

**S12A AMENDMENT OF PLAN APPLICATION
APPROVED LAM TEI AND YICK YUEN OZP
No. S/TM-LTYT/12**

**Proposed Rezoning from “Residential (Group B)1” Zone
to “Residential (Group B)4” Zone
for Medium-Density Housing Development
to Include a Footpath for Public Use at Various Lots and
Adjacent Government Land in DD130, Lam Tei, Tuen Mun**

SUPPORTING PLANNING STATEMENT

January 2024

Applicant:

Wing Mau Tea House Limited

Consultancy Team:

KTA Planning Ltd.

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CKM Asia Ltd.

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PLANNING LIMITED
規劃顧問有限公司



Executive Summary

This Supporting Planning Statement is prepared and submitted on behalf of Wing Mau Tea House Limited (“the Applicant”) under Section 12A of the Town Planning Ordinance to rezone various lots and adjoining Government Land in DD130, Lam Tei (“Application Site”/the “Site”) from “R(B)1” to “R(B)4” zone on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTY/12.

On 24.09.2021, the Town Planning Board approved a rezoning application (TPB Ref.: Y/TM-LTY/9) to enable a proposed residential development of plot ratio (“PR”) 2.5 and provide 307 units at the Site. Upon reviewing the planned public and private residential developments nearby as well as the capacity of the major infrastructure, the Applicant considers possible to further increase the PR from 2.5 to 5 so as to better utilise the scarce land resource and to boost housing supply.

With an Application Site area of about 9,300m² which comprises of additional adjoining government land along the nullah to rationalize the “R(B)4” zoning boundary and a Development Site area of about 8,896m², the current application aims to amend the PR and building height (“BH”) restrictions to 5 and not exceeding +107.8mPD respectively to accommodate the revised proposal (hereafter referred to as the “Proposed Development”). The Proposed Development contains 5 towers and will provide about 1,385 residential units. As compared with the approved proposal, the Proposed Development would remain medium-density, be compatible with the transforming sub-urban character in Lam Tei area and provide 1,078 additional units.

The indicative blocking layout in the indicative Master Layout Plan generally follows the “inverted triangular” configuration of the Application Site with due aspect to the site constraints imposed by the Tuen Ma Line viaduct. The proposed residential towers along the eastern boundary would adopt single aspect building design to reduce railway noise impact from both the elevated and at-grade railway systems (i.e. Tuen Ma Line and Light Rail Transit). As per the approved proposal, a 3m wide footpath along the northern boundary will be provided for public use as a replacement of the existing footpath which bisects the Application Site. Towers setback from the nullah and the BHs descend from east to west in the hope to enhance the built-environment and provide a sustainable residential development. Technical assessment results show that the Proposed Development is feasible and would not be subject to insurmountable adverse impact. The anticipated completion year for the Proposed Development is 2030.

This Supporting Planning Statement has demonstrated the planning justifications and feasibility to support a favourable decision on the following grounds:

- Whilst increasing the housing supply by more than four folds as compared with the approved scheme, the proposed PR and BH restriction is still within the range of medium-density that is compatible with the urbanizing development trend in Lam Tei and the surrounding area.

- Being one of the two sites in the subject “R(B)1” zone that has vehicular access, the Application Site is distinguished from other landlocked sites in the zone and is justified for a higher density development.
- The Application Site is separated from the main “R(B)1” zone by a G/IC site and a housing development named Lingrade Garden. Hence the proposed “R(B)4” zoning would not affect the remaining “R(B)1” zone nor set an undesirable precedent.
- The proposed upzoning is technically feasible in traffic, landscape, environmental, air ventilation, visual, drainage, sewerage, and water supply aspects.

行政摘要

(內文如有差異，應以英文版本為準)

是項規劃申請由 Wing Mau Tea House Limited (申請人) 按城市規劃條例第12A條向城市規劃委員會(「城規會」)提出，建議將屯門藍地丈量約份第130號數個私人地段及毗鄰政府閒置土地(下稱「申請地點」或「發展地盤」)在藍地及亦園分區計劃大綱核准圖編號 S/TM-LTY Y/12 (下稱「大綱圖」)中由「住宅(乙類)1」地帶改劃至「住宅(乙類)4」地帶。

於2021年9月24日，城規會批准了一項改劃申請(城規會編號：Y/TM-LTY Y/9)，以便在申請地點興建地積比率為 2.5 的擬議住宅發展。經審視附近已規劃的公營及私營住宅發展，以及主要基建的容量後，申請人認為可將地積比率由2.5進一步提高至5，以更好地利用稀有的土地資源，從而增加房屋供應。

是項規劃旨在將地積比率限制和高度限制分別提高至5且不超過主水平基準上107.8米，以配合經修訂後的方案(以下簡稱「擬議發展」)。擬議發展將提供 5 棟住宅大樓，並提供約 1,385 個住宅單位。與核准的方案相比，擬議發展將配合藍地地區正在轉變的郊區特色並維持在中密度，另外提供1,078個額外單位。

於申請人提交的發展計劃中已考慮毗鄰西鐵走廊和發展地盤的不規則形狀之限制，住宅物業的分布大致依循發展地盤的「倒三角」形狀而排列，沿東邊界的住宅樓宇將採用單向建築設計，以減少西鐵及輕鐵的噪音影響。申請人亦會沿著申請地點的北邊界開闢一條3米闊的行人路作為公眾往來青山公路的捷徑。為改善建築環境並提供一個與周邊兼容的住宅發展，面向明渠的住宅樓宇將會後退以增加緩衝距離，而由東向西下降的階梯式高度設計亦會貫穿整個發展。就擬議發展進行的技術評估結果表明擬議發展是技術上可行的，若城規會同意是項規劃申請，擬議發展預計可於2030年竣工。

是申請人已就是項規劃申請向城規會闡述有關的規劃理據和提供技術可行性評估以支持有關申請，如下：

- 申請人提交的發展計劃，可在發展地盤增加超過四倍的住宅單位，但發展規模仍屬中等發展密度，符合藍地的在城市化的趨勢，發展帶來的景觀影響屬可接受。
- 「住宅(乙類)1」地帶內現時只有兩個地段擁有行車出入口，申請地點是其中一個，因此提升發展密度的理據充分和合理。
- 申請地點的北面連接一幅劃作「政府、機構或社區」的地盤和屋苑詠柏苑，與「住宅(乙類)1」主要地帶分隔，因此把申請地盤剔出來，並不會影響餘下的「住宅(乙類)1」地帶的規劃意向，也不會造成不良先例。
- 是項增加發展密度的規劃申請，不論交通、視覺、園景、環境、通風、渠務、污水處理及供水等範疇，在技術層面上均可行。

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1. INTRODUCTION

- 1.1 Purpose and Nature of Application
- 1.2 Report Structure

2. SITE AND PLANNING CONTEXT

- 2.1 Location and Site Context
- 2.2 Statutory Planning Context
- 2.3 Policy to Increase Housing Supply
- 2.4 Similar Approved Applications in the Surroundings
- 2.5 Similar Up-zoning Proposal in the Surroundings
- 2.6 Landholding

3. THE PROPOSED DEVELOPMENT

- 3.1 The Approved Rezoning Scheme
- 3.2 The Current Rezoning Proposal
- 3.3 Design Considerations
- 3.4 Landscape Design and Proposal
- 3.5 Tree Preservation and Removal Proposal
- 3.6 Internal Transport Provision
- 3.7 Implementation

4. TECHNICAL CONSIDERATIONS

- 4.1 Traffic Considerations
- 4.2 Environmental Considerations
- 4.3 Visual Considerations
- 4.4 Engineering Considerations

5. PLANNING JUSTIFICATIONS

- 5.1 Changing Development Contexts in the Vicinity since Last Approval
- 5.2 The Proposed Up-zoning is In-line with the Government’s Strategy to Provide More Housing Supply
- 5.3 The Accessibility of the Site Offers Opportunities to Provide More Residential Units to Fully Utilise the Scarce Land Resources
- 5.4 The Proposed “R(B)4” Zoning Will Not Affect the “R(B)1” Zone or Set an Undesirable Precedent
- 5.5 Re-provision of a Footpath within the Application Site for Public Use
- 5.6 The Proposed Development is Technical Feasible and No Insurmountable Impacts are Anticipated

6. CONCLUSION AND SUMMARY

List of Figures

- Figure 2.1 Site Location and Context
- Figure 2.2 Zoning Plan (Extract from OZP No. S/TM-LTYY/12)
- Figure 2.3 Surrounding Land Use Context
- Figure 2.4 Building Height Profile in Lam Tei and Yick Yuen Planning Area and Tuen Mun Area 54
- Figure 2.5 Landholding Plan
- Figure 3.1 Proposed Amendment to the Notes of “R(B)” Zoning
- Figure 3.2 Proposed Amendment to the Explanatory Statement of the Approved OZP
- Figure 3.3 Proposed “R(B)4” Zoning Boundary
- Figure 3.4 Indicative Block Plan

List of Tables

- Table 2.1 Similar Approved Planning Applications in Lam Tei and Yick Yuen Planning Area and Tuen Mun Area 54
- Table 3.1 Indicative Development Schedule of the Proposed Development
- Table 3.2 Internal Transport Provision

List of Appendices

- Appendix A Indicative Architectural Drawings of the Proposed Development
- Appendix B Traffic Impact Assessment
- Appendix C Environmental Assessment
- Appendix D Visual Impact Assessment
- Appendix E Drainage Impact Assessment
- Appendix F Sewerage Impact Assessment
- Appendix G Water Supply Impact Assessment
- Appendix H Landscape Master Plan
- Appendix I Tree Preservation and Removal Proposal

Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYT/12

Proposed Rezoning from “Residential (Group B)1” Zone to “Residential (Group B)4” Zone for Medium-Density Housing Development to Include a Footpath for Public Use at Various Lots and Adjacent Government Land in DD130, Lam Tei, Tuen Mun

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose and Nature of Application

1.1.1 The Application Site is located within an area zoned “Residential (Group B)1” (“R(B)1”) in Lam Tei, Tuen Mun, meaning housing development is permitted as-of-right with a plot ratio (“PR”) of 1.0 and building height (“BH”) of 15m (up to four storeys over a single-storey car park). Besides, the Application Site is subject to an approved rezoning application for a medium-density housing development with a domestic PR of about 2.5 and a maximum BH of +35mPD (TPB Ref.: Y/TM-LTYT/9; hereafter referred to as the “approved scheme”). Subsequent to the approval, the Applicant reviewed the latest planned public and private residential developments nearby as well as the capacity of the major infrastructure and considers possible to further increase the PR from 2.5 to 5 so as to better utilize the scarce land resource and to boost housing supply.

