the existing residential developments in the close vicinity. Building heights of the nearby residential developments (**Figure 1.1**) are as follows:

- Oceania Heights: 129mPD
- Nerine Cove: 114mPD
- Goodview Garden: 106mPD
- Tsui Ning Garden: 102mPD
- The Sea Crest: 92mPD

5.2.3 The Proposed Development would not be taller than the adjacent Oceania Heights. Given the Application Site is located in a well-developed area mainly for residential

use, the proposed building height is compatible with the surrounding development bulk.

5.3 Design Merits are Proposed

5.3.1 Compared with the Approved GBP, the Proposed Scheme has incorporated a sky garden-cum-refuge floor. It not only helps to promote fire safety at the Proposed Development, it also helps to promote the enjoyment for future residents. From urban design perspective, it also uplift the visual interest of the building façade and optimise building permeability at the local context.

5.3.2 Provision of peripheral greenery and building setback (**Figure 3.4** refers), as proposed in the Approved GBP Scheme, is maintained in the Proposed Scheme. The peripheral greenery can enhance amenity value of the residential development. Setback from the site boundary would visually minimise perceived development bulk and allow better air ventilation.

5.4 No Significant Technical Impacts

5.4.1 According to **Section 4** above, it is concluded that the overall visual impact induced by the Proposed Scheme due to the minor relaxation of building height of +17.6m / 17.6% as compared to the Approved GBP Scheme range from negligible to slight / moderate. The Proposed Development will not be out-of-context as the area has been well-developed into a residential community with building height over 100mPD in general.

5.4.2 In terms of air ventilation, as the Application Site does not fall within major breezeways, adverse air ventilation impacts are not anticipated. With the provision of building gaps, there will not be insurmountable air ventilation impacts.

5.4.3 Since the Proposed Scheme conforms to the planning intention, land use and plot ratio restriction as stipulated on the OZP, and most of the development parameters are the same as that of the Approved GBP Scheme, the proposed minor relaxation of building height restriction will not induce additional traffic and engineering impacts to its surrounding. The Proposed Scheme is therefore not anticipated to have any other technical impacts.

6 CONCLUSION

- 6.1 This planning application is submitted to the Board under S16 of the Ordinance for proposed minor relaxation of building height restriction from 100mPD to 117.6mPD for permitted 'Flat' use at the Application Site in "R(A)29" zone on the Approved Tuen Mun OZP No. S/TM/41.
- 6.2 The subject planning application is supported by the following justifications:
- The Proposed Development is in line with the Government's latest policy of facilitating provision of aboveground carpark;
 - The magnitude of increase in building height is well justified acting under its site and design constraints; and the Proposed Development is compatible with the surrounding context;
 - Design merits have been proposed; and
 - The Proposed Development will not induce adverse visual and other technical impacts.
- 6.3 In view of the above justifications, the Board is cordially invited to consider the subject planning application favourably.

Appendix A
Extract of the Extant OZP

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)28" only) Religious Institution (Ancestral Hall only) (on land designated "R(A)28" only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution (not elsewhere specified) School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room :

- Eating Place
- Educational Institution
- Institutional Use (not elsewhere specified)
- Off-course Betting Centre
- Office
- Place of Entertainment
- Private Club
- Public Convenience
- Recyclable Collection Centre
- School
- Shop and Services
- Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

RESIDENTIAL (GROUP A) (cont'd)

Remarks

- (a) On land designated “Residential (Group A)” (“R(A)”), “R(A)1” and “R(A)24”, no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 5 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 5 divided by the maximum non-domestic plot ratio of 9.5.
- (b) On land designated “R(A)22” and “R(A)23”, no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 6 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 6 divided by the maximum non-domestic plot ratio of 9.5.
- (c) On land designated “R(A)27” and “R(A)30”, no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 6 or a maximum non-domestic plot ratio of 9.5, as the case may be. For new development of a building that is partly domestic and partly non-domestic, the plot ratio for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic plot ratio of 9.5 and the actual non-domestic plot ratio proposed for the building and the maximum domestic plot ratio of 6 divided by the maximum non-domestic plot ratio of 9.5. GIC facilities of GFA not less than 500m² for “R(A)27” zone and not less than 315m² for “R(A)30” zone shall be provided, as required by the Government. Any floor space that is constructed or intended for use as GIC facilities shall be included for plot ratio calculation.
- (d) On land designated “R(A)”, “R(A)1”, “R(A)22”, “R(A)23”, “R(A)24”, “R(A)27” and “R(A)30”, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraphs (a) to (c) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –
 - (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraphs (a) to (c) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(please see next page)

RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

- (e) On land designated “R(A)2” to “R(A)21”, “R(A)25”, “R(A)26”, “R(A)28” and “R(A)29”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum GFA/plot ratio specified below, or the GFA/plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum GFA/plot ratio</u>
R(A)2	101,400m ² for domestic and 10,800m ² for non-domestic
R(A)3	18,160m ²
R(A)4	119,512m ² for domestic, 25,000m ² for non-domestic and 10,648m ² for public transport interchange
R(A)5	58,800m ² for domestic and 96,500m ² for non-domestic
R(A)6	14,650m ² for domestic and 8,030m ² for non-domestic
R(A)7	17,125m ² for domestic and 11,933m ² for non-domestic
R(A)8	19,892m ² for domestic and 7,163m ² for non-domestic
R(A)9	52,711m ² for domestic and 20,695m ² for non-domestic
R(A)10	17,560m ² for domestic and 7,006m ² for non-domestic
R(A)11	53,400m ² for domestic and 13,030m ² for non-domestic
R(A)12	70,380m ² for domestic and 2,750m ² for non-domestic
R(A)13	73,842m ² for domestic and 1,718m ² for non-domestic
R(A)14	245,700m ² for domestic and 2,250m ² for non-domestic
R(A)15	178,930m ² for domestic and 3,886m ² for non-domestic
R(A)16	155,908m ² for domestic and 7,770m ² for non-domestic
R(A)17	116,064m ² for domestic
R(A)18	129,540m ² for domestic and 4,467m ² for non-domestic
R(A)19	54,395m ² for domestic and 5,750m ² for non-domestic
R(A)20	235,815m ² for domestic and 7,365m ² for non-domestic
R(A)21	Maximum domestic plot ratio of 6 and maximum non-domestic plot ratio of 2
R(A)25	Maximum domestic plot ratio of 5 and maximum non-domestic plot ratio of 0.4

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RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

R(A)26 & Maximum plot ratio of 6.5
R(A)28

R(A)29 Maximum plot ratio of 6

- (f) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (g) On land designated “R(A)1”, a maximum building height of 100mPD would be permitted for sites with an area of 400m² or more.
- (h) In determining the maximum plot ratio for the purposes of paragraphs (a) to (e) above, the area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating GIC facilities including school(s) as may be required by the Government shall be deducted from calculation of the site area.
- (i) In determining the relevant maximum non-domestic GFA on land designated “R(A)20” for the purposes of paragraph (e) above, any floor space that is constructed or intended for use solely as free-standing purpose-designed primary school and secondary school (including both developed on ground and on podium level) shall not be included for calculation.
- (j) In determining the maximum plot ratio on land designated “R(A)28” for the purposes of paragraph (e) above, any floor space that is constructed or intended for use solely as public vehicle parks, public transport facilities and GIC facilities, as required by the Government, may be disregarded.
- (k) In determining the maximum plot ratio on land designated “R(A)29” for the purposes of paragraph (e) above, any floor space that is constructed or intended for use solely as public transport facilities and GIC facilities, as required by the Government, may be disregarded.
- (l) In determining the maximum plot ratio/GFA for the purposes of paragraphs (a) to (e) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (m) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/GFA for the building on land to which paragraphs (a) to (e) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be

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RESIDENTIAL (GROUP A) (cont'd)

Remarks (cont'd)

exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/GFA specified in paragraphs (a) to (e) above may thereby be exceeded.

- (n) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height restrictions stated in paragraphs (a) to (f) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (o) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Zoning	Maximum Domestic GFA (m ²)	Maximum Non-domestic GFA (m ²)
“R(A)4”	119,512	25,000
“R(A)5”	58,800	96,500
“R(A)6”	14,650	8,030
“R(A)7”	17,125	11,933
“R(A)8”	19,892	7,163
“R(A)9”	52,711	20,695
“R(A)10”	17,560	7,006
“R(A)11”	53,400	13,030

- 9.3.8 On land designated “R(A)4”, the GFA of the public transport interchange (PTI) as required by the Government, i.e. an area of not more than 10,648m², is also stipulated in the Notes.
- 9.3.9 The nine sites occupied by existing HOS/PSPS developments, i.e. Prime View Garden, Siu On Court, Siu Lun Court, Glorious Garden, Melody Garden, Siu Shan Court, Siu Hei Court, Chi Lok Fa Yuen and Siu Hong Court are zoned “R(A)12” to “R(A)20” respectively. They are subject to the maximum GFA restrictions as stipulated in the Notes of the Plan or the GFA of the existing building, whichever is the greater.

