

Planning Statement

For

**Planning Application under Section 12A of Town Planning Ordinance to
Rezone from “Residential (Group D)” (“R(D)”), “Residential (Group E)”
 (“R(E)”) and an area shown as ‘Road’ to “Residential (Group C)3)
 (“R(C)3”) on the Approved Ho Chung Outline Zoning Plan No. S/SK-
HC/11 at Various Lots in Demarcation District 210 and Demarcation
District 244 and Adjoining Government land
Ho Chung, Sai Kung, New Territories, Hong Kong**

**Consultant
Version:
Date:**

**Prudential Surveyors International Limited
A
August 2023**

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Executive Summary

Prudential Surveyors International Limited (**PSIL/the Consultant**) is appointed by the Client (**the Client/Applicant**) to prepare this planning submission (**the Submission/the Planning Statement**) for proposing amendments (**the Proposed Amendments**) to the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the Approved OZP).

The Subject Site (the Site) is of 3,190 sq.m. and falls within an area zoned “Residential (Group D)” (“R(D)”), “Residential (Group E)” (“R(E)”) and an area shown as ‘Road’ under the Approved OZP. The Proposed Amendments are to facilitate the development of a proposed residential development (the Proposed Development). It consists of a residential development with the provision of 8 units to provide a Gross Floor Area (GFA) of about 2,393 sq.m. at a Plot Ratio (PR) of 0.75. The Proposed Amendments include to rezone the Subject Site from “Residential (Group D)” (“R(D)”), “Residential (Group E)” (“R(E)”) and an area shown as ‘Road’ to “Residential (Group C)3” (“R(C)3”) zoned with a maximum PR of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3-storey over one storey of carport on the Approved OZP. This Planning Statement is to support the Proposed Amendments.

A series of assessments, including Traffic Impact Assessment, Visual Impact Assessment, Sewerage and Drainage Impact Appraisal, Water Supply Appraisal, Air Quality Impact Assessment and Noise Impact Appraisal, have been carried out to ensure that the Proposed Development is suitable in the current context and is acceptable in planning, urban design, traffic, environment and infrastructural terms. In summary, the Proposed Amendments are justified on the following grounds that the Proposed Development:

- is in line with the Chief Executive’s Latest Policy Address 2022;
- is contributing to the private housing supply;
- is an appropriate zoning to reflect the residential density and current land use;
- is compatible with the surrounding land uses in terms of development intensity and character of the area;
- is compatible with the surroundings in visual and urban design context;
- is a better utilisation of land resources;
- will enable upgrading of the adjoining neighbourhood and improve the quality of the general environment;
- will facilitate local accessibility through grant of right of way of local access road;
- will improve local walkability and safety through provision of dedicated pedestrian footpath;
- has adopted a responsive architecture and landscape layout design;
- provides a landscape plan in compliance with APP-152 and HKPSG;
- has no adverse traffic, visual, air quality, noise impact and infrastructural issues; and
- would not result in undesirable precedent case.

This PS demonstrates that this Submission deserves favourable consideration by the TPB in light of the justifications provided. We trust that the TPB will see fit to adopt the Proposed Amendments.

行政摘要

測建行有限公司(測建行/顧問公司) 代表項目倡議者(項目倡議者/申請人) 準備此規劃申請(申請/規劃聲明)，對已獲核准的蠔涌分區規劃大綱圖編號 S/SK-HC/11 (已獲核准的大綱圖) 提出修訂(擬議修訂)。

申請地點(該地點)面積約 3,190 平方米，位於已獲核准的大綱圖範圍內被劃作「住宅(丁類)」(“R(D)”)用途地帶、「住宅(戊類)」(“R(E)”)用途地帶及顯示為「道路」的地方。擬議修訂旨在促進於申請地點發展住宅項目(擬議用途)。當中包括在該住宅項目根據 0.75 倍的地積比率興建八個單位，以提供 2,393 平方米的總樓面面積。建議的修訂包括把該用地由住宅(丁類)」(“R(D)”)用途地帶、「住宅(戊類)」(“R(E)”)用途地帶及顯示為「道路」的地方改劃為「住宅(丙類)3」(“R(C)3”)用途地帶。於已獲核准的大綱圖的擬議住宅發展的最高地積比率為 0.75 倍，最高上蓋面積為 25%，最高建築物高度為 12 米，即一層開敞式停車間上加三層。此規劃聲明是為了支持擬議修訂。

一系列技術評估，包括交通影響評估、視覺影響評估、污水及排水影響評估、供水評估、空氣質素影響評估和噪音影響評估已完成以確保擬議發展項目符合在該區域目前的情況，以及在規劃、城市設計、交通、環境和基礎設施方面的要求。總括而言，本規劃申請有充份的理據支持，是次規劃申請：

- 符合 2022 年行政長官最新施政報告方針；
- 為私人住宅市場增加供應；
- 反映居住密度和現行的土地用途為適當的區劃；
- 與周邊土地用途兼容，符合地區的發展密度和特徵；
- 與周邊視覺/城市設計框架兼容；
- 善用珍貴土地資源；
- 可協助改善鄰近地區的環境；
- 在地盤上半部分周邊開放道路權，改善區內的可達性；
- 在地盤上半部分周邊開闢行人路，改善區內行人的便利和安全性；
- 擬議發展有多項優點，建築形態與周邊環境融合
- 提供符合 APP-152 和香港規劃標準與準則的景觀概念設計；
- 不會對交通、視覺、空氣質素、噪音影響和土地造成任何不利影響；和
- 不會造成不良先例。