1.1.2 In light of the acute housing shortage in Hong Kong, the Applicant intends to increase the development intensity of the Application Site bearing in mind that the proposed residential development should remain compatible with the sub-urban character in the area. As such, the Applicant is currently proposing to increase the PR from 2.5 (i.e. approved PR of the approved scheme) to 5 with a maximum BH adjusted to not more than 27 storeys and not exceeding +107.8mPD by way of a new “Residential (Group B)4” (“R(B)4”) zone. As per the approved scheme, a 3m wide footpath dedicated within the Application Site for public use at the northern edge of the Proposed Development remains in the current scheme and will be managed and maintained by the Applicant in the future.

1.1.3 To rationalize the proposed “R(B)4” zoning boundary near the proposed ingress / egress, the Application Site (i.e. about 9,300m²) includes an additional strip of Government Land while the Development Site is (with reference to the draft land lease) referring to the developable land accountable for PR calculation (i.e. about 8,896m²).

1.1.4 Against this background, this Planning Application is prepared and submitted on behalf of Wing Mau Tea House Limited (the “Applicant”) to seek approval from the Town Planning Board (“TPB”/the “Board”) under section 12A of the Town Planning Ordinance for rezoning the Application Site from “R(B)1” on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYYY/12 (the “approved OZP”) into “R(B)4” to intensify the development intensity so as to provide additional housing units. This Planning Application includes technical assessments and other relevant documents to demonstrate that the Proposed Development is technically acceptable and compatible with the surrounding area.

1.2 Report Structure

1.2.1 Following this introductory section, the Application Site in terms of its local and planning contexts will be discussed in Section 2. The current scheme of the Proposed Development will be discussed in Section 3. Section 4 will discuss the technical considerations and associated mitigation measures, if required. Section 5 will provide planning and technical justifications for the Board to deliberate on the Planning Application. Section 6 will provide a concluding remarks.

2. SITE AND PLANNING CONTEXT

2.1 Location and Site Context

2.1.1 Subsequent to the approval of the previous rezoning application, the Applicant has lodged the land exchange application to the Lands Department. With reference to the latest draft lease plan, the current site boundary includes additional G-land of irregular shape, which these G-land could not be developed on its own due to its small, narrow and elongated shape.

2.1.2 The Application Site is bounded by the nullah to the west, temporary structures on the “Government, Institution and Community” (“G/IC”) zone and a housing development named Lingrade Garden to the north, and Light Rail Lam Tei Station to the east adjacent to a public footpath and cycle track. An existing public passageway of the Applicant’s landholding connecting Lam Tei Station and the village houses to the further north-west and across the nullah dissects the north-eastern quarter of the Application Site (see **Photo 2.1**). The Tuen Ma Line viaduct is elevated at around +21mPD east of the Light Rail track. The vehicular access (on an unnamed road) to the Application Site is provided at the southern end branching off from Ng Lau Road (see **Photo 2.2**) coming from Lam Tei Interchange to the south. **Figure 2.1** below shows the Application Site location and context.

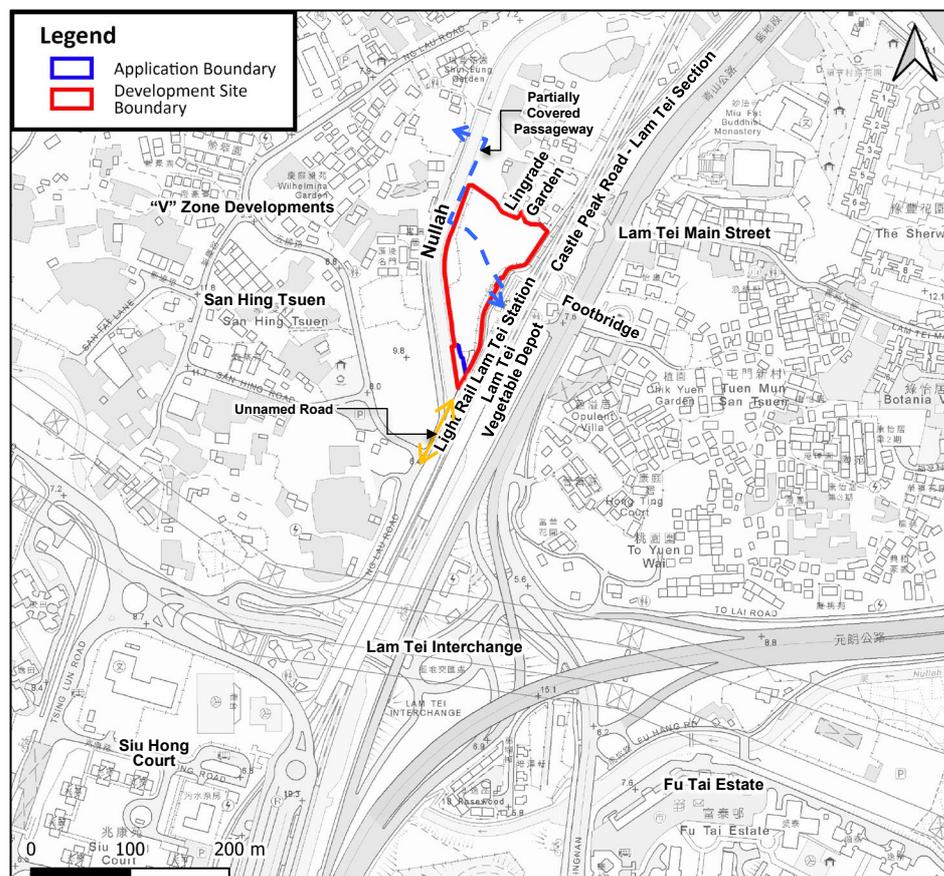


Figure 2.1 Site Location and Context

2.1.3 With a generally flat topography, the Application Site is paved at a site level of around +6.6mPD to +6.8mPD and is currently vacant.

2.2 Statutory Planning Context

Application Site

2.2.1 The Application Site falls within an area zoned “R(B)1” on the approved OZP. According to the Notes of the OZP, the “R(B)1” zone is imposed with a PR restriction of 1, maximum site coverage of 40%, maximum no. of storeys of 4 storeys over a single-storey car park and a BH restriction of 15m. This zone is intended primarily for sub-urban medium-density residential developments in rural areas. Yet, against the overall transforming context in Lam Tei area, the Application Site is granted a rezoning approval to another sub-zone of this “R(B)” zone stipulated with a maximum PR of 2.5, a maximum site coverage of 40%, and a maximum BH of 8 storeys excluding car park and a BH restriction of +35mPD. Such rezoning approval is yet to be reflected as the gazettal of the new OZP awaits. **Figure 2.2** shows the zoning context.

2.2.2 As stated in the Explanatory Statement of the OZP, as the “R(B)” zoned areas are located adjacent to Castle Peak Road and Fuk Hang Tsuen Road, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.

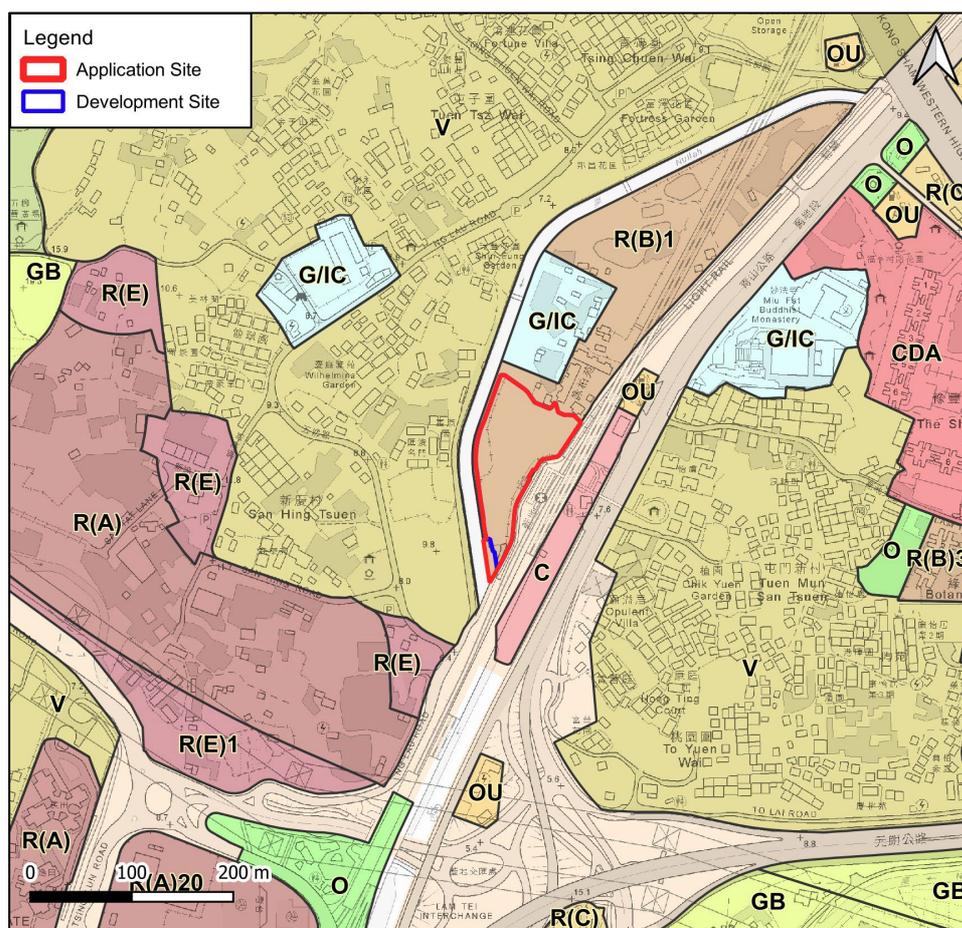


Figure 2.2 Zoning Plan (Extract from OZP No. S/TM-LTY/12)

Surroundings (Figure 2.3 refers)

- 2.2.3 In the same “R(B)1” zoning of the Application Site, Lingrade Garden is found to the Application Site’s immediate north / northeast. The rest of this “R(B)1” zone is largely undeveloped and scattered with temporary structures, one to two-storey village houses, cultivated land and ponds. The “G/IC” site to the north of the Application Site is reserved for a primary school.
- 2.2.4 To the west of the nullah west of the Application Site finds San Hing Tsuen and some one to three-storey village houses in an area zoned “Village Type Development” (“V”). Temporary structures and open storage yards are also found in the “V” zone.
- 2.2.5 Lam Tei Vegetable Depot is located adjacent to the Tuen Ma Line viaduct within an elongated “Commercial” (“C”) zone (see **Photo 2.3**). According to the Notes of the OZP, this “C” zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre(s) serving the immediate neighbourhood. It is subject to a maximum PR of 3.6 and BH of 12 storeys including car park (max 36m).