Zoning	Maximum Domestic GFA (m ²)	Maximum Non-domestic GFA (m ²)
“R(A)12”	70,380	2,750
“R(A)13”	73,842	1,718
“R(A)14”	245,700	2,250
“R(A)15”	178,930	3,886
“R(A)16”	155,908	7,770
“R(A)17”	116,064	-
“R(A)18”	129,540	4,467
“R(A)19”	54,395	5,750
“R(A)20”	235,815	7,365

- 9.3.10 The “R(A)29” zone to the northwest of Light Rail Transit Goodview Garden Station in Area 16 is intended for private residential development, which is subject to a maximum plot ratio of 6, or the plot ratio of the existing building, whichever is the greater. A public transport terminus and GIC facilities shall be provided, as required by the Government. Opportunities for maximising the buffer distance between the residential tower of the proposed development at the site and the residential tower of Oceania Heights should be explored.

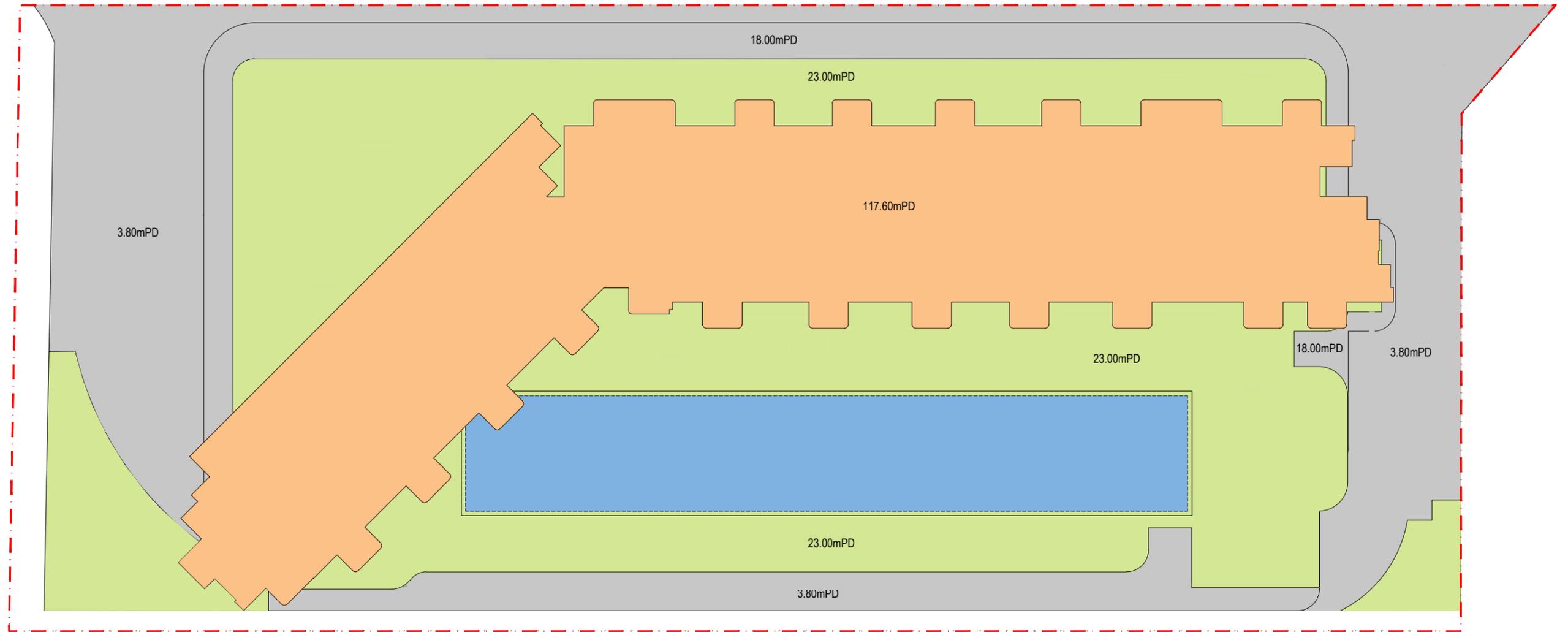
- 9.3.11 For the “R(A)30” zone, opportunities for landscape design sensitive to the neighbouring habitat in the adjacent “Green Belt” zone should be further explored.
- 9.3.12 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the maximum plot ratios/GFAs specified in the Notes of the

