

**Proposed Flat with Shop and Services, Eating Place and Social Welfare Facility Uses and
Minor Relaxation of Plot Ratio and Building Height Restrictions
In “Residential (Group E) 1” Zone at 21-35 Wang Yip Street East,
Tung Tau Industrial Area, Yuen Long (Yuen Long Town Lot 362)
S16 Planning Application**

(Planning Application No: A/YL/332)

Appendix I

Replacement Pages of the Supporting Planning Statement

3.2.2 There will be open spaces with different functions and activities at various locations/levels within the Site to cater for the active and passive recreational needs of the future residents. Total area of the communal open space will be not less than 2,777m² to meet the requirement under HKPSG. Please refer to *Appendix II* for details.

3.3 Internal Transportation Facilities Provision and Vehicular Access Arrangement

3.3.1 The Site fronts onto Wang Yip Street East, Keung Yip Street Rest Garden to the north, and On Lok Road Substation to the south. The vehicular run-in/out access of the Proposed Residential Development is located at Wang Yip Street East, on the north-western corner of the site boundary. The car parking and loading/unloading provisions would be provided in compliance with the HKPSG recommendations. The carpark will be located on G/F and 1/F in response to PNAP APP-2, providing 150 nos. of car parking spaces, 13 nos. motorcycles parking spaces, 4 nos. of L/UL bays and 143 nos. of bicycle parking spaces.

3.3.2 Long Yip Street is an eastbound road with 2 traffic lanes connecting Castle Peak Road – Yuen Long at its eastern end to Wang Tat Road at its western end, and where numerous franchised bus routes operate along. Po Yip Street, to the east of the Site, is a dual-carriageway road with 4 traffic lanes that connects Long Yip Street and TTIA. Whilst, Wang Yip Street East, Keung Yip Street and Hi Yip Street are single-carriageway local roads with 2 traffic lanes serving mainly the industrial buildings within TTIA.

3.3.3 The Site is highly accessible to both road-based and rail-based public transport services. The MTR Long Ping Station is located within 350m, or just around 6 minutes’ walk away. Moreover, there are numerous franchised bus routes and Green Minibus (GMB) routes running operating close to the Site.

3.3.4 The 2033 junction capacity analysis was undertaken for the cases with and without the Proposed Residential Development and concluded that these junctions have sufficient capacity to accommodate the expected traffic volume in 2033 and the additional traffic by the Proposed Residential Development. Please refer to *Appendix III* for details.

3.3.5 Pedestrian headcounts have also been conducted at the concerned footpaths sections connecting the Site with the MTR Long Ping Station to estimate the future pedestrian flows during the Am and PM peak hours. The LOS assessment demonstrates the concerned footpaths will continue to have adequate capacity to accommodate the estimated pedestrian flows in 2033.

4.2.2 Being located in Yuen Long New Town, abutting Tung Tau Industrial Area and well served by mass transit, the Site has great potential in providing more residential flats at this early stage of the development of the Northern Metropolis ("NM"). While the planned I&T developments and job opportunities will be realised step-by-step and would straddle across ten to twenty years, the Proposed Residential Development at the Site near Long Ping Station would be able to produce **1,068 domestic units in 2030**, just two stops away from the future Hung Shui Kiu Station.

4.2.3 The Application Site is solely owned by the Applicant; and the lease modification is ongoing and will be executed in a few months' time. The Site is ready for implementation. Benefited by the updated PNAP APP-2 which reduces construction costs, shorten timelines, and boost residential flat provision without compromising overall development intensity, the Proposed Residential Development is in line with the Government's rapid pace in development.

4.3 Major Development Parameters of the Proposed Development Scheme are Similar to the Approved S16 Scheme

4.3.1 On 22 December 2023, TPB approved the S16 Planning Application under application No. A/YL/304. The table below shows the comparison of the major development parameters of the approved S16 scheme and the current Proposed Development Scheme:

	Approved S16 Scheme	Proposed Development Scheme	Changes
Site Area	About 7,271m ²	About 7,271m ²	No Change
Total Gross Floor Area	About 45,226m ²	About 45,226m ²	No Change
- Domestic	About 43,626m ²	About 43,626m ²	No Change
- Non-domestic	About 1,600m ²	About 1,600m ²	No Change
Total Plot Ratio	6.22	6.22	No Change
- Domestic	6	6	No Change
- Non-domestic	0.22	0.22	No Change
No. of Blocks	3	2	-1
	- 2 for residential with lobbies, shop and services/ eating places, residents' club house and social welfare facilities		
	- 1 for shop and services and plant rooms		

	Approved S16 Scheme	Proposed Development Scheme	Changes
Max. Building Height	<u>Non-domestic block:</u> 3 storeys/19.45mPD <u>Residential blocks:</u> 27 storeys above 2-storey podium / 100.75mPD (excluding 2 basement levels)	25 to 27 storeys (+ refuge floor) above 3-storey podium / 105.7 – 112.7mPD (without basement level)	Domestic floor: No Change +1 Refuge Floor +1 Podium Floor
No. of Flats	1,019	1,068	+49
GIC Facilities ^[1]	Sub-base/premises for: - Short Term Food Assistance Service Team (STFAST) - Home Care Services (HCS) for Frail Elderly Persons (2-team size non-kitchen based)	Main-base/premises for: - Short Term Food Assistance Service Team (STFAST) - Home Care Services (HCS) for Frail Elderly Persons (2-team size non-kitchen based)	No Change

4.3.2 Changes in development parameter to the approved S16 scheme rest on the proposed building height and number of flats to be provided only. Since the building height under the approved S16 scheme has already exceeded the Building Height Restriction on the extant OZP, this is neither a Class A nor Class B Amendment under the Town Planning Board Guidelines on Class A and Class B Amendments to Approved Development Proposals (TPB PG-No. 36C).

4.3.3 The Proposed Development Scheme has taken into account the latest PNAP APP-2 published on 4 November 2025, which grant 100% GFA exemption for no more than two levels of above-ground car parks, and some design updates as the project has got into detailed design stage. In terms of building height, the Applicant has intentionally kept the number of domestic storey unchanged. The increase in building height comprises a higher floor-to-floor on G/F to meet the headroom requirement for loading/unloading facilities, an aboveground carpark level with reference to the latest PNAP APP-2, a clubhouse level above the carpark level, a refuge floor to fulfil requirements stipulated by the Buildings Department and Fire Services Department and some design changes upon detailed design.

4.4 The Proposed Building Height is Considered Acceptable

4.4.1 The Applicant has made an endeavour to maintain the domestic site coverage (i.e. ≤33%), building separation, stepped height profile and to provide as much setback as possible while seeking a further relaxation in Plot Ratio Restriction (from PR5 to PR6.5 with reference to the recommendations of the updated HKPSG; *Section 4.3* refers). The proposed building height comprises increase in number of domestic