On 19.05.2023, TPB approved a medium density residential development with a domestic PR of 5 and BH of 18 storeys within this “C” zone (TPB Ref.: A/TM-LYTT/426 refers).

- 2.2.6 The area to the south of San Hing Tsuen and the “V” zone is a large “Residential (Group A)” (“R(A)”) zone. A large-scale public housing development near Hong Po Road is proposed at this “R(A)” zone with a maximum PR of 6.5 and BH of +160mPD. Upon full completion, it will provide about 21,600 units. Besides, some scattered parcels of land under “Residential (Group E)” (“R(E)”) with the same PR and BH restrictions as imposed on the “R(B)1” zoning are also found to the south / south-west of the Application Site, which planning permission for residential developments is always required from the Board to ensure potential industrial/residential interface problems can be fully addressed. On 14.07.2023, TPB approved a rezoning application for an area under this “R(E)” zone with a minor portion of land zoned “V” zone to “R(A)1” for high-density residential development with a PR of not more than 5 and a maximum BH of +100mPD (TPB Ref No. Y/TM-LTYT/10).
- 2.2.7 To the east of Castle Peak Road is another “V” zone where Tuen Mun San Tsuen and To Yuen Wai are located (see **Photo 2.4**). The Miu Fat Buddhist Monastery is located in a “G/IC” zone abutting this “V” zone.

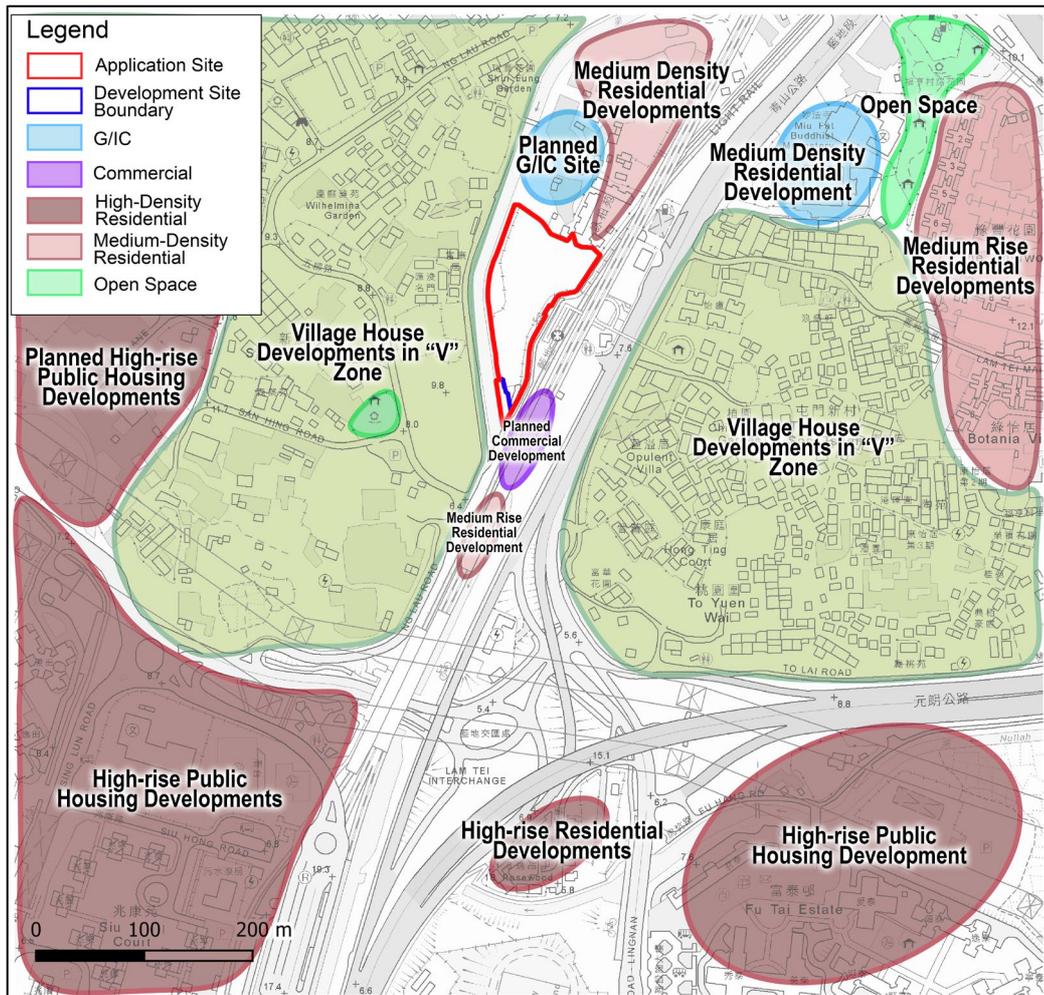


Figure 2.3 Surrounding Land Use Context

2.2.8 Photos of the Application Site and its surroundings are provided below.



Photo 2.1 The Application Site Viewing South-east along the Existing Public Footpath



Photo 2.2 Viewing from the Unnamed Road to the South of the Application Site

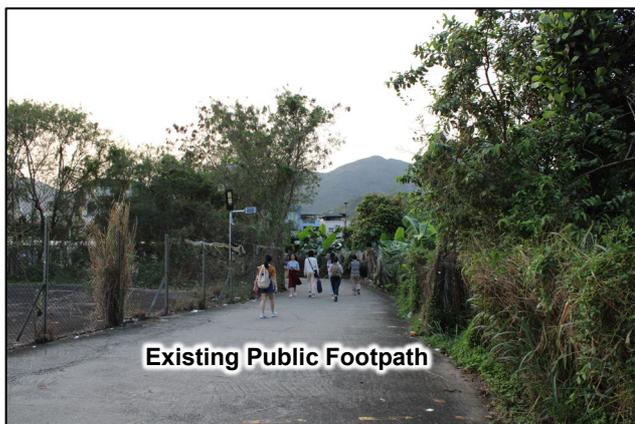


Photo 2.3 Existing Public Footpath Connecting Light Rail Lam Tei Station and the Village House Developments to the Further North-west



Photo 2.4 Village Houses along Ng Lau Road to the North-west of the Application Site

Building Height Profile

2.1.11 Situating near the common boundary of Lam Tei and Yick Yuen OZP and Tuen Mun OZP, the building height profile of not only Lam Tei area but Tuen Mun Area 54, which is under rapid transformation in recent years, has been reviewed. As shown in **Figure 2.4**, the proposed public housing development at the “R(A)” zone with a maximum BH of +160mPD will be the tallest while the committed / planned public housing developments in Area 54 as well as Novoland (partially under construction) generally have a BH ranging from +120 – 150mPD. To the north of the proposed public housing development at the “R(A)” zone, the planned high-density private housing development in the “R(E)” zone (i.e. approved to be rezoned to “R(A)”1 zone) will be subject to a BH of not more than +100mPD. Besides, the single-block residential development recently approved in the “C” zone to the south of the Application Site is proposed with a BH of about +65mPD that is of a medium-rise character. The proposed BH complies with the general height profile in this area.