基於以上各點所提出的理據支持，我們懇請城市規劃委員會對是項規劃申請批給許可。

1 Introduction / Background

- 1.1.1 Prudential Surveyors International Limited (**PSIL/the Consultant**) is appointed by the Client (**the Client/the Applicant**) to prepare this planning submission (**the Submission/the Planning Statement**) (**PS**) for proposing amendments (**the Proposed Amendments**) to the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (**the Approved OZP**) on 21 March 2014.
- 1.1.2 The Subject Site (the Site) is of 3,190 sq.m. and falls within an area zoned “Residential (Group D)” (“R(D)”), “Residential (Group E)” (“R(E)”) and an area shown as ‘Road’ under the Approved OZP. The Proposed Amendments are to facilitate the development of a proposed residential development (**the Proposed Development**). It consists of a residential development with the provision of 8 units to provide a Gross Floor Area (GFA) of about 2,393 sq.m. at a Plot Ratio (PR) of 0.75.
- 1.1.3 This PS is to support the Proposed Amendments to rezone the Subject Site from “Residential (Group D)” (“R(D)”), “Residential (Group E)” (“R(E)”) and an area shown as ‘Road’ to “Residential (Group C)3” (“R(C)3”) zoned with a maximum PR of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3-storey over one storey of carport PR of 0.75 on the Approved OZP.
- 1.1.4 The subject site (the Site) is located on various lots in Demarcation District 210 and Demarcation District 244 in Ho Chung, Sai Kung [refer to **Figures 1.1 and 1.2**]. A summary of the development parameters of the “parcels” is shown in **Table 1.1**:

	“Parcel A” (A)	“Parcel B” (B)	“Parcel C” (C)	Overall (A)+(B)+(C)	Proposed Development
Site Area	About 793 sq.m.	About 1,474 sq.m.	About 923 sq.m.	About 3,190 sq.m.	About 3,190 sq.m.
Current Zoning/ Proposed	“R(D)”	“R(E)” and area shown as ‘Road’	“R(E)”	N.A.	“R(C)3”
Plot Ratio (PR) Restriction on OZP/Proposed	0.2	0.4 (for “R(E)”) Nil (for ‘Road’)	0.4	N.A.	0.75
Site Coverage (SC) Restriction on OZP/Proposed	20%	N.A.	N.A.	N.A.	25%
Building Height Restriction (BHR) on OZP/Proposed	2 storeys (6m)	2 storeys over 1 storey of carport (9m) (for “R(E)”) and Nil (for ‘Road’)	2 storeys over 1 storey of carport (9m)	N.A.	3-storeys over one storey of carport (12m)

Table 1.1 Summary of Development Parameters

- 1.1.5 The purpose of the PS is to provide members of the Town Planning Board (the TPB) with details of the development proposal, justifications on the Proposed Amendments and the relevant information to facilitate the TPB’s consideration.

2 Site Context

2.1 The Site and its Surroundings

- 2.1.1 The Site, with an area of about 3,190 sq.m., is located to the west of the Marine Cove and Hiram’s Highway. [refer to **Figure 2.1**] It is accessible with the Luk Mei Tsuen Road/Ho Chung North Road. The area is served by a number of bus and minibus services to and from Hang Hau, Tseung Kwan O, Choi Hung and Diamond Hill. Hang Hau MTR station is located around 15 minutes’ driving distance from the Site. The access of the area have been enhanced upon the completion of the Hiram’s Highway Improvement Stage 1 in February 2021.
- 2.1.2 The Ho Chung area and its infrastructure and landscape environmental capacity and conditions have been generally enhanced with the completion of the Hiram’s Highway Improvement Stage 1. Many new improvements have been made including the widening of sections of Hiram’s Highway, the widening of the Ho Chung Road and the widening and realignment of the existing Luk Mei Tsuen Road to increase the road capacity. [refer to **Figure 2.2**] In addition, associated civil and road works, slope and geotechnical works, public lighting facilities, drainage and waterworks, and landscaping works have provided utility and infrastructure support to the area. As a result, the access and infrastructure capacity of the Ho Chung area have been enhanced.
- 2.1.3 The Site is divided into two parts by Ho Chung North Road (main road). The majority of the Site is situated to the north of Ho Chung North Road (Parcels A and B) and the remaining portion is situated to the south of Ho Chung North Road (Parcel C). The majority of the Parcels A and B of the Site appears to be occupied by open storage, vehicle repair workshop and other rural workshop activities in similar nature; while the northeastern part of the Parcels A and B are occupied by the existing Luk Mei Tsuen Road (side road) and an association named “西貢區惠州同鄉孟蘭勝會”. Parcel C of the Site is mainly occupied by an open car park with some temporary structures [refer to **Figure 2.3**].
- 2.1.4 The Site is surrounded by rural dwellings, vehicle workshops, light industry, vegetation, former ATV Production Centre (abandoned), Che Kung Temple, residential developments, refuse collection point and New Territories Exempted Houses (NTEHs). The details of the planned context and the current context of the surroundings are as follows [refer to **Figure 2.1**]: -

Planned Context

- to the north east of the Site are 15 planned houses with valid planning permission until 16.04.2025;
- to the far south of the Site are 48 planned houses with valid planning permission until 9.6.2027;

Current Context

- to the north of the Site are some 2- and 3-storey rural dwellings;
- to the east of the Site is some vehicle repair workshops and other light industry uses in temporary structures in a rural industrial setting;
- to the southeast of the Site is an area zoned “Green Belt” (“GB”) under the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the OZP) with rich vegetation;
- to the further south is the former ATV Production Centre (abandoned) and Che Kung Temple;

- to the further south is the former ATV Production Centre (abandoned) and Che Kung Temple;
- to the distance south (about 500 metres) are the residential developments of Dynasty Lodge (34 houses) and Villa Royale (10 blocks with 30 units);
- to the west of the Site is a refuse collection point (RCP) and vehicle repair workshops; and
- to the further west is Luk Mei Village with a mixture of traditional single-storey village dwellings and modern 3-storey New Territories Exempted Houses (NTEHs).

3 Planning and Land Contexts

3.1 Statutory Planning Context

Town Planning Ordinance (TPO) (CAP. 131)

- 3.1.1 The Site falls within an area partly zoned “Residential (Group D)” (“R(D)”), partly zoned “Residential (Group E)” (“R(E)”) and partly within an area shown as ‘Road’ under the Approved Ho Chung Outline Zoning Plan No. S/SK-HC/11 (the OZP) [refer to **Figure 3.1**].
- 3.1.2 Due to different zonings, the Site could be considered as three parcels, namely Parcel A within “R(D)” zone, Parcel B within “R(E)” zone and an area shown as ‘Road’, and Parcel C within “R(E)” zone. Table 3.1 summarises the associated areas of the three parcels.

