

PROPOSED RESIDENTIAL DEVELOPMENT (HOUSE) AND  
MINOR RELAXATION OF BUILDING HEIGHT AND PLOT RATIO RESTRICTION IN  
“RESIDENTIAL (GROUP C)2” AND “RESIDENTIAL (GROUP D)” ZONES AT  
LOT. NO. 624 (part) & 787 IN D.D.110 AND ADJOINING GOVERNMENT LAND,  
KAM TIN ROAD, SHEK KONG SAN TSUEN, YUEN LONG.  
DATE OF SUBMISSION: 15<sup>th</sup> September 2026

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ZONES**

**AT**

**LOT. NO. 624 (part)& 787 IN D.D.110  
AND ADJOINING GOVERNMENT LAND,  
KAM TIN ROAD, SHEK KONG SAN TSUEN,  
YUEN LONG.**

**PLANNING STATEMENT**

Applicant:

Glory Time Development Limited

Planning Consultant and Architect:

CHIH Design Limited

Date of Submission:

15<sup>th</sup> September 2026

## EXECUTIVE SUMMARY

This planning statement is prepared and submitted under section 16 of the Town Planning Ordinance (Cap 131) by CHIH design Limited (on behalf of the applicant) in support of an application for the proposed residential development (houses) and minor relaxation of plot ratio and building height restriction at Lot 624(part) & 787 in D.D.110 and adjoining government land, Kam Tin Road, Shek Kong San Tsuen, Yuen Long. The subject site falls across a R(C)2 and a R(D) zone designated under the Kam Tin North Outline Zoning Plan no. S/YL-KTN/11.

This application is to propose a similar design of a previously approved scheme (TPB/A/YL-KTN/761 dated 18<sup>th</sup> March 2022), with the following parameters:

- Proposed site area of approximately 5663.5 m<sup>2</sup>;
- Proposed plot ratio of not more than 0.48;
- Proposed building height of not more than 9.9m;
- Proposed site coverage not more than 41%.
- Removal of 2 existing houses and development of total 22 houses;
- Reprovision of the existing access road;

This application for minor relaxation of plot ratio and building height restriction is justified as follows: -

- This application is in line with the latest land administration policy to include further adjoining government land into the site area.
- A similar proposal was approved on 18th March 2022 (TPB/A/YL-KTN/761).
- There is no departure of planning policy since the last approval.
- There is no change of contexture circumstances at the vicinity of the captioned site since the last approval.
- The proposal is in line with the OZP and is compatible with the surrounding in terms of density and height. It adopts a stepped-height design that controls building volume along building height.
- There is no adverse visual impact as a result of the increased site area, plot ratio and building height.
- There is no adverse traffic impact as a result of the increased site area, plot ratio and building height.
- There is no adverse environmental impact as a result of the increased site area, plot ratio and building height.

## 內容摘要

此規劃書是根據 <<城市規劃條例>> (第 131 章) 第 16 條，就著位於元朗石崗新村錦田公路丈量約份第 110 約地段第 624 號(部份)，地段第 787 號和毗連政府用地所遞交的住宅發展項目和略為放寬地積比率及建築物高度限制的許可申請，申請代表由 **CHIH Design Limited** 提交。申請位置橫跨錦田北分區計劃大綱核准圖住宅（丙類）2 和（丁類）的兩個規劃區域。（分區計劃大綱圖號 S/YL-KTN/11）

這次申請的設計與已批核的方案(批核信件號 TPB/A/YL-KTN/761，批核日期 18/03/2022) 非常相似，包括以下的發展參數：

- 建議地盤面積約為 5,663.5 平方米;
- 建議把地積比率限制在改為不超過 0.48;
- 建議把建築物高度限制改為在不超過 9.9 米;
- 建議建築覆蓋率不超過 41%;
- 拆除 2 間現有房屋，並且擬建 22 間獨立屋;
- 重建現有道路。