2.3 Policy to Increase Housing Supply

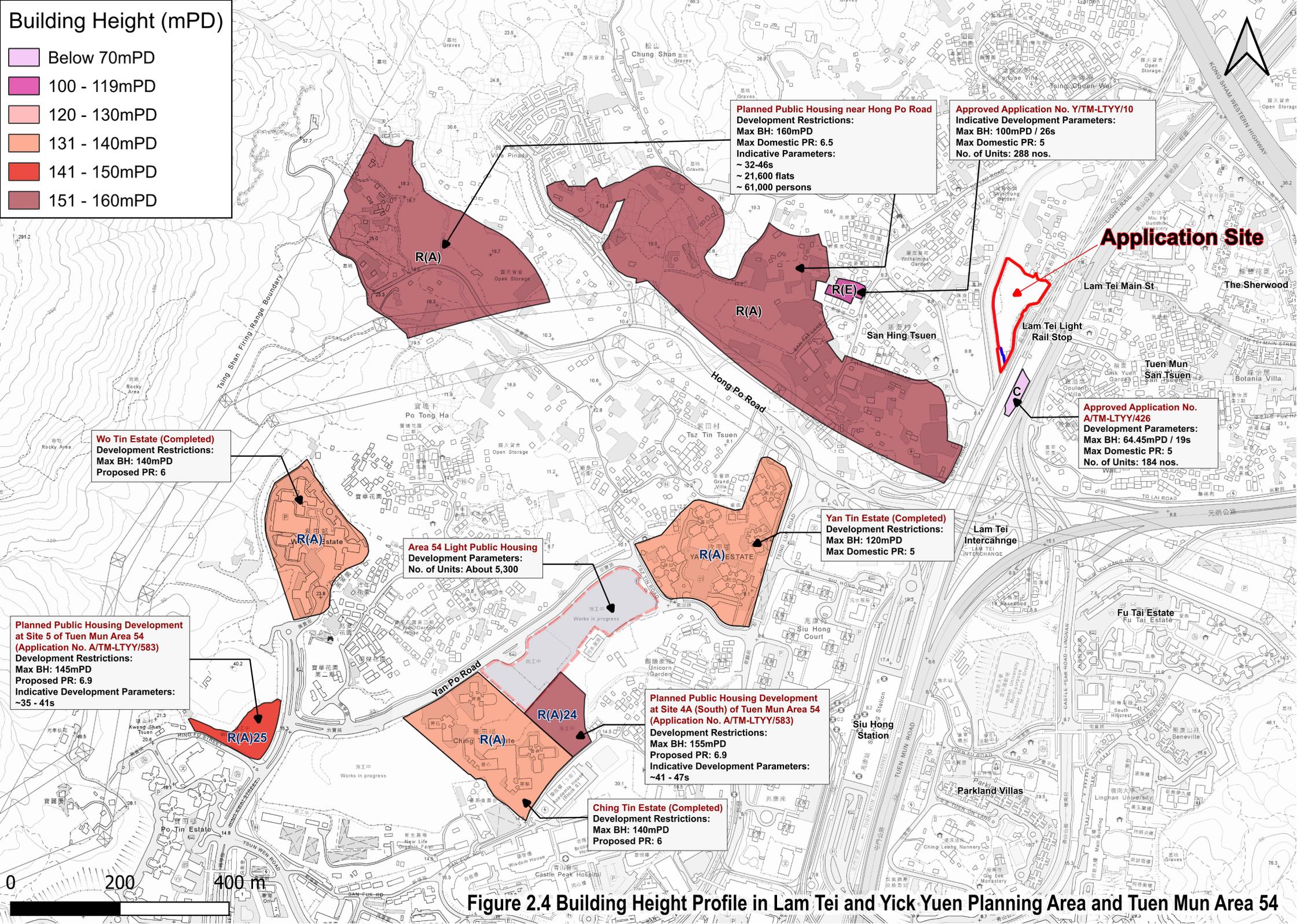
2.3.1 It is indisputable that Hong Kong is facing a severe housing shortage. In the Policy Address 2017, the Government acknowledged that the current shortage in housing supply and surging property prices had resulted from both external and internal factors. Hence the Government was determined to rectify the situation with the greatest effort. It stated that increasing the development intensity of sites is one strategy for increasing land supply. In the Policy Address 2018, the Government continued to state that in order to meet the demand for land and housing in the course of economic development, it was imperative to increase land supply, make bold decisions and develop land resources in a resolute and persistent manner.

2.3.2 The Task Force on Land Supply (TFLS) set up in September 2017 proposed a multi-pronged approach to increase land supply, which was subsequently endorsed by the Government. Though not an explicit recommendation, the TFLS believed that increasing the development intensity of existing land as appropriate was a feasible way to increase housing supply in the short term, which also aligned with the principle of optimizing land use. Indeed, the Government has, since 2014, implemented a policy to allow the development intensity of appropriate residential sites to be increased by up to 20% as occurred in the Kai Tak Development Area and the eight public housing sites in the Kwu Tung North/Fanling North New Development Areas.

2.3.3 Whilst in 2022, the Policy Address reiterated the Government’s will in continuing to increase development intensity for providing more housing units, in which, the domestic PR for housing land in the Northern

Building Height (mPD)

- Below 70mPD
- 100 - 119mPD
- 120 - 130mPD
- 131 - 140mPD
- 141 - 150mPD
- 151 - 160mPD



Planned Public Housing near Hong Po Road
 Development Restrictions:
 Max BH: 160mPD
 Max Domestic PR: 6.5
 Indicative Parameters:
 ~ 32-46s
 ~ 21,600 flats
 ~ 61,000 persons

Approved Application No. Y/TM-LTY/10
 Indicative Development Parameters:
 Max BH: 100mPD / 26s
 Max Domestic PR: 5
 No. of Units: 288 nos.

Application Site

Wo Tin Estate (Completed)
 Development Restrictions:
 Max BH: 140mPD
 Proposed PR: 6

Area 54 Light Public Housing
 Development Parameters:
 No. of Units: About 5,300

Yan Tin Estate (Completed)
 Development Restrictions:
 Max BH: 120mPD
 Max Domestic PR: 5

Approved Application No. A/TM-LTY/426
 Development Parameters:
 Max BH: 64.45mPD / 19s
 Max Domestic PR: 5
 No. of Units: 184 nos.

Planned Public Housing Development at Site 5 of Tuen Mun Area 54 (Application No. A/TM-LTY/583)
 Development Restrictions:
 Max BH: 145mPD
 Proposed PR: 6.9
 Indicative Development Parameters:
 ~35 - 41s

Planned Public Housing Development at Site 4A (South) of Tuen Mun Area 54 (Application No. A/TM-LTY/583)
 Development Restrictions:
 Max BH: 155mPD
 Proposed PR: 6.9
 Indicative Development Parameters:
 ~41 - 47s

Ching Tin Estate (Completed)
 Development Restrictions:
 Max BH: 140mPD
 Proposed PR: 6



Figure 2.4 Building Height Profile in Lam Tei and Yick Yuen Planning Area and Tuen Mun Area 54

Metropolis will be increased to a maximum of 6.5, which is generally higher than that of the early generation of new towns. In light of this policy, it is commonly understood that the development intensity would generally be intensified if technically feasible, to meet the housing supply.

2.3.4 The Proposed Development with higher development intensity should be allowed if it is not incompatible with the surrounding land uses and is acceptable on technical terms such as in traffic and environmental aspects.

2.4 Similar Approved Applications in the Surroundings

2.4.1 In line with Government’s land supply strategy, planning applications seeking higher development intensity are being submitted to the Board in recent years. In particular, Area 54 in Tuen Mun that is proposed predominately for public housing developments have recorded three approved planning applications for public housing developments with ancillary commercial and community facilities, all submitted by Housing Department (“HD”). Recently, a planning application seeking for minor relaxation of PR to 5 and BH to +64.45mPD for a residential development with provision of shop and services, at various lots adjacent to Lam Tei Vegetable Depot in close proximity to the Application Site, was also approved. The indicative development parameters of these applications are summarized in **Table 2.1** below.

Table 2.1: Similar Approved Planning Applications (incl. S12A and S16) in Lam Tei and Yick Yuen Planning Area and Tuen Mun Area 54 Planning Area

Planning Application No.	A/TM/499	A/TM/500	A/TM/583	A/TM-LTYT/426	Y/TM-LTYT/10
Location	Ching Tin Estate	Wo Tin Estate	Area 54 Sites 4A & 5	Various Lots South-west of Lam Tei Vegetable Depot	Lots 220 RP and 221 in DD130, San Hing Road
Proposed Use	Public Housing Development	Public Housing Development	Public Housing Development	Private Housing Development	Private Housing Development
Proposed PR	6	6	6.9	5	5
Proposed BH	140mPD	140mPD	Site 4A: 155mPD Site 5: 145mPD	64.45mPD	100mPD
Approval Date	23/6/2017	23/6/2017	17/2/2023	29/5/2023	14/7/2023

2.5 Similar Up-zoning Proposal in the Surroundings

2.5.1 Apart from the individual approved applications for minor relaxation of development intensity for residential developments, Planning Department (PlanD) has proposed amendments to the then OZP (i.e. OZP No. S/TM-LYTT/10). The amendments include to rezone a site near San Hing Road and Hong Po Road of 21.52ha from “R(E)” and “Green Belt” (“GB”) zonings to “R(A)” and “G/IC” zones for public housing development and supporting facilities. The amendments were approved and the OZP was

gazette in November 2022, which the subject site is now restricted to a maximum PR of 6.5 (domestic PR of 6) and a maximum BH of +160mPD. The proposed public housing development would provide 22 blocks of residential towers and about 21,600 units, which is targeted for completion in 2030 to 2033.

2.6 Landholding

2.6.1 As mentioned in Section 2.1, the Government Land abutting the Applicant’s private lots could not be developed on its own due to its narrow and elongated configuration. Hence it is beneficial to amalgamate the land parcels into one development site to better utilise land resources. Moreover, as compared with the approved scheme, the Applicant has taken this opportunity to further include strips of G-land optimize land resources in a comprehensive manner. Such arrangement aligns with the latest draft lease plan issued by LandsD.

2.6.2 The Development Site covers a land area of 8,896m² comprising nine private lots (i.e. Lots 523RP, 714RP, 718RP, 719RP, 721RP, 722RP, 723RP, 724RP and 725 totalling 6,333m²) owned by the Applicant and adjacent Government Land (G-land) (2,563m²) in DD130 in Lam Tei, Tuen Mun. Whilst, the Application Site which is the proposed rezoning boundary covers a land area of about 9,300m², with an additional 404m² of G-land. **Figure 2.5** illustrates the landholding of the Application Site.