Appendix B

Layout Plans of the Proposed Scheme

LEGEND:

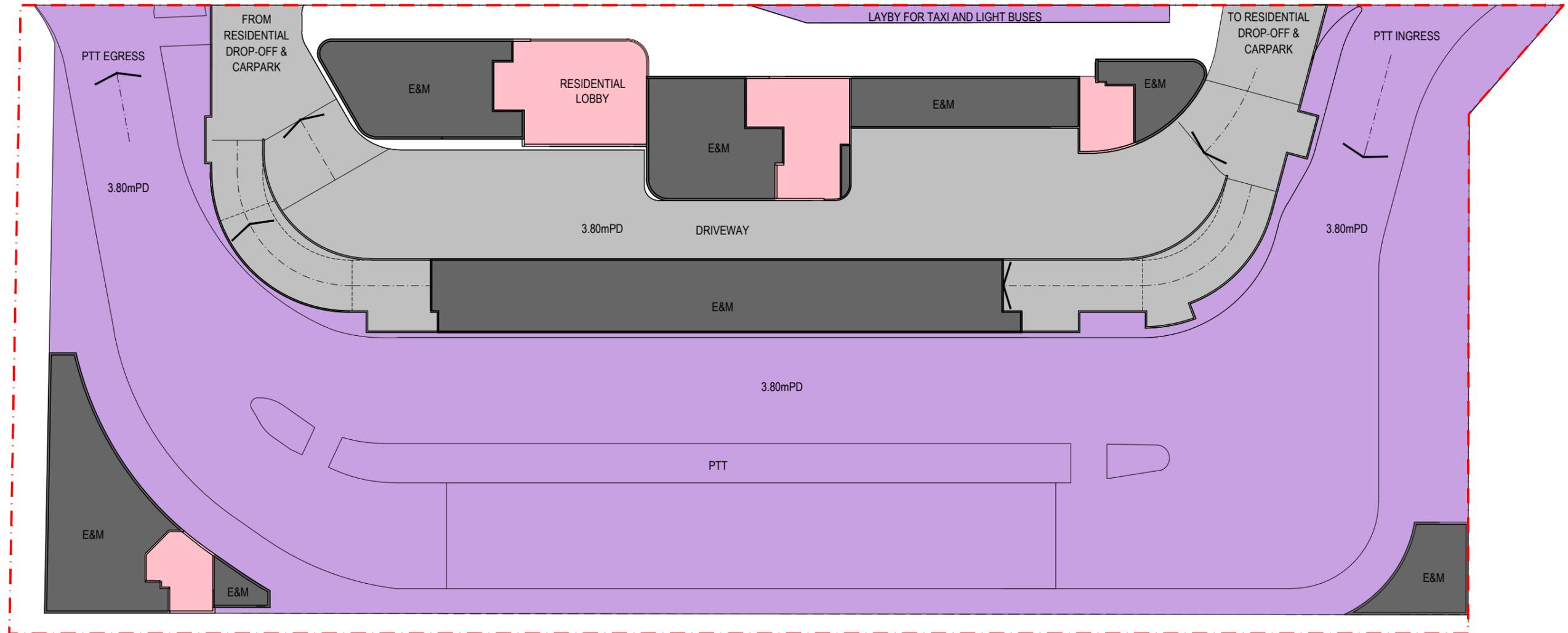
- RESIDENTIAL
- FLAT ROOF / AREA (COVERED / UNCOVERED AREA)
- POOL
- CARPARK / DRIVEWAY



LEGEND:

- LOBBY
- CARPARK / DRIVEWAY
- E&M
- PTT

HOI CHU ROAD



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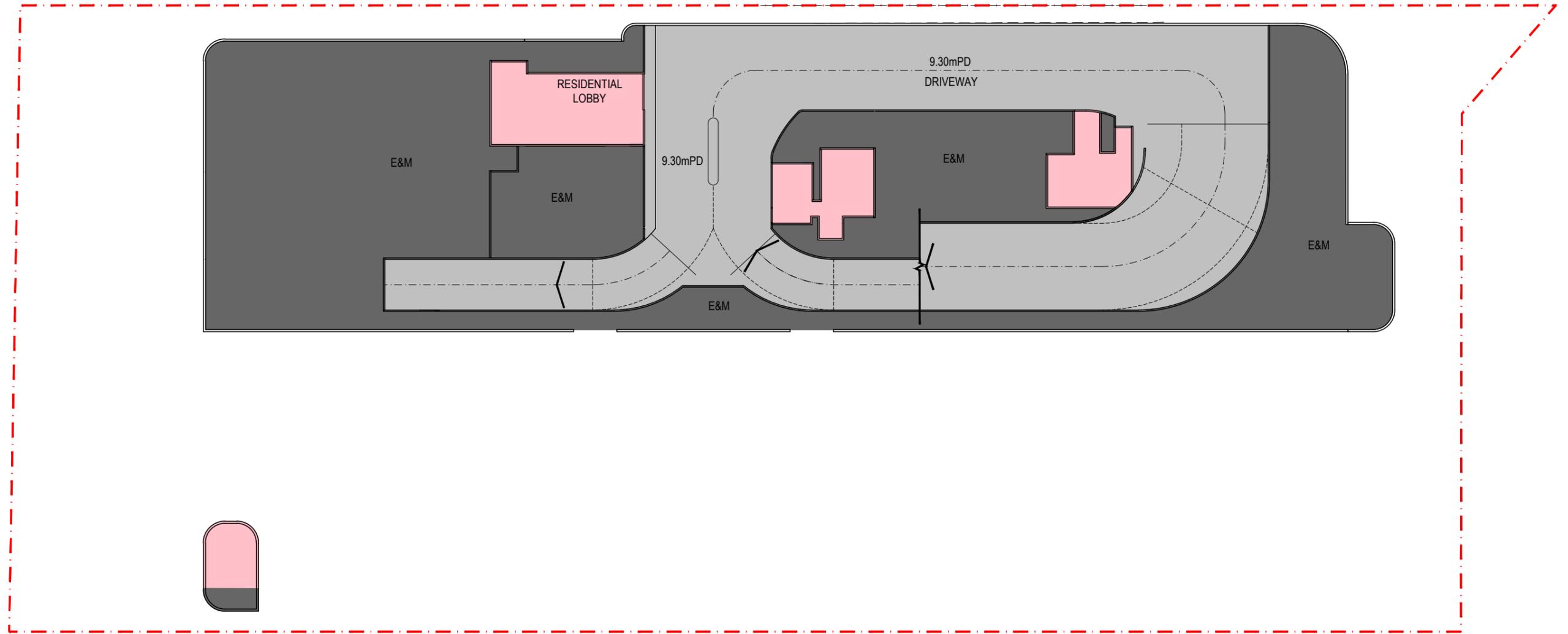
G/F