Site	Zone/ area shown as	Area (Approx.) ¹	Approx. Percentage
Parcel A	“R(D)”	Not more than 793 sq.m.	24.9%
Parcel B	“R(E)” and ‘Road’	Not more than 1,474 sq.m.	46.2%
Parcel C	“R(E)”	Not more than 923 sq.m.	28.9%
Total:		Not more than 3,190 sq.m.	100%

Table 3.1 Site Composition

Note: 1=The data is measured on plan and for indicative purpose only. It shall be subject to future detailed boundary survey.

“Residential (Group D)” zone

- 3.1.3 According to the Schedule of Uses of “R(D)” zone of the OZP, the planning intention of the “R(D)” zone is “*primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings.*” It is also “*intended for low-rise, low-density residential developments subject to planning permission from the Town Planning Board.*” [refer to **Figure 3.3**]
- 3.1.4 With reference to the Schedule of Uses of the OZP, the proposed ‘House (not elsewhere specified)’ use is a use under Column 2 and realisation of the proposed use be permissible on application to the TPB under Section 16 of the TPO.
- 3.1.5 The following salient points are applicable to the developments to be erected in the “R(D)” zone: [refer to **Figure 3.3**]
- “No addition, alteration and/or modification to or in-situ redevelopment of an existing temporary structure or an existing building (except to ‘New Territories Exempted House’ or to those annotated with #) shall result in a total development

and/or redevelopment in excess of a maximum building area of 37.2m² and a maximum building height of 2 storeys (6m), or the building area and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.”

- “No development including redevelopment for ‘Flat’ and ‘House’ (except ‘New Territories Exempted House’) uses, other than those to which paragraph (a) above shall apply, shall result in a development and/or redevelopment in excess of a maximum plot ratio of 0.2, a maximum site coverage of 20% and a maximum building height of 2 storeys (6m).”
- “Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraph (b) [i. e. The above stated para.] above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.”

“Residential (Group E)” zone

- 3.1.6 According to the Schedule of Uses of “R(E)” zone of the OZP, the planning intention of the “R(E)” zone is “primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.” [refer to **Figures 3.5A and 3.5B**]
- 3.1.7 With reference to the Schedule of Uses of the OZP, the proposed ‘House (other than rebuilding of NTEH or replacement of existing domestic building by NTEH permitted under the Covering Notes)’ use is a use under Column 2 and realisation of the proposed use be permissible on application to the TPB under Section 16 of the TPO.
- 3.1.8 The following salient points are applicable to the developments to be erected in the “R(E)” zone [refer to **Figures 3.5A and 3.5B**]:
- “No new development (except ‘New Territories Exempted Houses’) shall exceed a maximum plot ratio of 0.4 and a maximum building height of 9m with 2 storeys over one storey of carport.”
 - “No addition, alteration and/or modification to or redevelopment of an existing building (except redevelopment to ‘New Territories Exempted Houses’) shall exceed the plot ratio and building height restrictions stated in paragraph (a) above [i.e. the above bullet point], or the plot ratio and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater, subject to redevelopment to the plot ratio in the latter restriction shall be permitted only if the existing building is a domestic building.”
 - “Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.”

Area shown as ‘Road’

3.1.9 According to Para (10) of the Covering Notes of the OZP, in any area shown as ‘Road’, all uses or developments except those specified in paragraphs (8)(a) to (8)(d) and (8)(g) of the Covering Notes of the OZP or “road and on-street vehicle park”, would require permission from the Town Planning Board (the TPB). [refer to **Figure 3.2**]

Summary of the Zones

3.1.10 Table 3.2 is a summary of the permissible development parameters pertaining to the residential development/redevelopment.

Zone	Type	Maximum Building Area	Maximum Building Height	Site Coverage (SC)
“R(D)”	Residential Development	Plot Ratio (PR) 0.2	2 Storeys (6m)	20%
“R(E)”	Residential Redevelopment/ development (for permanent structure)	Plot Ratio (PR) 0.4	2 Storeys over one storey carport (9m)	-
Area shown as ‘Road’	All uses except road will require planning permission	-	-	-

Table 3.2 Permissible Development Parameters from the OZP

3.1.11 In addition to the planning context mentioned in Paras. 3.1.1 to 3.1.10, minor relaxation of the PR, site coverage and building height restrictions may be considered by the TPB on application under S16 of the TPO (S16 Planning Application) based on its individual merits for both “R(D)” and “R(E)” zones.

3.2 Non-Statutory Planning Context

Explanatory statement (ES) of the OZP

3.2.1 With reference to Para. 7.1 of the ES of the OZP, opportunities brought by improve access can be realized *“upon the completion of Hiram’s Highway Improvement Stage 1 of Phase 4 – Dualling of Hiram’s Highway between Clear Water Bay Road and Marina Cove, accessibility to the Area would be enhanced.”*

3.2.2 With reference to Para. 8.1 of the ES of the OZP, the general planning intention is to *“consolidate existing village type development and to provide adequate land for village expansion and low-rise and low-density residential development in an orderly pattern....to phase out the undesirable industrial uses including open storage and car repairing activities, which have proliferated in Ho Chung valley.”*

“R(D)” [refer to **Figure 3.4**]

With reference to Para. 9.3.1 of the ES of the OZP, the planning intention of land on “R(D)” zone is primarily for *“improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Board.”*

“this is in line with the Government policy of designating ‘residential upgrading areas’ in the urban fringe in the late 1980’s to encourage self-improvement or redevelopment of temporary domestic structures by properly designed permanent houses. Within this zone, new replacement houses are encouraged to be constructed in permanent materials. Each plot shall be provided with water supply and connections for sewage disposal. To avoid pollution, the site shall be connected to a Government reticulatory sewage treatment facilities. For safety and hygienic purposes, fire hydrants and refuse collection points shall be provided.”

- 3.2.3 With reference to Para. 9.3.4, this zoning “provides the opportunity and incentive for individual owners or developers to improve and upgrade the areas. Besides, it provides a proper planning control on redevelopment and ensures the provision of basic facilities to serve the developments.”

“R(E)” [refer to **Figure 3.6**]

- 3.2.4 According to Para. 9.4.1 of the ES of the OZP, the planning intention of “R(E)” is primarily for “phasing out of existing industrial uses through redevelopment for low-rise and low-density residential use on application to the Board. In submitting redevelopment proposals to the Board, the developers are required to provide adequate information in their submission to ensure that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address any potential industrial/residential interface problem.”