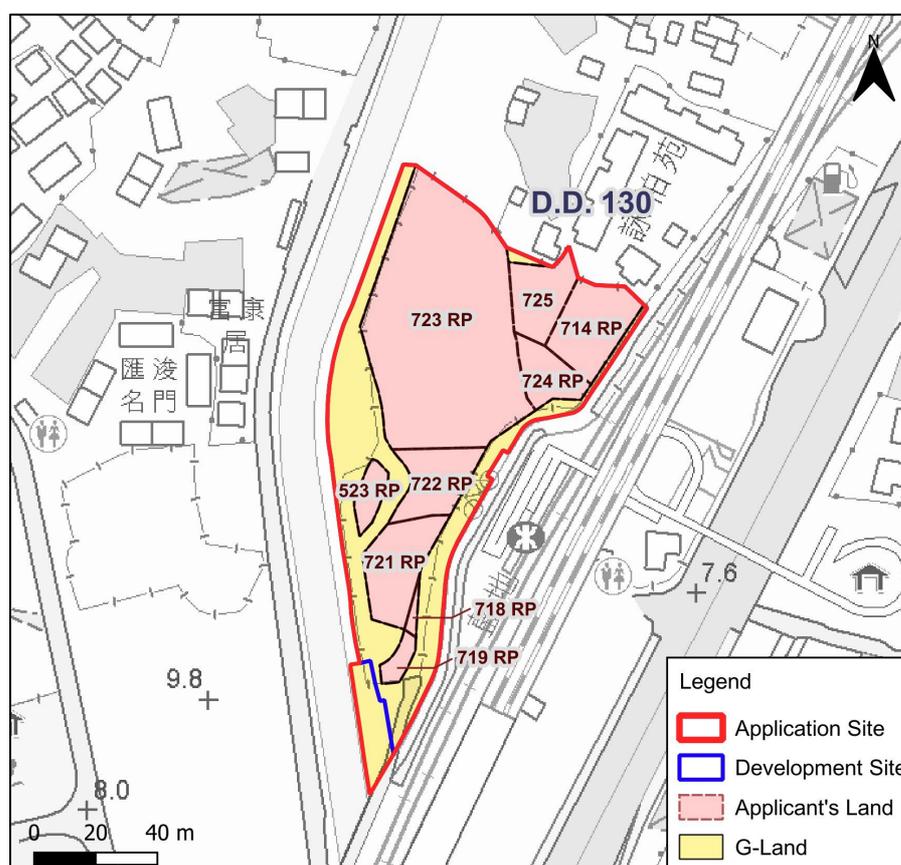


Figure 2.5 Landholding Plan

3. THE PROPOSED DEVELOPMENT

3.1 The Approved Rezoning Scheme

3.1.1 The Application Site is subject to an approved rezoning scheme, which was approved by the Board in September 2021. The Applicant has proven it is technical feasible to put forward a residential development of 9 blocks of not more than 8 storeys to provide a total of 307 units, with a domestic PR of 2.5 and a maximum BH of +35mPD at the Site.

3.2 The Current Rezoning Proposal

(a) Purpose and Design Objectives

3.2.1 The purpose of this rezoning proposal is to allow higher development intensity (but remains medium-density) at the Application Site, which is technically feasible and is not incompatible with existing and planned uses.

3.2.2 The following lists out the key design objectives of the Proposed Development for the Board’s consideration:

- To increase the development intensity to boost housing supply and yet remain compatible with the surrounding uses that is under rapid transformation;
- To comply with the “R(B)” zoning intention, which is primarily for suburban medium-density residential developments in rural areas;
- To retain a footpath on the Applicant’s landholding for public use;
- To provide a proper interface between the Applicant’s property lines and the sidewalk and cycle track abutting the Light Rail track; and
- To improve the vehicular access to the Application Site (which is outside the Application Site boundary to be separately dealt with by Transport Department, Highways Department, Drainage Services Department, Lands Department, and other concerned departments).

(b) Proposed Development Parameters

3.2.3 With a rationalized site boundary of an area of 8,896m², the Development Site is proposed for a medium-rise residential development with a PR of not more than 5 and a maximum BH of +107.8mPD. Like the approved scheme, the Proposed Development aims to provide 5 residential blocks ranging from 14 to 27 storeys above 2 storeys of basement carpark for a total of 1,385 units. A replacement footpath, which takes up a land area of 305m² at a minimum width of 3m, will be provided along the northern boundary. Recreational uses, in a form of residents’ clubhouse, would be provided at the G/F of Towers 1 – 4. There will also be a communal skygarden on 1/F of Tower 1 and 2. **Table 3.1** below outlines the indicative development parameters of the Proposed Development.

Table 3.1 Indicative Development Schedule of the Proposed Development

Development Parameters	Proposed Development
Application Site Area (about)	9,300m ²
Development Site Area (about)	8,896m ²
Private Lots (85.7%)	6,333m ²
Government Land (14.3%)	2,563m ²
Proposed Domestic Plot Ratio	5
Proposed Domestic GFA	44,480m ²
Proposed No. of Flats	1,385
Average Flat Size	32.1m ²
Estimated Population (assuming 2.7 persons per flat)	3,740
Proposed No. of Towers	5
Proposed Site Coverage	Not more than 33.3%
Proposed No. of Storeys	14 - 27 (excluding 2s of basement carpark)
Proposed Maximum Building Height	+107.8mPD
Proposed Private Open Space	Not less than 3,740m ²
Proposed Greening Ratio	Not less than 20%

3.2.4 The indicative Master Layout Plan and Section Plans are appended in **Appendix A**.

R(B)4” Zoning

3.2.5 According to the Notes of the OZP, there are three sub-zones (i.e. R(B)1, R(B)2 and R(B)3) under the “R(B)” zoning at present. The Applicant proposes to rezone the Application Site into a new “R(B)4” zoning with the highlighted amendment to the Remarks under the “R(B)” zoning of the OZP as indicated in **Figure 3.1**. The proposed amendment to the Explanatory Statement for “R(B)” zoning is highlighted in **Figure 3.2**. The proposed “R(B)4” zoning boundary is shown in **Figure 3.3**.

RESIDENTIAL (GROUP) (Cont'd)

Remarks

- (a) 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 plot ratio, site coverage and building height specified below, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the draft development permission area plan, whichever is the greater.

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u>	<u>Maximum Building Height</u>	
			<u>No. of Storeys</u>	<u>Building Height</u>
R(B)1	1.0	40%	4 storeys over single-storey car park	15m
R(B)2	1.26	40%	6 storeys over single-storey car park	21m
R(B)3	2.1	40%	12 storeys excluding car park	36m (excluding car park)
R(B)4	5	40%	27 storeys excluding car park	+107.8mPD

- (b) In determining the maximum plot ratio and site coverage for the purposes of paragraph (a) 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 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.
- (c) 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 (a) above may be considered by the Town Planning Board on application under 16 of the Town Planning Ordinance.

Figure 3.1 Proposed Amendment to the Notes of “R(B)” Zoning

- 9.3 Residential (Group B) (“R(B)”): Total Area: 9.54ha
- 9.3.1 This zone is intended primarily for sub-urban medium-density residential developments in rural areas where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 9.3.2 As the zoned areas are located adjacent to Castle Peak Road and Fuk Hang Tsuen Road, noise mitigation measures such as the use of screening structures and the adoption of self-protective building layout would need to be implemented.
- 9.3.3 There are 3 4 sub-areas within this zone.
- (a) Residential (Group B)1 (“R(B)1”): Total Area: 4.04 3.11 ha
The parcel of land located between the Nullah and Castle Peak Road near San Hing Tsuen is zoned for “R(B)1”. Residential developments within this zone are restricted to a maximum plot ratio of 1.0, a maximum site coverage of 40% and a maximum building height of 4 storeys over single-storey car park (15m).
- (b) Residential (Group B)2 (“R(B)2”): Total Area: 3.20 ha
The parcel of land located to the south-east of Hung Shui Kiu NDA namely Bauhinia Garden and Wo Ping San Tsuen is zoned for this purpose. Residential developments within this zone are restricted to a maximum plot ratio of 1.26, a maximum site coverage of 40% and a maximum building height of 6 storeys over single-storey car park (21m).
- (c) Residential (Group B)3 (“R(B)3”): Total Area 2.3 ha
The parcel of land located at the junction of Fuk Hang Tsuen Road and Lam Tei Main Street is zoned for this purpose to reflect a complete residential development (i.e. Botania Villa). This residential scheme constitutes part of the Lam Tei Local Centre development. The residential developments within this zone are restricted to a maximum plot ratio of 2.1, a maximum site coverage of 40% and a maximum building height of 12 storeys (36m) excluding car park.
- (d) Residential (Group B)4 (“R(B)4”): Total Area: 0.93 ha
The parcel of land located at the junction of the Nullah and Castle Peak Road with vehicular access branching off from Ng Lau Road is zoned for “R(B)4”. Residential developments within this zone are restricted to a maximum plot ratio of 5, a maximum site coverage of 40% and a maximum building height of 27 storeys (excluding car park) not exceeding +107.8mPD.
- 9.3.4 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the above restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

Figure 3.2 Proposed Amendment to the Explanatory Statement of the Approved OZP

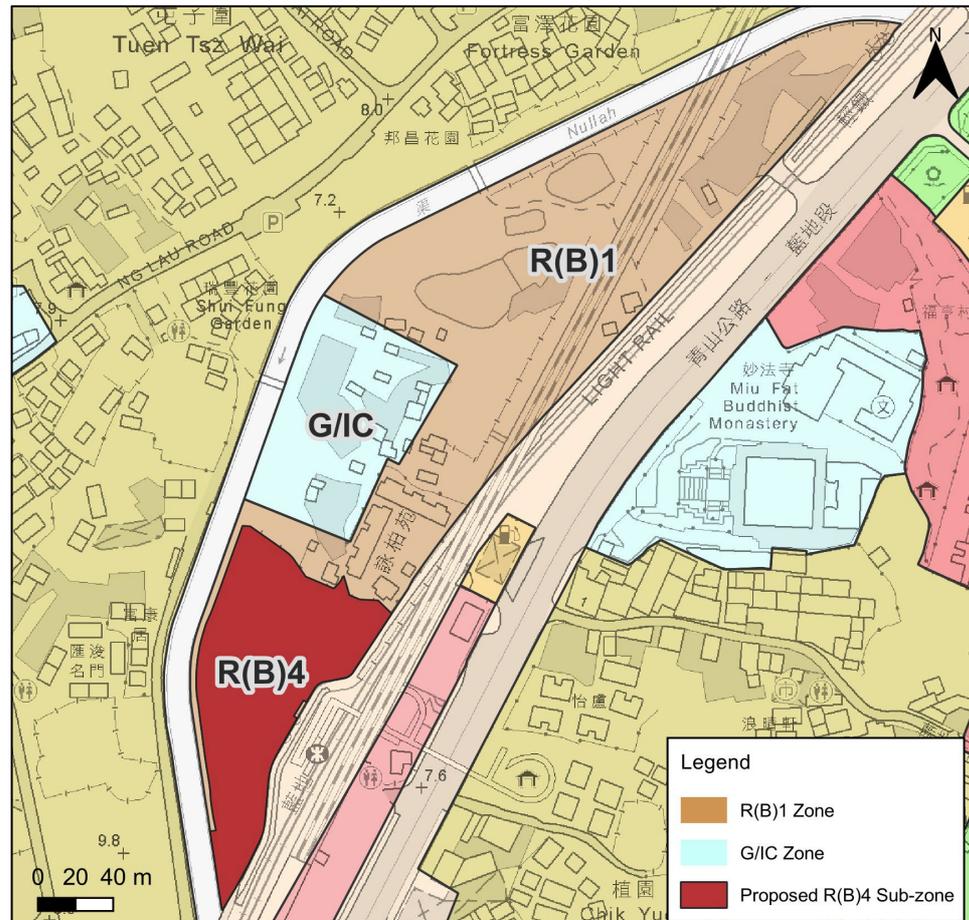


Figure 3.3 Proposed “R(B)4” Zoning Boundary

3.2.6 As indicated in **Figure 3.3**, the proposed “R(B)4” zoning is separated from the main “R(B)1” zone by a G/IC site and a housing development named Linggrade Garden.