21 JAN 2026
1:300

LWK
+PARTNERS

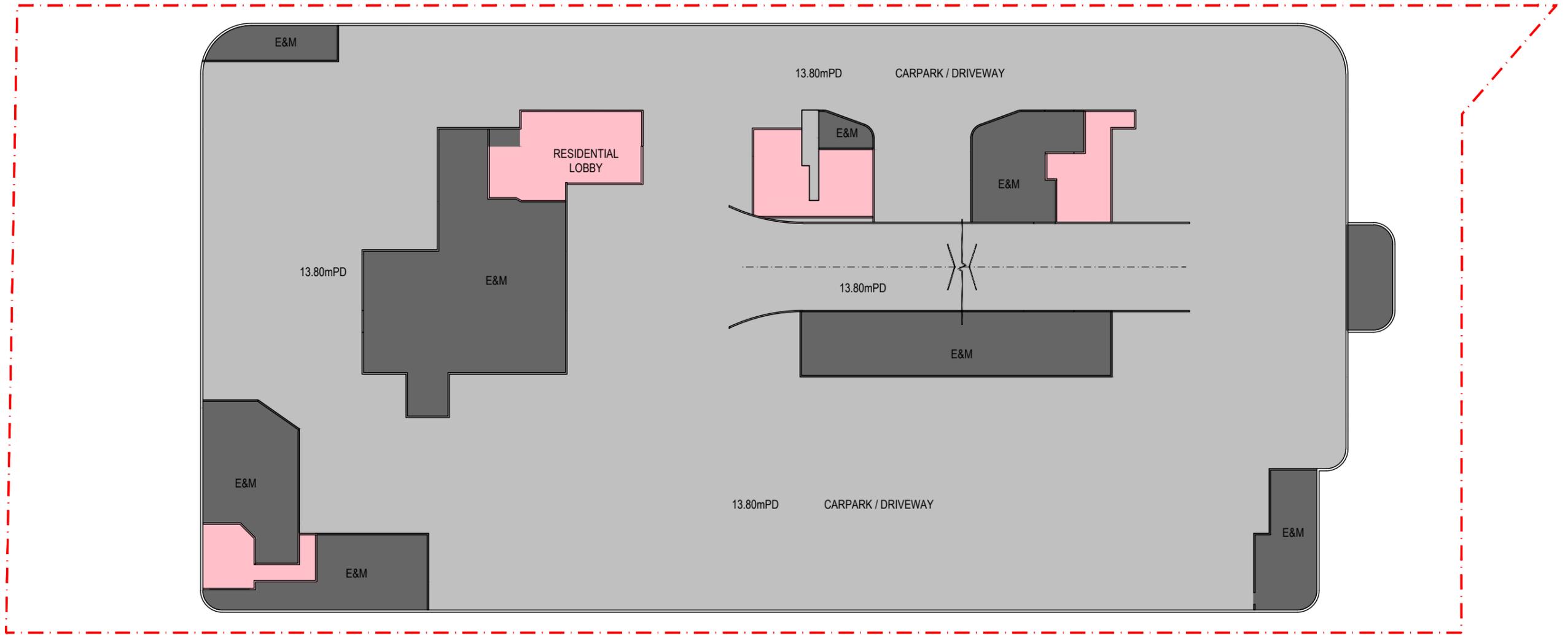
LEGEND:

- LOBBY
- CARPARK / DRIVEWAY
- E&M



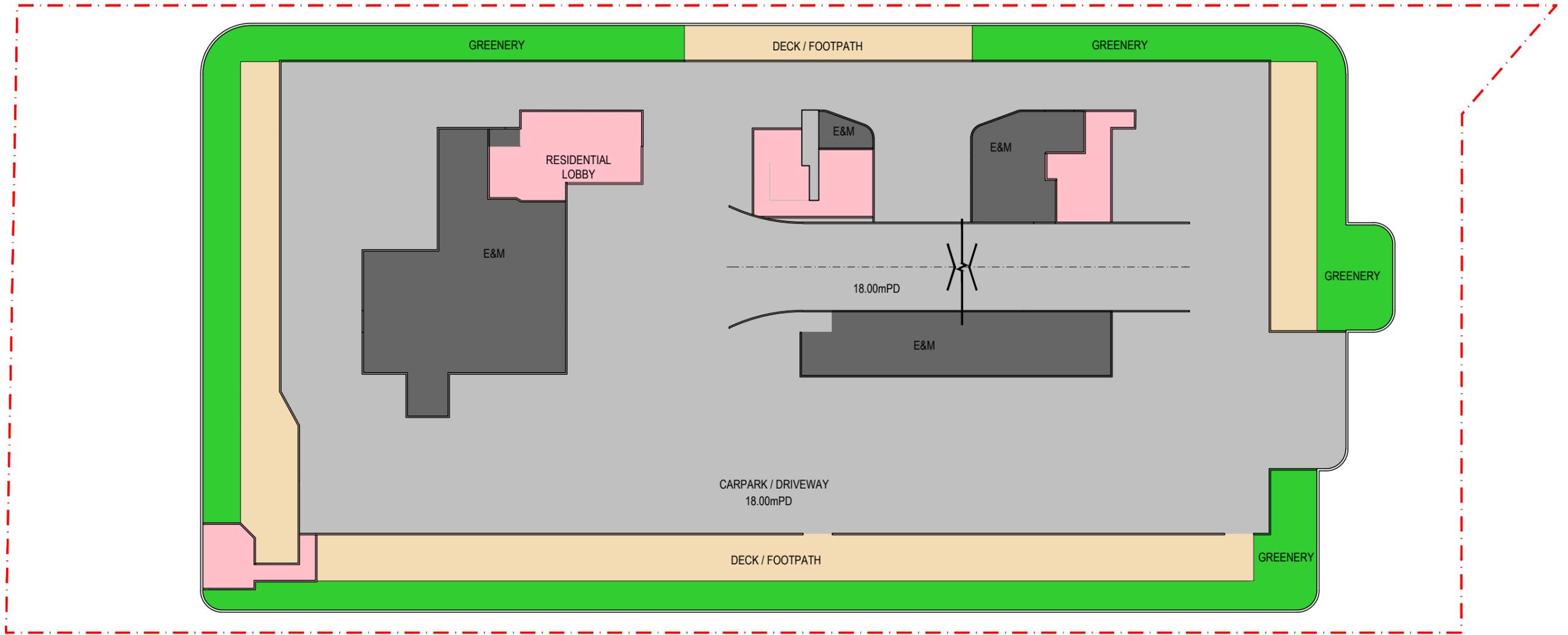
LEGEND:

- LOBBY
- CARPARK / DRIVEWAY
- E&M



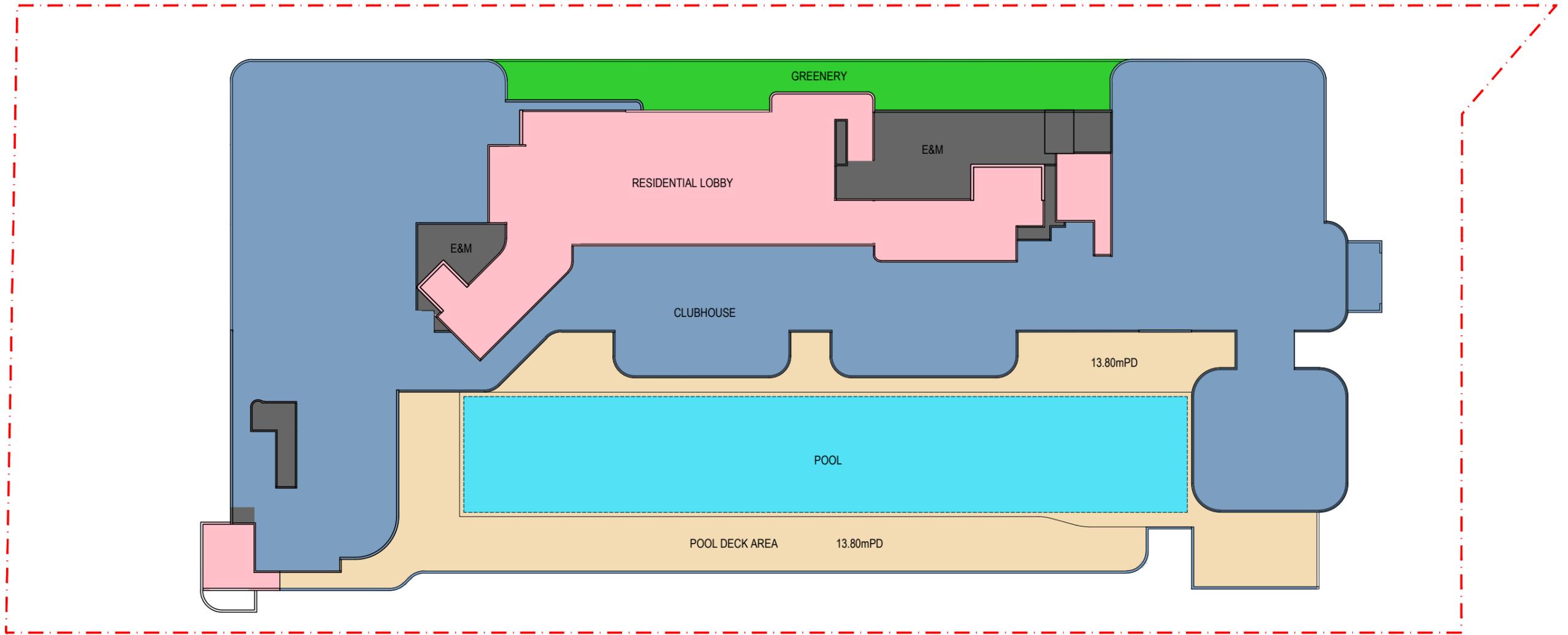
LEGEND:

- GREENERY
- DECK / FOOTPATH
- LOBBY
- E&M
- CARPARK / DRIVEWAY



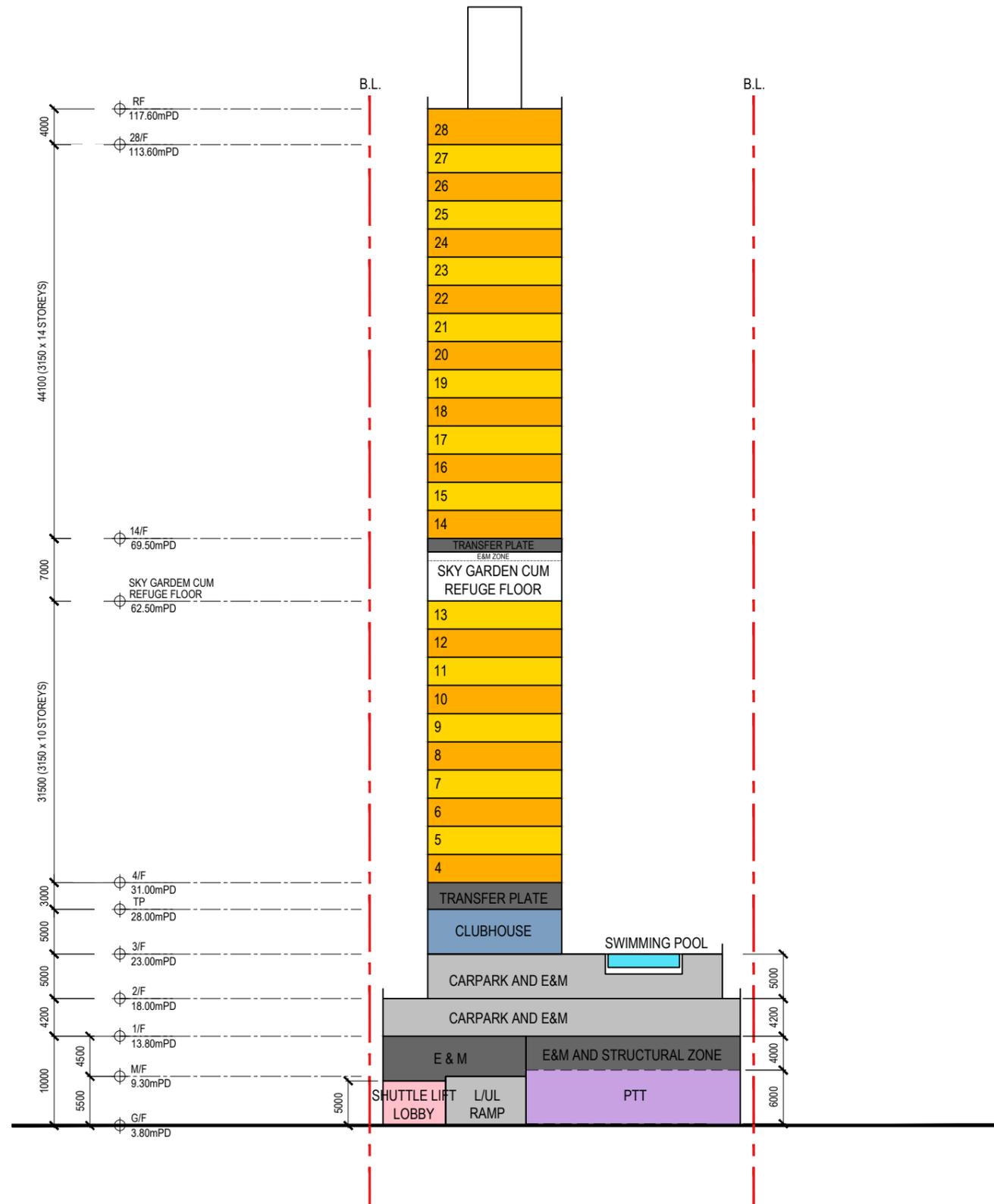
LEGEND:

- GREENERY
- CLUBHOUSE
- LOBBY
- DECK / FOOTPATH
- E&M
- POOL



LEGEND:

- RESIDENTIAL
- CLUBHOUSE
- LOBBY
- POOL
- CARPARK / DRIVEWAY
- PTT
- E&M



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SECTION

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