“whilst existing industrial uses would be tolerated, new industrial development are not permitted in order to avoid the perpetuation of the industrial/residential interface problem. Any modification of use from non-industrial to industrial uses within existing industrial establishments will also require the permission of the Board.”

- 3.2.5 According to Para 9.4.2 of the ES of the OZP, the intention of the zone is to “provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio and building height restrictions may be considered by the Board through the planning permission system.”
- 3.2.6 According to Para 9.4.5 of the ES of the OZP, the preferred development is with “the accessibility of these sites will be further enhanced upon completion of the Hiram’s Highway Improvement Stage 1 of Phase 4 ... residential use is preferred upon redevelopment as it is more compatible with the nearby Marina Cove development and the village settlements.”

Hong Kong Planning Standards and Guidelines (HKPSG)

- 3.2.7 According to Para. 3.4.1 and 3.4.2 of the Hong Kong Planning Standards and Guidelines Chapter 2 – Residential Densities (HKPSG Ch.2), “in the rural areas, densities need to be much lower than those in the urban areas, partly because of the limited capacity of transport, utility and social infrastructure but in many cases also because of the need to protect fine natural landscape from undesirable urban encroachment. Six Rural Residential Density Zones cover those parts of the Rural Areas which may be designated as suitable for development: RR1 to RR5 and Village.”
- 3.2.8 With reference to bullet point 4 of Para 3.4.2 of HKPSG Ch. 2, “Rural Residential Density Zone 4 (RR4) relates to detached or semi-detached houses on up to 3 storeys (including carports), residential floors, in similar locations to RR3 but where development intensity is restricted by infrastructure or landscape constraints. (Maximum plot ratio 0.4 over the

Development Site Area)”

3.2.9 With reference to bullet point 3 of Para 3.4.2 of HKPSG Ch. 2 “Rural Residential Density Zone 3 (RR3) relates to terraced housing or flats on up to 3 residential floors (over car port). These may be in peripheral parts of Rural Townships or other rural development areas, or in locations away from existing settlements but with adequate infrastructure and no major landscape or environmental constraints. (Maximum plot ratio 0.75 over the Development Site Area)”

3.2.10 In other words, without any (severe) infrastructure constraints, it is considered appropriate and possible to allow a Residential Density Zone with a maximum PR of 0.75 and 3-storey over one storey of carport as applied to RR3.

3.3 Planning History

3.3.1 There are seven planning applications (No. A/SK-HC/29, 32, 34, 46, 85, 94, and 117) that partly cover “Parcels A and B” of the Site all considered in or before 2004. And one case No. A/SK-HC/326 that covers “Parcels A, B and C” of the site was considered in 2021. Details of the previous applications are summarised at Table 3.3.

	Application No. (Applied Use)	Zoning(s)	Date of Consideration	Decision
1.	A/SK-HC/29 (21 3-storey village-type houses)	"Residential (Group D)" ("R(D)")	15.12.1995	Rejected
2.	A/SK-HC/32 (Eight 3-storey "New Territories Exempted Houses")	"Comprehensive Development Area", "R(D)" and area shown as 'Road'	6.9.1996	Rejected
3.	A/SK-HC/34 (Eight 2-storey Houses)	"R(D)"	28.2.1997	Approved with conditions
4.	A/SK-HC/46 (Eight 2-storey Houses)	"R(D)"	16.1.1998	Approved with conditions
5.	A/SK-HC/85 (Proposed Eleven 2 to 3-storey Houses)	"R(D)" and area shown as 'Road'	30.6.2000	Rejected
6.	A/SK-HC/94 (Proposed Eight 2-storey Houses)	"R(D)" and area shown as 'Road'	3.8.2001	Approved with conditions
7.	A/SK-HC/117 (Minor Amendments to the Approved Scheme for Proposed Development of Eight 2-storey Houses)	"R(D)" and area shown as 'Road'	5.11.2004	Approved with conditions
8.	A/SK-HC/326 (Four 2-storey Houses)	"R(D)", "R(E)" and area shown as 'Road'	15.10.2021	Approved with conditions

Table 3.3 Previous Planning Applications 1995 to 2021.

3.3.2 The history of the zonings of each parcel (as identified in Para.3.1.1) are summarised in Table 3.4 to elaborate the planning history of the Site.

	IDPA/SK-HC/1 17.8.1990	DPA/SK-HC/1 12.7.1991	S/SK-HC/1 20.5.1994	S/SK-HC/3 19.5.2000	S/SK-HC/11 11.3.2014 (Latest)
Parcel A	'Unspecified Use'	'Unspecified Use'	"R(D)"	"R(D)"	"R(D)"
Parcel B	'Unspecified Use'	'Road' & "R(E)2"	'Road' & "CDA"	'Road' & "R(E)"	'Road' & "R(E)"
Parcel C	'Unspecified Use'	"R(E)2"	"CDA"	"R(E)"	"R(E)"

Table 3.4 Current and Previous Zonings of the Parcels of the Site Since 1990

- 3.3.3 Since the gazette of the first DPA (DPA/SK-HC/1) and the subsequent OZP (S/SK-HC/1), part of Parcel B has always been an area shown as 'Road' up to now, which was likely reserved for the widening, realignment and extension of a road (Luk Mei Tsuen Road/Ho Chung North Road). It was however never utilised in the construction of Luk Mei Tsuen Road/Ho Chung North Road as part of the Hiram's Highway Improvement Stage 1. Instead, an area to its south was used.

3.4 Similar Cases

- 3.4.1 A desktop search was conducted for similar cases on the Ho Chung Outline Zoning Plan in the last 5 years (14.08.2018 to 15.08.2023 via the Statutory Planning Portal 2 (SPP2) website on 15.08.2023. There were no similar cases identified within the said period.
- 3.4.2 Notwithstanding five Nos. of cases were approved/ agreed or partially approved/partially agreed to be rezoned to "Residential (group C)" for other parts of Hong Kong were located and are summarised in Table 3.5.