3.3 Design Considerations

Appropriate Tower Setback

3.3.1 In order to avoid compromising the existing built environment and minimize the sense of spatial oppression, towers along the northern and western boundaries are proposed to set back to allow a smoother transition to the surroundings. In particular, Towers 1 and 4 that are fronting the nullah along the western boundary are proposed to be setback for at least 7m while Tower 2 that is abutting the re-provided public access at the northern boundary is proposed to set back for about 14m.

Careful Tower Disposition to Provide a 15m-wide Air Corridor

3.3.2 On top of building setback, the proposed layout has duly considered maximizing building gaps to create a spacious development and to enhance the air ventilation performance. Building gap of not less than 15m would be provided to create an air and view corridor for E-W wind penetration. A central amenity square containing a swimming pool would be provided in the corridor to provide for enjoyment. **Figure 3.4** below shows the indicative ground floor plan of the Proposed Development.

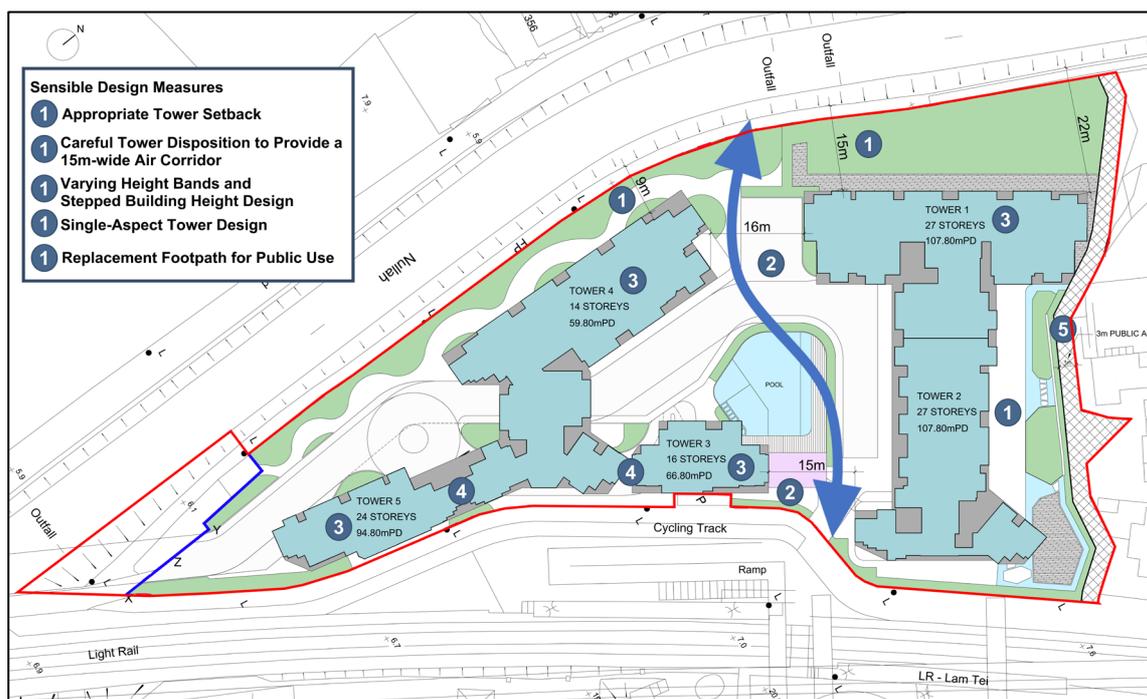


Figure 3.4 Indicative Block Plan

Stepped Building Height Design

3.3.3 Considering the proximity to Light Rail Lam Tei Station and the Tuen Ma Line Railway Viaduct, varying height bands ranging from +59.8mPD to +107.8mPD or 14 to 27 storeys is proposed, which would generally present a stepped building height descending from the west to the east to add visual interest to the surrounding.

Single-Aspect Tower Design

3.3.4 In consideration of the railway noise of Tuen Ma Line and Light Rail Transit, the proposed development scheme has incorporated single-aspect tower design to reduce the railway noise impact from the Tuen Ma Line and Light Rail Transit running north-south to the east of the Application Site.

Replacement Footpath for Public Use

- 3.3.5 To continue to facilitate pedestrian movement between the nullah and Castle Peak Road, the Applicant proposes a 3m wide replacement footpath for public use at the northern end within the Application Site adjacent to Lingrade Garden. This will be managed and maintained by the future residential development.

Optimal Building Bulk

- 3.3.6 To minimize visual impact to the surrounding and to maximize at-grade open space, car parking spaces are placed within the 2 basement levels. Besides, the Applicant proposes to minimize the ground floor footprint to only underneath the towers as far as practicable.

3.4 Landscape Design and Proposal

- 3.4.1 In formulation of the landscape design of the Proposed Development, the following primary landscape objectives have been considered and adopted:

- To integrate the Proposed Development from a landscape and visual perspective with the existing and planned landscape context;
- To use landscape measures to soften the form of the proposed architectural scheme;
- To provide visual integration, screening and softening effects of the built-form;
- To provide adequate open space for the future residents;
- To maximize opportunities for the planting of new trees and shrubs;
- To provide compensation for the proposed felling of trees required to accommodate the new development.

- 3.4.2 The landscape proposal is summarised as follows.

At G/F

- There will be a major landscape area. To facilitate pedestrian movements at ground level, sculpture with varied height of plantings are proposed along the driveway and pedestrian walkway to maximize the visual amenity and experience for the residents from entrance throughout the Proposed Development;
- One row of tree planting strip with lush shrubs are proposed along the eastern-side of the boundary to act as a buffer from the busy cycling track and the Light Rail track;
- At the north-eastern of the boundary, a public footpath is provided to connect the surrounding residents and Ng Lau Road;

- Water feature is also proposed along the north-eastern edge adjacent to the clubhouse at Towers 1 and 2 to increase the visual interest for the residents from the clubhouse;
- Besides the passive area, an outdoor swimming pool is proposed at the centre near Tower 3 for the residents to exercise and enjoy; and
- To provide a pleasant walking experience, wiggled pedestrian path that co-serves as a jogging path with lush planting is proposed along the western boundary to create an interesting experience.

At 1/F

- 1/F of Towers 1 and 2 will co-serve as a refuge floor and permeable sky-garden. Mix plantings are proposed at the edges to maximize the greenery.

3.4.3 The Proposed Development will provide not less than 1m² of communal open space per person. The detailed landscape proposal and the Landscape Master Plan are appended in **Appendix H**.

3.5 Tree Preservation and Removal Proposal

3.5.1 A tree survey was conducted in May 2022 and 224 nos. of trees within the Application Site are identified. There is no endangered tree species identified. The Tree Preservation and Removal Report (TPRR) is appended in **Appendix I**.

3.5.2 Whilst, among the existing trees surveyed, 145 nos. of *Leucaena leucocaphala* are identified. With reference to the Guideline Notes on TPRR for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease of LAO Practice Note 6/2023, trees of desirable species, such as *Leucaena leucocaphala*, characterized by its aggressive and invasive growing habits and ability to prevent natural succession of native species would not need to be compensated if felled. Therefore, all 145 nos. of *Leucaena leucocaphala* are proposed to be felled without compensatory planting requirement.

3.5.3 Apart from these 154 nos. of trees, another 79 nos. of trees are proposed to be felled due to their unrecoverable health problem, poor condition, and low survival rate after transplanting. There is no endangered tree species identified in the tree survey under the listing in ‘Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)’. Besides, there is no “Champion” trees or “Old and Valuable” trees observed within the Application Site or its periphery. That being said, a compensation ratio of 1:1 will be achieved with 79 nos. of compensatory trees to be provided in the Proposed Development. **Table 3.2** below shows the summary of the tree felling and compensation proposal.

Table 3.2 Tree Felling and Compensation Proposal

Description	Nos. / m
Total Trees Surveyed	224 nos.
<i>Leucaena leucocephala</i> Proposed to be Felled	145 nos.
Trees Proposed to be Felled	79 nos.
Aggregated DBH Loss (exclude <i>Leucaena leucocephala</i>)	25.772m
Compensatory Trees	79 nos.
Aggregated DBH Compensated	7.11m
Compensation Ratio <ul style="list-style-type: none"> • In terms of Quantity 	1 : 1

3.6 Internal Transport Provision

Vehicular Access between the Application Site and Ng Lau Road

3.6.1 The unnamed vehicular access road between the Application Site and Ng Lau Road is at present sub-standard of about 6m wide. The section near Ng Lau Road is a suspended concrete structure spanning over the nullah.

3.6.2 With reference to the approved scheme, the existing access road and the unnamed road connecting the Proposed Development with Ng Lau Road is planned to be upgraded to a 7.3m wide carriageway with a 2m wide footpath and a 2m wide cycle track. The scheme design report for the planned road and bridge have been submitted to Transport Department, Highways Department, Drainage Services Department and Planning Department for comments in April 2022, which is currently under active liaison.

Public Transport

3.6.3 The Application Site is well served by public transport. The Light Rail Lam Tei Station is located within five minutes walking from the Application Site. The Light Rail Transit also functions as a feeder service to the Tuen Ma Line with key interchange at Siu Hong Station about 700m from the Application Site. The Tuen Ma Line connects the Northwest New Territories with Kowloon and Hong Kong through interchanging at Mei Foo, Nam Cheong or Hung Hom Stations. Furthermore, there are more than 30 nos. of franchised bus and Green Mini Bus routes serving within 500m radial coverage (i.e. about 10 minutes walking distance) of the Proposed Development.