是次略為放寬地積比率及建築物高度限制的規劃申請有以下理據：

- 本申請迎合最新的土地行政政策，將更多毗連的政府土地納入用地範圍。
- 是次設計與已批核的方案 (2022 年 3 月 18 日得到城規會的批准 (TPB/A/YL-KTN/761) 非常相似。
- 規劃大綱圖基本上自己批核的方案後沒有改變。
- 地盤及周圍環境基本上自己批核的方案後沒有改變。
- 方案符合規劃大綱圖，建築的密度及高度與鄰近環境相融合；設計上採納了梯級式建築設計，因應建築物的高度控制建築物的體積。
- 地盤面積、地積比率及建築高度的增加不會對周邊景觀構成不利影響。
- 地盤面積、地積比率及建築高度的增加不會對交通造成不良影響。
- 地盤面積、地積比率及建築高度的增加不會造成不利的環境影響。

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## **1. INTRODUCTION**

This planning statement is prepared and submitted under section 16 of the Town Planning Ordinance (Cap. 131) by CHIH Design Limited on behalf of Glory Time Development Limited. (the applicant) in support of an application for the proposed residential development (houses) and minor relaxation of plot ratio and building height restriction at Lot 624(part) & 787 in D.D.110 and adjoining government land, Kam Tin Road, Shek Kong San Tsuen, Yuen Long. (the subject site).

The proposed residential development under this application is within the following parameters: -

- Proposed site area of approximately 5,663.5 m<sup>2</sup>
- Proposed plot ratio of not more than 0.48
- Proposed site coverage of not more than 41%
- Proposed building height of not more than 9.9m
- Removal of 2 existing houses and development of total 22 new houses.
- Reprovision of the existing access road

This statement provides comparison of development parameters and planning justifications. It is the intention of this planning statement to prove that the proposed residential development (house) and the minor relaxation of plot ratio and building height restriction at Lot 624 (part) & 787 in D.D.110 and adjoining government land, Kam Tin Road, Shek Kong San Tsuen, Yuen Long. is acceptable from planning point of view.

## **2. BACKGROUND**

In March 2022, the Town Planning Board approved an application (TPB/A/YL-KTN/761). This previously approved scheme consists of the following parameters:

|                |                        |
|----------------|------------------------|
| Site Area:     | 4,000.4 m <sup>2</sup> |
| Plot Ratio:    | 0.4                    |
| No. of Houses: | 12                     |

A land exchange application that bases on the said approved scheme was made to the District Lands Office in September 2022 .Since then, the applicant responded to DLO's concerns and requirements and has addressed many land issues to try to prove the due

diligent for the land exchange application, including the modification to adjust site boundary (to avoid an adversely possessed part of the site), removal of existing structures that may hinder the reprovision of the future access road, etc.

In the fall of 2025, DLO indicated that there was a shift of the policy concerning the inclusion of adjoining government land in a land exchange application. The applicant was asked to include additional government land into the application site. Consequently, feasibility studies had been carried out to look into the possibility of having a bigger application site. The site area of the current scheme is a balance between maximum adjoining government land and a reasonable contextual response.

### **The Surrounding**

The application site consists of the applicant's privately own lots 624(part) & 787 in D.D.110 and the adjacent government land. To its north, the application site fronts onto the Kam Tin River. This meander is the bypassed section of the original Kam Tin River, that has been modified previously. To the west, the application site boundary abuts a neighboring development at Lot 816. This development, consists of 2 houses, was completed in year 2019. To the south of the application site, an open storage area is located. To the east, there are existing village houses. These nearby houses and the subject lots are accessed through an existing access road leading from Kam Tin Road.

Plan 3 illustrate the site in relation to its surrounding.

## **3. THE DEVELOPMENT PROPOSAL**

### **The Development Scheme**

The proposed development consists of 22 houses for private residential purpose. Out of the 22, 16 nos. of house are 2 storey high (building height 8m) built on grade. Each house is provided with 2 carparking spaces, sheltered in a carport. The remaining 6 nos. of house are positioned on a podium, where the common facilities such as the resident's club, transforming room, common carport etc. are laid out underneath. The composition of having 2 residential floors on top of the common podium, adds up to a building height of 9.9m. The parameters of the proposed development are summarized in Table 1.