No.	Application No.	Proposed Amendments	Location	Decision	Decision Date
1	Y/H10/14	To rezone the application site from "Government, Institution or Community" to "Comprehensive Development Area" or "Residential (Group C) 7"	The Ebenezer School and Home for The Visually Impaired, 131 Pok Fu Lam Road, Pok Fu Lam, Hong Kong (RBL 136RP)	Partially approved /Partially agreed	06.05.2022
2	Y/H12/2	To rezone the application site from "Residential (Group C) 1", "Government, Institution or Community (4)" and "Green Belt" to "Residential (Group C) 3" Amend the Notes of the zone applicable to the site	Nos. 24 and 15 Stubbs Road, No. 7 Tung Shan Terrace and adjoining Government land, Mid-levels East, Hong Kong (IL Nos. 8371, 2958 and 2939)	Partially approved /Partially agreed	05.05.2023

No.	Application No.	Proposed Amendments	Location	Decision	Decision Date
3	Y/I-DB/2	To rezone the application site from "Other Specified Uses" annotated "Staff Quarters (5)" to "Residential (Group C) 12"	Lot 385 RP & Ext. (Part) in D.D. 352, Area 6f, Discovery Bay	Approved /Agreed	14.01.2022
4	Y/KTN/2	To rezone the application site from "Comprehensive Development Area" to "Residential (Group B) 1" and "Residential (Group C)1"	Lots 684 RP, 705 RP, 706 RP, 709 RP (Part), 711 RP (Part), 712, 713 RP, 714 RP, 715, 716, 717 RP (Part), 718 RP (Part), 719, 721 RP (Part) and 2158 RP (Part) in D.D. 92 and adjoining Government Land, Kwu Tung North, New Territories	Partially approved /Partially agreed	01.06.2022
5	Y/TKO/5	To rezone the application site from "Residential (Group C)1", "Green Belt" and area shown as 'Road' to "Residential (Group C)2" and "Green Belt"	Lot 310 in D.D. 224 and Adjoining Government Land, Hang Hau Road, Sai Kung	Partially approved /Partially agreed	18.09.2020

Table 3.5: Similar Cases on Proposed Amendments of Plan

3.4.3 These recent cases commonly demonstrated that it is achievable to increase the PR for proposed residential developments supported by the results of relevant technical assessments and sometimes with planning merits. The TPB has granted approval in suitable planning and site context for the proposed "R(C)" zoning.

3.5 Land Status

3.5.1 The Site consists of various lots in D.D. 210 and D.D.244 at Ho Chung, Sai Kung, New Territories, Hong Kong, which is entirely owned by the Applicant. Followings are details of the lots are shown in **Tables 3.6 and 3.7**:

Demarcation District 210 held under Block Government Lease

Lot No.
Lot No. 402 (part)
Lot No. 403 (part)
Lot No. 404 (part)
Lot No. 405
Section A of Lot No. 406
Remaining Portion of Lot No. 406
Section A of Lot No. 407
Remaining Portion of Section B of Lot No. 407
Remaining Portion of Lot No. 407
Section A of Lot No. 409 (part)
Remaining Portion of Section B of Lot No. 409
Remaining Portion of Lot No. 409
Remaining Portion of Lot No. 410
Lot No. 412
Lot No. 414
Remaining Portion of Section A of Lot No. 418 (part)
Remaining Portion of Lot No. 418
Adjoining government land in Demarcation District 210

Table 3.6 Lots in Demarcation District 210

Demarcation District 244 held under Block Government Lease

Lot No.
Remaining Portion of Lot No.1860 (part)
Remaining Portion of Section A of Lot No.1861
Adjoining government land in Demarcation District 244

Table 3.7 Lots in Demarcation District 244

3.5.2 For more efficient land utilisation and better configuration, the Applicant will undertake a land exchange process of ‘re-acquired and regrant’ upon approval of this rezoning. It is proposed to re-acquired an area of about 453 sq.m. that were previous allotted to the Government for road works and to regrant an area of about 153 sq.m. [refer to **Figure 3.7**]. Thereinto, parts of the private land (highlighted in pink and purple in Figure 3.7) are currently occupied by Luk Mei Tsuen Road, which the Applicant intends to **grant right of way and to devote it for public use.**

4 Policy Context

Long Term Housing Strategy

- 4.1.1 Inadequate housing supply is currently the issue of the biggest public concern in Hong Kong. According to the projection based on the established mechanism under the Long Term Housing Strategy (LTHS)¹ and objective data, *“the total housing demand for the 10-year period from 2022-23 to 2031-32 is 422 800 units ... after balancing various factors, including the community’s keen demand for public housing and the need to maintain the private housing supply and its healthy and steady development, the Government has decided to maintain the public/private split of new housing supply at 70:30 for the above 10-year period. Based on this ratio, the public housing supply target is 301 000 units and the private housing supply target is 129 000 units”.*
- 4.1.2 According to the Legislative Council Panel on Housing (LC Paper No. CB(1)33/2022(01)), *“identifying land for housing development in a proactive manner is the most fundamental solution to the demand-supply imbalance of housing”.* To meet the demand for private housing, the Government has facilitated to *“increase land supply and ... to further streamline the land development process ... for private housing development”.*

Policy Address

- 4.1.3 Relevant points relevant to the Proposed Development under the Chief Executive’s 2022 Policy Address (2022 Policy Address) is as follow: -

Private Housing Supply

- As mentioned in Para. 66 of the 2022 Policy Address, the Government *“based on the latest projection in the Long Term Housing Strategy (LTHS), the demand for private housing in the next 10 years will be 129 000 units. [The Government] will work to achieve this basic target and get sufficient land ready for providing no less than 72 000 residential units in the next five years”.*

Land: Increasing Reserve and Regaining Control of Supply

- As mentioned in Para. 68 of 2022 Policy Address, *“to assume a leading role in land supply, the Government will identify more land to meet demand and build up the land reserve, including developable land from the new round of study on “Green Belt” zone and the consultancy study on Agricultural Priority Areas with potential for housing development, which can provide 70 000 units. The rezoning of the first batch of sites will commence by 2024”.*

Develop Northern Metropolis as the New Engine for Growth

- As mentioned in Para. 56 (ii) of 2022 Policy Address, via *“increase development intensity we will make the best use of the land resources in the Northern Metropolis by adopting higher plot ratios”.*

Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030

¹ Legislative Council Panel on Housing (2022) Housing-related Initiatives in the Chief Executive’s 2021 Policy Address and Policy Address Supplement LC Paper No. CB(1)33/2022(01)

4.1.4 Points related to the Proposed Development from the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+) for creating development capacity include the following key actions:

- As mentioned in Para 3.2 (i) of Hong Kong 2030+, “increasing the development intensity of land under planning studies or in areas outside the densely built-up areas as an expedient way to gain more developable floor area while taking into account infrastructure capacity and urban design considerations”.
- As mentioned in Para 3.2 (ii) of Hong Kong 2030+, “upzoning/ rezoning sites suitable for development with land use reviews of existing land (e.g. government sites) or converting reserved sites with no development plan or that are no longer used for their original purposes to other uses.”