Parking Provision

- 3.6.4 The proposed parking provision complies with the high-end requirement of the Hong Kong Planning Standards and Guidelines (HKPSG), which the car parking spaces will be provided in two basement storeys while the loading / unloading bays will be provided at ground level for the use of future residents. **Table 3.2** below shows the internal transport provision.

Table 3.2 Internal Transport Provision

Type of Facilities	Required Provision	Proposed Provision
Private Car Parking Space	153 – 247 nos.	247 nos. ⁽¹⁾
Motorcycle Parking Space	1 – 14 nos.	14 nos.
Goods Vehicle Loading / Unloading Bay	5 nos.	5 nos.
Bicycle Parking Space	93 nos.	93 nos.

Remarks:

(1) Including 3 accessible car parking spaces

3.7 Implementation

- 3.7.1 While the Applicant has applied to LandsD on relevant lease administration procedures concerning the approved scheme, with the strong commitment of the Applicant's in contributing to increasing housing supply in the territory, the Proposed Development is targeted to be completed by 2030. Relevant lease administration procedures associated with the current scheme would be immediately followed if granted approval from the TPB.

4. TECHNICAL CONSIDERATIONS

4.1 Traffic Considerations

4.1.1 In order to assess the potential traffic impact of the Proposed Development on surrounding road network, a Traffic Impact Assessment (TIA) has been carried out (see **Appendix B**). Manual classified counts were conducted at 9 junctions which are located in the vicinity in order to establish the existing traffic flows during AM Peak and PM Peak hours. The studied junctions include: -

- J1: Unnamed Road / Access Road;
- J2: Ng Lau Road / Unnamed Road;
- J3: Na Lau Road / Lam Tei Interchange;
- J4: Tsing Lun Road / Hong Po Road / Lam Tei Interchange;
- J5: Lam Tei Interchange;
- J6: Lam Tei Interchange / Castle Peak Road – Lam Tei;
- J7: Tsing Lun Road / Tsz Tin Road;
- J8: San Hing Road / Ng Lau Road (Southern); and
- J9: San Hing Road / Ng Lau Road (Northern)

4.1.2 Year 2033 has been adopted as the design year in which its peak hour traffic flows at the 9 junctions were assessed with reference to the BDTM, estimated growth from 2031 to 2033 and expected traffic generation by the planned / committed developments in the vicinity. The TIA concluded that the Proposed Development would bring negligible traffic impact to the surrounding road network, hence, it is acceptable in traffic terms.

4.2 Environmental Considerations (see Appendix C)

Railway Noise

4.2.1 Railway noise due to Tuen Ma Line and Light Rail Transit on the Proposed Development has been assessed. The cumulative results show that the predicted noise levels at the representative noise sensitive receivers (NSRs) would comply with the relevant noise criteria stipulated in the HKPSG with the implementation of mitigation measures including acoustic window / balcony. Therefore, it is anticipated that the Proposed Development will not be subjected to adverse railway noise impact.

Fixed Noise - Industrial Operations

4.2.2 Although some car repairing workshops and storage sites were identified in the vicinity of the Application Site, the predicted noise levels from the identified fixed noise sources on the NSRs would be well below the

relevant noise criteria stipulated in the HKPSG. Therefore, it is anticipated that the Proposed Development will not be subjected to adverse fixed noise impact.

Traffic Noise

- 4.2.3 With the implementation of mitigation measures including acoustic window / balcony, full compliance of the HKPSG recommended criterion of 70 dB(A) for L10 (1-hr) would be achieved at all NSRs. Therefore, the Proposed Development will not be subjected to adverse traffic noise impact.

Air Quality

- 4.2.4 An assessment area of 500m radius from the Application Site boundary has been adopted to assess the air quality impacts due to the chimney and vehicular emissions. The quantitative assessment shows that full compliance of air quality objectives (AQOs) is predicted at all air sensitive receivers (ASRs) of all heights for all pollutants, hence, there would be no adverse air quality impact on the Proposed Development.

4.3 Visual Considerations

- 4.3.1 To assess the potential visual impact of the Proposed Development on the overall visual quality of the surroundings, a Visual Impact Assessment has been conducted. Please refer to **Appendix D** for more details.
- 4.3.2 A total of 6 public viewpoints (“VP”) have been selected to assess the visual impact of the Proposed Development against the Baseline Development Scheme, which refer to the approved scheme with a BH of 8 storeys or +35mPD. Among the 6 VPs, the overall visual impact anticipated ranges mostly from slightly adverse to moderately adverse.
- 4.3.3 However, with the proposed mitigation measures including carefully tower disposition, tower setbacks along the nuallah, stepped BH design, provision of air and visual corridor by means of building gaps and appropriate façade design in place, the Proposed Development is considered acceptable in the Lam Tei area.

4.4 Engineering Considerations

Drainage

- 4.4.1 A Drainage Impact Assessment (DIA) has been conducted to evaluate the potential impact of the Proposed Development to the surrounding drainage system (see **Appendix E** for more details.)
- 4.4.2 U-channels are proposed along the boundary of the Proposed Development and underground carpark to collect the surface runoff, which will be stored temporarily in the proposed stormwater storage tank (i.e. approx. 91m³) before discharging to the nullah via a pump. As a new drainage system will be provided for the Proposed Development, the existing catchpits and the two 300DN pipes currently serving the Application Site are proposed to be demolished.
- 4.4.3 Upon the implementation of the proposed drainage system, the Proposed Development would not result in insurmountable impact to the drainage system in the vicinity.

Sewerage

- 4.4.4 A Sewerage Impact Assessment (SIA) has been conducted to evaluate the potential impact of the Proposed Development to the surrounding sewerage system (see **Appendix F** or more details.)
- 4.4.5 Since there is no public sewerage system available for the Proposed Development, on-site treatment will be required. Connection to the public sewer will be a long-term option upon availability of trunk sewer connecting to the Application Site.
- 4.4.6 An on-site treatment with Membrane Bioreactor (MBR) (i.e. approx. 1,254m²) will be used to treat effluent from the Proposed Development, which the treated effluent will be discharged to the nearby nullah. Relevant statutory guidelines and regulations will be followed and detail design of the MBR unit will be provided in the subsequent stages.
- 4.4.7 With the sewage treatment plant and proposer maintenance in place, it is concluded that the Proposed Development will not impose any adverse sewerage impact to the surrounding sewerage system.

Water Supply

- 4.4.8 A Water Supply Impact Assessment (WSIA) has been conducted to evaluate the potential impacts on the existing fresh water and salt water supply facilities as a result of the Proposed Development (see **Appendix G** for more details).
- 4.4.9 Considering the existing fresh water and salt water mains in the vicinity, a freshwater main of DN200 is proposed to tee-off from the existing DN350 fresh watermain at the junction of Ng Lau Road while a salt watermain of DN80 is also proposed to tee-off from the existing DN250 salt watermain at the same location. Both proposed mains would run along the planned road and the utility trough of the planned crossing bridge before entering the water meter room of the Proposed Development.
- 4.4.10 Since the Proposed Development is located similar to the existing ground level, no additional pumping is required for providing sufficient residual head. While the existing residual heads for both fresh water and salt water systems are considered sufficient for the proposed connection as measured by Water Supplies Department (WSD). Street fire hydrants are proposed within the Proposed Development, subject to further liaison with WSD in subsequent stages.
- 4.4.11 With the proposed fresh water and salt water systems and proper maintenance in place, the WSIA concludes that the Proposed Development would not result in insurmountable impacts on the surrounding waters supply system.

5. PLANNING JUSTIFICATIONS

5.1 Changing Development Contexts in the Vicinity since Last Approval

5.1.1 The TPB approved the upzoning of the Site from PR 1.0 to 2.5 in September 2021. By that time, as recorded in para. 11.3 of the RNTPC Paper No. Y/TM-LTY Y/9C, “*there is a planned public housing development zoned “R(A)” to the further southwest of the Site with a maximum PR of 6.5 and maximum BH of 160mPD (i.e. the public housing site on Hong Po Road) and a planned residential development at the “Commercial (“C”) zone to the east of the Site under application No. A/TM-LTY Y/290 with a maximum PR of 3.6 ... and a maximum building height of 41.2m...*” The development context and the transformation of the area in North Tuen Mun and Lam Tei and Yick Yuen Planning Area continues to evolve.