The houses are layout such that each house is provided with a private garden fronting on the living/dining room. Apart from this private garden, pockets of greenery are

allocated along the two sides of the internal access road. This is designed by setting back, as well as angular positioning of the buildings. Plan 6 to Plan12 illustrate the architectural design of the houses. A preliminary landscape proposal is demonstrated in Plan 14.

The houses are reached via an 6m wide internal access road, that is also served as an emergency vehicular access.

### **Minor Relaxation of building height**

The design of the houses demonstrates a low-rise and low-density development. The majority of the houses (16 out of 22) are 2-storey high and are 8m in building height, that is below the building height restriction (i.e. 9m) under OZP. These houses are able to be kept short because the individual carport is placed next abutting the ground floor living/dining room. The relatively larger ground floor cover contributes to a stepped-height architectural design. Wall effect is avoided. The larger ground floor coverage does not compromise greenery provision. The various flat roofs are also the possible locations for landscaping, apart from the garden on ground floor.

The remaining 6 nos. of houses are placed on top of a common podium. The design of the podium is carefully arranged such that the higher headroom demanding facilities (i.e. transformer room, L/UL space for the goods vehicle, part of the resident's club) are grouped to align on one side facing the east. The individual carports and the other E/ M facilities, that requires a lower headroom, take up the rest of the podium. This difference in headroom means that the floor above will be in 2 levels. This level difference is sensitively making use of by the half-storey-vertical-rising design of the residential floors above. The design is illustrated on Plan 12. In such arrangement, the residential floors are avoided to stack on top of the high headroom area, therefore avoiding further increase of building height.

The storey height that builds up the 9.9m building height includes

1. Ground floor carport 3.0m
2. 1<sup>st</sup> floor living/dinning room 3.6m
3. 2<sup>nd</sup> floor bedroom 3.3m

The headroom provision for these residential floors is less than that for the other 16 nos. of houses. This is a balance between comfortable headroom space and the avoidance

of further increase of overall building height. The currently proposed 9.9m is a 10% minor relaxation of the allowed 9m under OZP.

### **Minor Relaxation of Plot Ratio Restriction**

Despite a higher proposed plot ratio (i.e. 0.48) and an increase of density, the architectural design remains uncompromised. The houses are design to meet the following prestige house design principle, that are similar to those adopted in the previously approved 0.4 plot ratio scheme.

1. Provision of semi open carports on G/F. There is no internal or basement carpark. This straight forward design would prove an efficient construction and easy future maintenance, that promised positive environmental response.
2. Provision of private garden to every house.
3. Provision of independent access to every house.
4. Provision of 2 residential storey houses instead of 3, that is allowed under OZP. The reduction of vertical internal travelling would welcome an effective and efficient use by the dwellers.
5. Articulation of conjoined open space through careful site planning to amplify the greenery effect and make good use of the river scenery.
6. Provision of EVA/vehicular access to all houses. There is no compromise on fire safety and/or vehicular accessibility

### **Landscape Design**

A total of 30 nos. of existing tree are proposed to be fallen and 45 nos. of new trees are proposed to be re-provided for compensation. Planters are introduced to flat roofs on all houses for softening building volume alongside with the stepped-height architectural design. The landscape design is illustrated on Plan 10 to Plan 12.

### **Access Road**

The existing access road leading from the Kam Tin Road to the subject site is proposed to be revamped / modified under this proposal. The access road is proposed to be widened to include a 4.5m wide carriage way and a Minium 1.5m wide pedestrian way. This provision will satisfy the statutory requirement for access of emergency vehicles, as well as improving the vehicular access to the proposed development and the nearby houses. The proposed access road will connect to the future modified Kam Tin Road. The design of the access road will comply with the various statutory requirements. The

preliminary assess road design is illustrated on Plan 5. Detailed design will be demonstrated at the later on building plan submission stage.