4.1.5 In sum, the message is very clear and positive that policy context as a whole is favourable to proposals of facilitating development of readily available land for additional housing units both rural and urban areas of Hong Kong.

5 Amendment Proposal

5.1.1 The Proposed Amendments are to rezone the Site from “Residential (Group D)” (“R(D)”), “Residential (Group E)” (“R(E)”) and an area shown as ‘Road’ to “Residential (Group C)3” (“R(C)3”) zone on the Approved OZP with a maximum PR of 0.75, a maximum site coverage of 25% and a maximum building height of 12m with 3-storey over one storey of carport PR of 0.75 and with “Flat” under a Column 1 use.

5.1.2 The “R(C)3” zone is intended for low-rise, low density residential development. Figures 5.1 to 5.3 illustrated the Proposed Amendments to facilitate the Proposed Development described in Section 6. The proposed “R(C)3” zone laid down the development restriction while meeting the planning objectives of the area.

6 Proposed Development

6.1 Proposed Residential Development

6.1.1 The Proposed Development is a low-density and low-rise residential development including 8 no. of 3-storey houses with 2 car parking spaces each (including one no. of accessible car parking space). The proposed PR 0.75, and the absolute building height of about 12m (refer to Figure 5.1). Green noise barriers are proposed along both sides of Ho Chung North Road to reduce noise pollution might be caused as well as strengthening the privacy of the Proposed Development.

6.1.2 **Appendix A** illustrates the architectural plans including the Floor layout plans and Sections of the Proposed Development. The Table 6.1 lists out the major proposed development schedules under the current proposal:

Major Development Schedules	Proposed Development Schedules
Total Site Area:	About 3,190 sq.m.
Total Plot Ratio:	Not more than 0.75
Total Gross Floor Area:	About 2,393 sq.m.
Total No. of Houses:	8
Total No. of Car Parking Spaces:	16 nos. of private car parking spaces (incl. 8no.

Major Development Schedules	Proposed Development Schedules
	of accessible car parking spaces)
Total No. of Loading/Unloading Bay:	1 light goods vehicle loading/unloading bay (7m x 3.5m)
Total Site Coverage:	About 25%
Total Greenery Coverage:	Not less than 10% Primary Zone Not less than 20% Overall
Total private open space:	Not less than 32 sq.m.
Parcels A and B	
Site Area:	About 2,267 sq.m.
Plot Ratio:	Not more than 0.75
Gross Floor Area:	About 1,700 sq.m.
Site Coverage:	About 25%
Absolute Building Height:	12m (Flat Roof)
No. of House	6
No. of Storey:	3
No. of Car Parking Spaces:	2 nos. of car parking spaces (incl. 1 no. of accessible car parking spaces) per House
Parcel C	
Site Area:	About 922 sq.m.
Plot Ratio:	Not more than 0.75
Gross Floor Area:	About 691 sq.m.
Site Coverage:	About 27%
Absolute Building Height:	12m (Flat Roof)
No. of House	2
No. of Storey:	3
No. of Car Parking Spaces:	2 nos. of private car parking spaces (incl. 1 no. of accessible car parking space) per House

Table 6.1: Proposed Development Schedules

6.2 Landscape Proposal

6.2.1 The Landscape Proposal (enclosed in **Appendix B**) in support of the proposed development is prepared. The aim of the landscape proposal is to respond to the site conditions, building form and function and to provide a quality landscape scheme. In summary, it has achieved a site coverage of greenery of not less than 10% (Primary Zone) and not less than 20% (Overall) in accordance with the APP-152² and with private open space of no less than 32 sq.m. in accordance with HKPSG³.

6.3 Proposed Traffic Arrangement

6.3.1 The entrances to Parcels A and B and Parcel C are proposed to be located at Ho Chung North Road (Main Road), serving as run-in / run-out of the vehicular and pedestrian

² Building Department (BD) Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 - Sustainable Building Design Guidelines (APP-152)

³ Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 4 Recreation, Open Space and Greening

access. Internally, the carriageway of the Parcels A and B connecting to Ho Chung North Road is proposed to be 7.3m wide, which also serves as the EVA of the Site.

- 6.3.2 Externally, a dedicated footpath of 1.5m along the east and north boundaries of Parcels A and B of the Site is proposed to be provided for public use to enhance the walkability and pedestrian accessibility of the surroundings. The Applicant will take up the maintenance responsibility of the footpath.
- 6.3.3 The Proposed Development also proposes to provide 2 nos. of car parking spaces (including 1 no. of disabled car parking space) for each house, and 1 no. of light goods vehicle loading/unloading bay.

7 Technical Assessments supporting the application

7.1 Traffic Impact Assessment

- 7.1.1 A Traffic Impact Assessment (TIA) (enclosed in **Appendix 1**) has been carried out to assess the potential traffic impact of the Proposed Development. It concludes that the proposed development would not cause any significant adverse traffic impact to the vicinity of the Site.

7.2 Visual Impact Assessment

- 7.2.1 A Visual Impact Assessment (VIA) (enclosed in **Appendix 2**) has been carried out to assess the visual impact of the proposed development as seen from several Viewing Points (VPs) and concludes that the Proposed Development is considered to be fully acceptable in terms of visual impact and will not be incompatible to the surrounding visual context. Instead, it would enhance the visual impact on visual sensitive receivers at certain VPs.