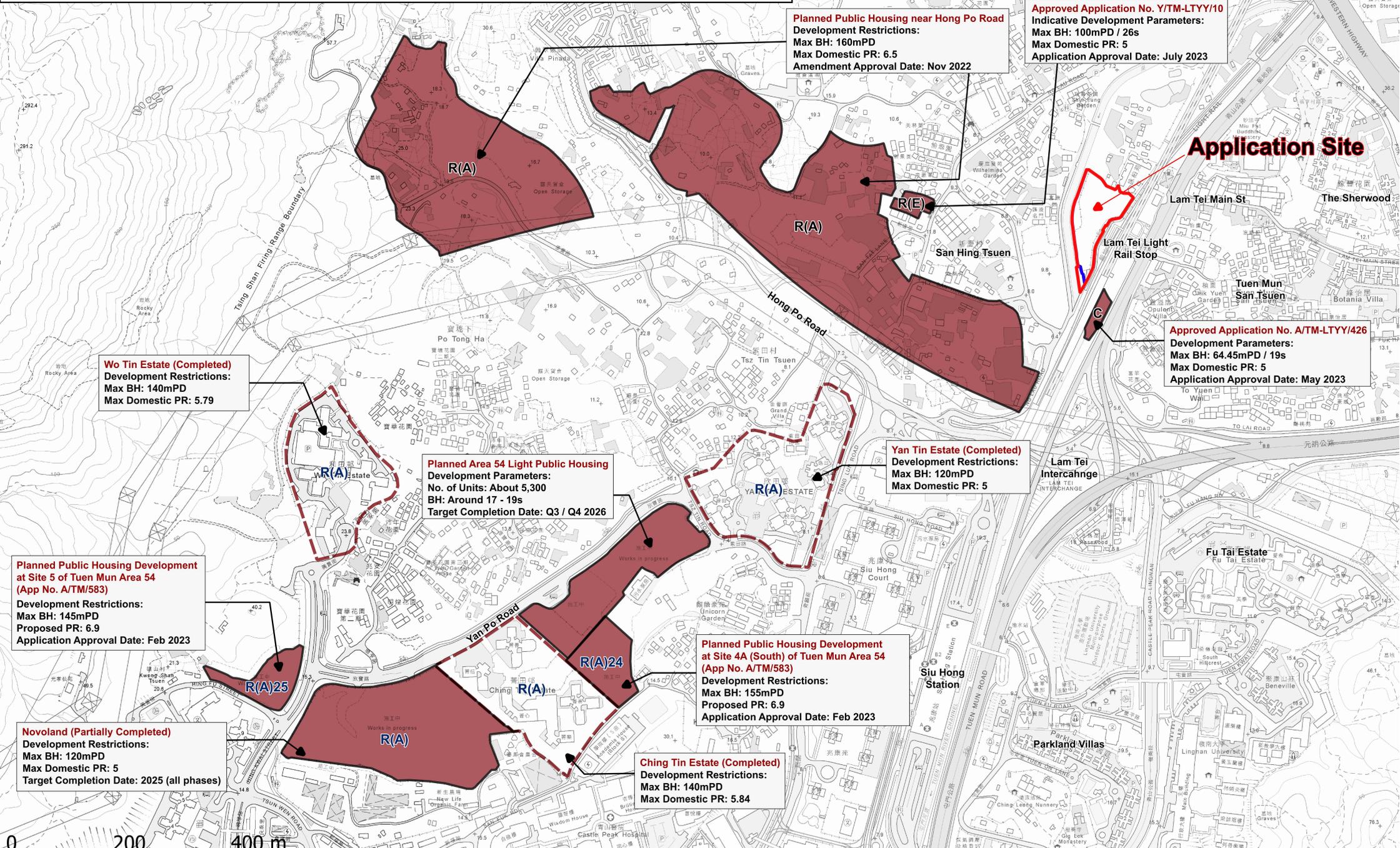
5.1.2 In addition to the public housing site near Hong Po Road, there were a number of newly approved planning applications and development of both public and private housing developments within the area after the approval of the approved upzoning at the Site. These include:

	A/TM/583	A/TM-LTY Y/426	Y/TM-LTY Y/10	NOVOLAND	Light Public Housing in Area 54
Location	Area 54 Sites 4A & 5	Various Lots South-west of Lam Tei Vegetable Depot	Lots 220 RP and 221 in DD130, San Hing Road	TMLT 483 & Ext Thereto RP near Yan Po Road	Land to the north-east of Ching Tin Estate near Yan Po Road Public Transport Interchange
Proposed Use	Public Housing Development	Private Housing Development	Private Housing Development	Private Housing Development	Public Housing Development
Proposed PR	6.9	5	5	Not more than 5	N/A
Proposed BH	Site 4A: 155mPD Site 5: 145mPD	64.45mPD	100mPD	Not more than 120mPD	About 17 – 19 storeys
Approval Date	17/2/2023	29/5/2023	14/7/2023	N/A	N/A

5.1.3 Against the changing development contexts in the vicinity subsequent to the approval of the previous upzoning application and upon reviewing the capacity of the major infrastructure, the Applicant considers possible to further increase the PR from 2.5 to 5 so as to better utilise the scarce land resource and to boost housing supply. **Figure 5.1** shows the location of the abovementioned applications / developments.

Legend

- Applications / Amendments Approved and Developments to be Completed After Sept 2021
- Applications Approved / Developments Completed Before Sept 2021



Planned Public Housing near Hong Po Road
 Development Restrictions:
 Max BH: 160mPD
 Max Domestic PR: 6.5
 Amendment Approval Date: Nov 2022

Approved Application No. Y/TM-LTY/10
 Indicative Development Parameters:
 Max BH: 100mPD / 26s
 Max Domestic PR: 5
 Application Approval Date: July 2023

Application Site

Approved Application No. A/TM-LTY/426
 Development Parameters:
 Max BH: 64.45mPD / 19s
 Max Domestic PR: 5
 Application Approval Date: May 2023

Wo Tin Estate (Completed)
 Development Restrictions:
 Max BH: 140mPD
 Max Domestic PR: 5.79

Planned Area 54 Light Public Housing
 Development Parameters:
 No. of Units: About 5,300
 BH: Around 17 - 19s
 Target Completion Date: Q3 / Q4 2026

Yan Tin Estate (Completed)
 Development Restrictions:
 Max BH: 120mPD
 Max Domestic PR: 5

Planned Public Housing Development at Site 5 of Tuen Mun Area 54 (App No. A/TM/583)
 Development Restrictions:
 Max BH: 145mPD
 Proposed PR: 6.9
 Application Approval Date: Feb 2023

Planned Public Housing Development at Site 4A (South) of Tuen Mun Area 54 (App No. A/TM/583)
 Development Restrictions:
 Max BH: 155mPD
 Proposed PR: 6.9
 Application Approval Date: Feb 2023

Novoland (Partially Completed)
 Development Restrictions:
 Max BH: 120mPD
 Max Domestic PR: 5
 Target Completion Date: 2025 (all phases)

Ching Tin Estate (Completed)
 Development Restrictions:
 Max BH: 140mPD
 Max Domestic PR: 5.84

Figure 5.1 Location Plan Showing Planned / Committed and Completed (in 5 Years) Developments in the Vicinity

5.2 The Proposed Up-zoning is In-line with the Government’s Strategy to Provide More Housing Supply

5.2.1 One strategy to boost housing supply in the short-term is to increase development intensity of sites where appropriate as re-iterated in the

2022 Policy Address. Recently in May 2023, TPB approved a residential development with provision of shop and services in the “C” zone not far from the Application Site (TPB Ref.: A/TM-LTYT/426). The said application also involved minor relaxation of both PR and BH to 5 and 19 storeys including 1-storey basement carpark.

5.2.2 The intensification does not only apply to private residential developments. The Government has also been boosting flat supply by means of intensification. For example, PlanD rezoned an extensive piece of land (about 21.52ha) located about 400m to the south-west of the Application Site near Hong Po Road from “R(E)” and “GB” zones to “R(A)” and “G/IC” zones with a PR of 6.5 and a BH of +160mPD. Moreover, to the south-west of Hong Po Road, the Housing Department submitted and TPB approved various planning applications to seek for a higher PR for the public housing developments in Tuen Mun Area 54 in 2017 and 2023 (TPB Ref.: A/TM/499; A/TM/500; and A/TM/583).

5.2.3 With the proposed increase in PR (i.e. from PR 2.5 to PR 5) and careful building design (i.e. tower disposition and stepped BH etc.), the Proposed Development would produce 1,078 additional flats, representing more than a four-fold increase as compared to the approved proposal. In view of the changing development context in the surroundings, particularly in Lam Tei that is well-connected to the town centre of Tuen Mun, the Proposed Development with increased development intensity would remain compatible with surrounding uses.

5.3 The Accessibility of the Site Offers Opportunities to Provide More Residential Units to Fully Utilise the Scarce Land Resources

5.3.1 The Site is well served by the public transport system. LRT Lam Tei Station is located at the doorstep. There are also a number of road-based public transport services, including franchised buses and public light buses, within 500m or some 10-minutes’ walk (please refer to Table 2.2 of the TIA in **Appendix B**). Whilst the Applicant is going to further improve the accessibility of the Site by providing a 7.3m-wide carriage, 1.2m-wide footpath and a 2m-wide cycle track, the Site will become more capable to provide flats for more families in need and for a more efficient use of land resources.

5.4 The Proposed “R(B)4” Zoning Will Not Affect the “R(B)1” Zone or Set an Undesirable Precedent

5.4.1 Although the Application Site is currently part of a 4.04ha “R(B)1” zone on the approved OZP, its southern end location and being separated by a “G/IC” site and an existing development (namely Lingrade Garden) make it physically standalone from the rest of the undeveloped “R(B)1” zone, as indicated in **Figure 3.3**. It should also be noted that the Application Site is one of two sites in the entire “R(B)1” zone that has vehicular access and

hence is distinguished from the landlocked sites, which justifies a higher density (i.e. PR 5) residential development. Hence the delineation of the Application Site would not affect the planning intention of the “R(B)1” or set an undesirable precedent.

5.5 Reprovision of a Footpath within the Application Site for Public Use

5.5.1 At present, there is a footpath on the Applicant’s landholding that is heavily used by the locals as a short-cut between San Hing Tsuen and Castle Peak Road. The Applicant has incorporated a 3m wide replacement footpath for public use along the northern boundary of the Application Site to be constructed at the Applicant’s cost. The future residential development will be responsible for the long-term management and maintenance of the footpath.

5.6 The Proposed Development is Technical Feasible and No Insurmountable Impacts are Anticipated

5.6.1 The Proposed Development has proven to be technical feasible in terms of traffic, visual, landscape, environmental, air ventilation, drainage, sewerage, and water supply. With necessary improvement and mitigation measures proposed, there would be no insurmountable technical impacts to the surroundings.

6. CONCLUSION AND SUMMARY

6.1 This Supporting Planning Statement has explained the planning context and the Applicant’s intention for the rezoning proposal. Members of the Board are respectively requested to give favorable consideration on the following grounds:

- Whilst increasing the housing supply by more than four folds as compared with the approved scheme, the proposed PR and BH restriction is still within the range of medium-density that is compatible with the urbanizing development trend in Lam Tei and the surrounding area.
- Being one of the two sites in the subject “R(B)1” zone that has vehicular access, the Application Site is distinguished from other landlocked sites in the zone and is justified for a higher density development.
- Well-served by both road and rail transport, the Proposed Development could unleash the ultimate development potential of the Application Site under the territory-wide adopted transit-oriented development approach.
- The Application Site is separated from the main “R(B)1” zone by a G/IC site and a housing development named Lingrade Garden. Hence the proposed “R(B)4” zoning would not affect the remaining “R(B)1” zone nor set an undesirable precedent.
- The proposed upzoning is technically feasible in traffic, landscape, environmental, air ventilation, visual, drainage, sewerage, and water supply aspects.