### **Clash with neighboring rezoning application**

It is noted that a strip of land at the northern part of our proposed site (fronting on the Kam Tin River) has been included in a separate rezoning application by a third party in an overlapped manner. The other rezoning application boundary, to our believe, has taken the boundary of our previously approved planning application (TPB/A/YL-KTN/761) as reference for their rezoning limit. Under the said rezoning application, this strip of land in concern is proposed to rezone from R(C) to OU.

If this rezoning was to be implemented, under the current OZP notes, residential use will be barred on this strip of land.

During our land exchange application to the Lands Department, LandsD has indicated that the land between the existing lot and Kam Tin River is considered residual from land administrative point of view and should be included in the proposed land exchange exercise. It is understandable that this strip of land, if left out from the proposed land exchange, would be difficult to manage from land administrative point of view considering the existing river would isolate the strip of land in concern geographically. The strip of land is therefore be supported to remain in a R(C) zone and be included in the proposed site boundary.

### **Storm Water Drainage Design**

The existing stream course running across the site is proposed to be diverted to the western end with a properly designed underground drainage system. The delineation of various drainage reserve area is also consolidated in this application together with the diversion scheme and is illustrated on Plan 17. For more detailed proposal, please refer to the attached Drainage Impact Assessment prepared by Ramboll Hong Kong Limited.

#### **4. PLANNING JUSTIFICATION**

##### **4.1 In line with latest land administration policy**

This application reflects a design that follows that latest land administration policy by including further adjoining government land into the site area.

##### **4.2 Previous Approved Application**

A similar proposal was approved on 18<sup>th</sup> March 2022 (TPB/A/YL-KTN/761). In terms of design principle, the proposed scheme under this application is largely similar to the previously approved scheme.

##### **4.3 No departure of planning policy**

The zoning of and the planning restriction on the subject site, as well as those in the nearby area, remains unchanged in comparison to that in year 2022.

##### **4.4 No change of contextual circumstance**

The condition of the site, as well as those area in the proximity and all land features in the surrounding remain unchanged in comparison to that in 2022. The overall context of the subject site remains unchanged.

##### **4.5 Effective use of land**

The inclusion of further residual adjoining government land into the site area reflects a more effective use of land from planning point of view.

##### **4.6 Compatible with surroundings**

The proposal is compatible with the surroundings in terms of height and volume. Existing structures in the proximity varies from 1 to 3 storeys high. The proposed height of 9.9m is compatible.

##### **4.7 A stepped-height architectural design**

A stepped-height design was adopted to control building mass along building height. Floor plates are generally reduced at the upper storeys. The flat roofs so produced because of the stepping back of building volumn are provided with planters wherever possible.

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#### **4.8 No eye sore**

According to the Visual Appraisal, the increment of site area, density and building height brings very minimal visual change.

#### **4.9 No adverse traffic impact**

According to the Traffic Impact Assessment, there is no adverse effect on traffic due to the increase of site area and plot ratio.

#### **4.10 No adverse environmental impact**

According to the Environmental Assessment, there is no adverse effect on the environment due to the increase of site area and plot ratio.

#### **4.11 No adverse drainage and sewage impact**

According to the Drainage and Sewage Impact Assessment, there is no adverse effect on the existing drainage system due to the increase of site area and plot ratio.