7.3 Sewerage and Drainage Impact Appraisal

- 7.3.1 A Sewerage Impact Appraisal (SIA) (enclosed in **Appendix 3**) has been carried out to assess the sewerage impact of the proposed development. In the view of the absence of public sewerage system serving the vicinity of the Site, an underground sewerage treatment plant (i.e. septic tank and soil soakaway pit) will be provided for the proposed development. Once a public sewerage system is available in the vicinity in the future, the on-site septic tank will be abandoned and replaced with a pump pit and a connection terminal manhole. All sewage generated will then be conveyed to the public sewerage system.
- 7.3.2 A Drainage Impact Appraisal (DIA) (enclosed in **Appendix 3**) has been carried out to assess the potential impacts on drainage from the proposed development. The surface runoff from the site will be collected by the proposed perimeter U-channel and discharged to the unnamed storm water manholes along Ho Chung Road/Luk Mei Tsuen Road. It is anticipated that there will be no serious adverse drainage impact to the existing drainage system after the implementation of the development.

7.4 Water Supply Appraisal

- 7.4.1 A Water Supply Appraisal (WSA) (enclosed in **Appendix 4**) has been carried out to assess the potential water supply impact from the proposed development. It concludes that the in general, fresh water supply could be provided to the Site through connecting

the existing freshwater main located on Ho Chung North Road to Parcels A and B and Parcel C of the Site. The existing water mains located within the Site would be diverted.

7.5 Air Quality Impact Assessment

7.5.1 An Air Quality Impact Assessment (AQIA) (enclosed in **Appendix 5**) has been carried out to evaluate the potential air quality impacts likely to arise from the proposed development. With the implementation of relevant mitigation measures and good site practices during construction stage, no adverse air quality impact is anticipated. Also, there is no active industrial chimney in the vicinity. With the incorporation of 5m buffer from the road kerb, no adverse air quality impact is expected during the operation phase of the development.

7.6 Noise Impact Appraisal

7.6.1 A Noise Impact Appraisal (NIA) (enclosed in **Appendix 6**) has been carried out to assess the potential noise impacts likely to arise from the proposed development. It concludes that no adverse noise impact is anticipated during operation stage. And with the implementation of appropriate mitigation measures, no adverse noise impact from the construction of the proposed development is anticipated.

7.7 Land Contamination Review

7.7.1 Upon site visit on 13th July 2023, it was observed that there is a vehicle repair shop on the Site, such that potential land contamination issue is anticipated. Therefore, a land contamination assessment will be submitted to the satisfaction of the relevant governmental departments prior to the commencement of development of the Site.



Photos of the Vehicle Repair Shop

8 Planning Justifications

8.1 In line with the Chief Executive’s Latest Policy Address 2022

- 8.1.1 Increasing housing supply is always the top priority of the Government. The Government has adopted multi-pronged approaches to increase land supply for housing by unlocking development potential through rezoning sites of underutilised land.
- 8.1.2 The Proposed Development is in line with the Government approach to increase the private housing supply by getting sufficient land ready for development, rezoning land for housing and slight increasing development intensity. The Proposed Development upon completion would provide 8 nos. houses to contribute to the private housing supply.

8.2 Contributing to the Private Housing Supply

- 8.2.1 With the enhancement in development intensity (from existing PR of about 0.34 to about 0.75) through rezoning to “R(C)3” to replace the outdated “R(D)”, “R(E)” and area shown as ‘Road’ the Proposed Development can increase the provision of number of flats from previously approved scheme of 4 nos. to about 8 nos. The proposal presents a good opportunity in response to the policy which will enable the provision of additional housing units within the capacity of existing strategic infrastructures to meet the acute demand for housing.
- 8.2.2 With reference to Para. 4.1.1 of the PS, the cumulative number of private housing supply target would be around 129,000 units in the coming 10 years (from 2022-23 to 2031-32). The Proposed Development is for a residential development to supply of 8 nos. houses. The approval of the Proposed Development would contribute to the private housing supply.

8.3 An Appropriate Zoning to Reflect the Residential Density and Current Land Use

- 8.3.1 With reference to HKPSG Ch.2, the Site and the surrounding area is currently classified as RR4 with a maximum PR 0.4 where the development intensity is restricted by infrastructure or landscape constraints. However with the completion of the Hiram’s Highway Improvement Stage 1, the said development intensity can be relaxed with the improve roadworks and provision of infrastructures and landscape improvements. Therefore, a RR3 with a maximum PR of 0.75 is a suitable residential density for the area as the area has been provided with adequate infrastructure and there are no major landscape or environmental constraints.
- 8.3.2 Part of Parcel B is indicated in an area shown as ‘Road’ on the Approved OZP, which is owned by the Applicant and is intended to be used for residential use. The area shown as ‘Road’ is an inappropriate designation and is unable to reflect the intended use. To this end, the Applicant have decided to apply for the following proposed amendments to: (1) facilitate the building intensity with a PR of 0.75 with a building height of 3-storey over one storey carport, as well as to (2) rezone the area shown as ‘Road’ to residential use to reflect the intend use for residential use on the designated land.

8.4 Compatible with the Surrounding Land Uses in terms of Development Intensity and Character of the Area

- 8.4.1 The Site is adjacent to a variety of zones, including “GB”, “R(D)”, “R(E)” and “Village Type

Development”, which are in general of rural and tranquil characteristics. The proposed low-rise and low-density residential development will be compatible in terms of its development density and character with the adjacent low-rise housings, the village settlement and nearby residential developments, such as Marina Cove and Greenview Villas. With the continual phasing out of the industrial use and upgrading of existing temporary structures, it is anticipated that the area will be transformed into a predominately residential area surrounded by attractive amenity of mountain ranges and sea view. The Proposed Development and rezoning will help to improve and upgrade the area and improve the quality of the surrounding environment.

8.5 Compatible with the Surroundings in Visual and Urban Design Context

- 8.5.1 The scale and the development density of the Proposed Development have considered the surrounding in visual term / urban design context. The Proposed Development will improve the visual and amenity value of the adjoining area. The visual illustrations have demonstrated that the Proposed Development is visually compatible with the surroundings.

8.6 Better Utilisation of Land Resources

- 8.6.1 The Site is currently being occupied by various temporary structures for automobile repair purpose and Parcel C of the Site is being used as an open-air vehicle park. The proliferation of open storage and vehicle repairing activities is not desirable and may cause environmental degradation. The Site will further decline with no positive contribution to the surrounding environment if no measures or proper-designed development is to take place. The Proposed Development, however, would better utilise the precious land resources by replacing the existing temporary structures with permanent designed houses with quality landscape.

8.7 Enable Upgrading of the Adjoining Neighbourhood and Improve the Quality of the General Environment

- 8.7.1 The Proposed Development would not only upgrade the Site but also enable upgrading of the adjoining neighbourhood acting as a catalyst to phase out incompatible uses, hence speeding up the transformation of the area into a quality residential area per the planning intention of the subject “R(D)” and “R(E)” zones and better reflect the current road use on “R(E)” zone.

8.8 Facilitate Local Accessibility through Grant of Right of Way of Local Access Road

- 8.8.1 The local access road along the eastern and northern boundary of the Parcels A and B of the Site (i.e. Luk Mei Tsuen Road) falls within the private land owned by the Applicant. The road has been constructed by the Applicant and is freely accessible by the public. To avoid disturbance to users, the Applicant intends to grant Right of Way for portions of private land that are currently occupied by Luk Mei Tsuen Road. Whilst devoting the road for public use, the Applicant is willing to continue to manage and maintain the road as before. The accessibility of the Site and its surroundings, in particular dwellings located to the north of the Site would remain unaffected.

8.9 Improve Local Walkability and Safety through Provision of Dedicated Pedestrian Footpath

8.9.1 As mentioned in Para. 6.3.2, the Applicant intends to provide a 1.5m footpath around the Parcels A and B of the Site by setting back the north and east boundaries. In the past, due to lack of proper walking facilities in the locality, pedestrians have been forced to walk alongside the traffic which could cause safety issues. In view of improving local walkability and pedestrian safety, the Applicant intends to devote portions of private land for construction of a pedestrian footpath for public use at his own expense. The proposed footpath will be managed and maintained by the Applicant.

8.10 Adopt a Responsive Architecture and Landscape Layout Design

8.10.1 The Site is situated in rural environs with a mixture of residential, industrial and open storage uses. In response to the surrounding context, the Proposed Development will incorporate the following architectural and landscape design measures to enhance the neighbourhood quality while minimising the potential impacts: -

- The building height of the Proposed development is 12m to the roof, which is in compliance with the Proposed Building Height Restriction in R(C)3 zone as stipulated in the OZP. With the conforming building height, the Proposed Development will be in harmony with the local character of low-rise residential developments.
- The topographical condition of the Site has been considered. Parcels A and B of the site is convex in shape with southern portion and northern portion higher than the central portion. Following the natural lay of the land, the carport would be located in the central portion (lower part) of the site to maintain a lower overall building height and to allow the Proposed Development to merge with the natural profiling of the surroundings.
- Evergreen trees would be planted along the boundaries to provide vegetation screening and soften the proposed building masses, with the view of visual integration to the surrounding rural and tranquil characteristics.
- Incorporation of greenings in form of vertical greening along the site boundaries interfacing Ho Chung North Road to enhance the landscape and visual amenity of the public frontage.

8.11 Provides a Landscape Plan in compliance with APP-152 and HKPSG

8.11.1 The Landscape Proposal in support of the proposed development has been prepared. The aim of the landscape proposal is to respond to the site conditions, building form and function and to provide a quality landscape scheme. In summary, it has achieved a site coverage of greenery of not less than 10% (Primary Zone) and not less than 20% (Overall) in accordance with the APP-152 and with private open space of no less than 32 sq.m. in accordance with HKPSG.

8.11.2 The integrated landscape design will foster the blending of the building with the natural landscaping to provide a more naturalistic surrounding and scenery to the Proposed Development. The proposed plants and trees will be used as visual features to blend and partially screen the site and provide more greenery to the surrounding. In addition, vertical greening and other landscaping facilities will be provided at appropriate

locations to minimise the visual impact that may be caused by the Proposed Development and to enhance the visual/landscape experience of pedestrians.

8.12 No Adverse Traffic, Visual, Air Quality, Noise Impact and Infrastructural Issues

8.12.1 Technical assessments have been conducted to assess the potential traffic, visual, air quality impact, noise impact, drainage, sewerage and water supply of the Proposed Development. They concluded that **there will be no insurmountable problems for the implementation of the Proposed Development** at the Site.

8.13 Would Not Result in Undesirable Precedent Case

8.13.1 There are many similar and even larger residential developments along the Hiram's Highway such as the Villa Royale (34 houses), Dynasty Lodge (10 blocks with 30 units), the Planned Houses (48 Houses and 15 Houses). Therefore the approval of the Proposed Development would not be out of context for the area.

8.13.2 Besides, no similar applications have been approved on the same OZP. Only a handful (5) cases as examples have been approved in other areas. Therefore, the proposed rezoning would not set an undesirable precedent case.

9 Conclusion

9.1.1 The Site covers an area of about 3,190 sq.m., which falls within areas zoned “R(D)”, “R(E)” and an area shown as ‘Road’ under the Approved OZP. The Applicant seeks to rezone the Site from the current zone to “R(C)3”.

9.1.2 The Proposed Development is in line with the general planning intention of the Ho Chung OZP and specific planning intention of “R(C)3” zone of the site and the surrounding planning context. In summary of this PS, the Proposed Amendments are justified on the grounds that the Proposed Development:

- is in line with the Chief Executive’s Latest Policy Address 2022;
- is contributing to the private housing supply;
- is an appropriate zoning to reflect the residential density and current land use;
- is compatible with the surrounding land uses in terms of development intensity and character of the area;
- is compatible with the surroundings in visual and urban design context;
- is a better utilisation of land resources;
- will enable upgrading of the adjoining neighbourhood and improve the quality of the general environment;
- will facilitate local accessibility through grant of right of way of local access road;
- will improve local walkability and safety through provision of dedicated pedestrian footpath;
- has adopted a responsive architecture and landscape layout design;
- provides a landscape plan in compliance with APP-152 and HKPSG;
- has no adverse traffic, visual, air quality, noise impact and infrastructural issues; and
- would not result in undesirable precedent case.

9.1.3 This PS demonstrates that the Proposed Amendments deserve favourable consideration by the TPB in light of the justifications provided. We trust that the TPB will see fit to adopt the Proposed Amendments.