**Table 1: Comparison of Development Parameters**

|                                          | <b>Approved<br/>Application No.<br/>TPB/A/YL-KTN/761<br/>(Approved on<br/>18<sup>th</sup> March 2022)</b>              | <b>Proposed<br/>Scheme-under this<br/>Submission</b>                   | <b>Remarks</b><br>(Compare with the<br>scheme approved on<br>18 <sup>th</sup> March 2022) |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Total Site Area                          | 4,000.4 m <sup>2</sup>                                                                                                 | 5,663.5 m <sup>2</sup>                                                 | Increased by 41.6%                                                                        |
| Total Plot Ratio                         | Not More than 0.4                                                                                                      | Not More than 0.48                                                     | Increased by 20%                                                                          |
| Site Coverage                            | 33.3% (Not more<br>than)                                                                                               | 41% (Not more than)                                                    | Increased by 24.2%                                                                        |
| Maximum<br>Building Height               | 9m (for house no.1-4);<br>8m (for house<br>no.5-12)<br>3.5m (for resident's<br>recreational club)                      | 9.9m (for house<br>no.17-22);<br>8m (for house<br>no.1-16 )            | The building Height<br>of house 17 to 22<br>has been increased<br>by 10%                  |
| No. of Storeys                           | 3 storeys (for house<br>no. 1-4)<br>2 storeys (for house<br>no.5-12)<br>1 storey (for resident's<br>recreational club) | 3 storeys (for house<br>no. 17-22)<br>2 storeys (for house<br>no.1-16) | No Change                                                                                 |
| Total Number of<br>Residential<br>Blocks | 12                                                                                                                     | 22                                                                     | Increased by 83.3%                                                                        |
| Private Open<br>Space                    | Not less than 800 m <sup>2</sup>                                                                                       | Not less than<br>1,360 m <sup>2</sup>                                  | Increased by 70%                                                                          |

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|                                                                                                                                                            | <b>Approved<br/>Application No.<br/>TPB/A/YL-KTN/761<br/>(Approved on<br/>18<sup>th</sup> March 2022)</b>                                                                                                 | <b>Proposed<br/>Scheme-Under this<br/>Submission</b>                                                                                                                                              | <b>Remarks</b><br>(Compare with the<br>scheme approved on<br>18 <sup>th</sup> March 2022) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Total GFA                                                                                                                                                  | 1,600.16 m <sup>2</sup>                                                                                                                                                                                   | 2,718.48 m <sup>2</sup>                                                                                                                                                                           | Increased by 70%                                                                          |
| Total<br>Non-Domestic<br>Floor Area (plot<br>ratio<br>non-accountable,<br>including covered<br>recreational<br>facilities,<br>carparking and<br>E&M area ) | 968 m <sup>2</sup> Including :<br><br>- 80 m <sup>2</sup><br>(Covered<br>recreational<br>facilities)<br>- 456 m <sup>2</sup><br>(Carpark and<br>carports<br>- 432 m <sup>2</sup><br>(E&M GFA<br>exempted) | 1278m <sup>2</sup> Including :<br><br>- 136 m <sup>2</sup><br>(Covered recreational<br>facilities)<br>- 792 m <sup>2</sup><br>(Carpark and carports<br>- 350 m <sup>2</sup><br>(E&M GFA exempted) | Increased by 32%                                                                          |
| No. Residential<br>Flats                                                                                                                                   | 12                                                                                                                                                                                                        | 22                                                                                                                                                                                                | Increased by 83.3%                                                                        |
| Average<br>Residential<br>Flat Size                                                                                                                        | 133.3 m <sup>2</sup> (about)                                                                                                                                                                              | 123.6m2 (about)                                                                                                                                                                                   | decreased by 7.28%                                                                        |
|                                                                                                                                                            |                                                                                                                                                                                                           |                                                                                                                                                                                                   |                                                                                           |
| Traffic Provisions                                                                                                                                         |                                                                                                                                                                                                           |                                                                                                                                                                                                   |                                                                                           |
| No. of car-parking<br>Space for resident                                                                                                                   | 23                                                                                                                                                                                                        | 38                                                                                                                                                                                                | Increased by 65%                                                                          |
| No. of car-parking<br>spaces for visitors                                                                                                                  | 1                                                                                                                                                                                                         | 1                                                                                                                                                                                                 | No Change                                                                                 |
| No. of motorcycle<br>parking spaces                                                                                                                        | 2                                                                                                                                                                                                         | 2                                                                                                                                                                                                 | No Change                                                                                 |
| No. of Loading/<br>unloading space                                                                                                                         | 1                                                                                                                                                                                                         | 1                                                                                                                                                                                                 | No Change                                                                                 |