

## **Annex K**

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*Replacement Pages of the Planning Statement  
(i.e. Pages 1, 2, 9-12 and 15-16)*

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### **UniTown and Integrated Hospital in NTM NDA**

- 6.3 In the Legislative Council Paper No. CB(1)1487/2024(04) dated 26 November 2024, it states that some 18 ha of land has been allocated for new residential development with a domestic PR of 6 for residential sites closely around the NTM Station to supply some 12,000 – 13,000 residential units in the UniTown and 3,000 hospital beds (**Figures 4, 7, 10 and 11**) *expected to be completed progressively from 2029 onwards*. It is expected to generate some 22,000 - 26,000 new job opportunities and about will also be provided in the integrated hospital.
- 6.4 Upon completion, **Figure 10** and **Figure 11** are the Artistic Impression of the private residential development around the NTM Station and the overall view of the NTM NDA and STT developments from aerial view.

### **High Density Development in STT**

- 6.5 The LC Paper No. CB(1)506/2023(03) states that: “...Together with 87 ha of the LMC Loop, San Tin Technopole covers a development area of 627 ha.....comprises mainly the **I&T Park** and **San Tin Town Centre...**”. “to put the land resources into optimal use, higher development parameters have been adopted for San Tin Technopole, including domestic plot ratio (PR) 6.5 for public housing sites and a maximum PR 6 for I&T land....” (**Figure 4**).
- 6.6 **Figure 12** is the Development Phasing plan of the STT. The anticipated population intake in Phase 1 Development is expected to be from 2031 onwards while Phase 2 is expected from 2034 onwards. The quick availability of the proposed subject residential development would provide housing support to the talented migrants working in the I&T Park.

## **7. INDICATIVE REZONING SCHEME**

### ***Special Urban Design Considerations***

- 7.1 The proposed Master Layout Plan (“MLP”) (**Figure 15a**) is designed with the following considerations:
- i. to avoid potential ecological impact on some waterbirds in the existing nullah of NTMDC (**Figure 13**) by setting back about 50m, despite the feeding activities in the section of NTMDC nullah facing the Subject Site is limited; also provide visual enhancement of the proposed development;
  - ii. to maintain air ventilation of local wind paths (**Figure 13**) to and from the surrounding developments via the Subject Site;
  - iii. to keep a minimum building separation 15m to optimise the wind permeability;
  - iv. to utilise the two vehicular access points to separate domestic and non-domestic land uses;
  - v. to provide peripheral landscaping treatment to blend in the suburban character; and to enrich the local biodiversity; and
  - vi. to offer a NEC for the neighbourhood.

### ***Design Concept***

- 7.2 **Figure 14a** shows the scheme formation design with a double thickness of buffer area (ranging from around 22m to 30m) alongside Kam Pok Road and a single thickness (ranging mainly around 12m to 39m) for the rest. The design concept aims to achieve the following objectives:
- (i) to avoid adverse ecosystem effect for the waterbirds’ habitat in the nullah;
  - (ii) to enrich the local biodiversity, build in visual screening effect and to blend in local setting; and
  - (iii) to create a “Park-like” living quality with optimal privacy and spacious internal active and passive recreational spaces.

### ***Indicative Scheme***

- 7.3 The proposed indicative development scheme comprises a total of 8 building blocks with the total site area of about 37,870m<sup>2</sup>, maximum domestic PR 1.5, and a total domestic gross floor area (“GFA”) of about 56,805m<sup>2</sup>. The overall site coverage of the proposed scheme is not more than 38%. **Figures 15a-20** illustrate the indicative master layout plan, sections, typical floor layout and basement plan.
- 7.4 There are five 16-storey residential towers with maximum BH of 59.85mPD at main roof level, one 2-storey facility compound (containing a clubhouse, one 6-classroom kindergarten and one neighbourhood elderly centre (303m<sup>2</sup> NOFA) , and two single-storey ancillary blocks (one is the sewage pumping station and one is the transformer room). **[The present proposed domestic PR and BH (in mPD) are the same as those proposed in a rezoning application (No. Y/YL-MP/10) previously agreed by the RNTPC on 4.7.2025.]**
- 7.5 One level of basement carpark-cum-E&M facilities is proposed (**Figures 16 and 20**). Details of the basement carpark level will be submitted for consideration and approval at the detailed design stage/GBP submission stage. **Figure 21** is the extent of the excavation area at basement level. The proposed development retains the two vehicular access points permitted under lease (**Appendix 1**). Details of the transport and traffic planning with respect to the proposed development are attached in **Appendix 7**.
- 7.6 Upon completion by 2031, a total of 1,303 private flats with larger average flat size of about 43.6m<sup>2</sup> and the design population of 3,519 will be provided to support the foreseeable middle class segment market in the STT, NTM UniTown/Hospital.
- 7.7 **Figure 22a** is the indicative landscape master plan of the proposed development and details of the Landscape Proposal are attached in **Appendix 3**. It is proposed to plant a total of 437 new trees (in DBH 100mm) and the selection of flowering species to enrich the local biodiversity. A small landscaped water feature providing an ecosystem at the northwest corner of the Subject Site for local birds and aquatic species, as well as for the enjoyment of the residents.

7.8 **Table 2a** summarises the key development parameters of the proposed development.

**Table 2a Key Development Parameters of the Proposed Development**

Items	Original MLP (a)	Present MLP* <sup>1</sup> (b)	Difference (b)-(a)
<b>1. Site Area (about)</b>	<b>37,870m<sup>2</sup> (100%)</b>	<b>37,870m<sup>2</sup> (100%)</b>	<b>No Change</b>
Private Lot	37,702m <sup>2</sup> (99.56%)	37,702m <sup>2</sup> (99.56%)	
Government Land	168m <sup>2</sup> (0.44%)	168m <sup>2</sup> (0.44%)	
<b>2. Total Plot Ratio (about)</b>	<b>1.51</b>	<b>1.51</b>	<b>No Change</b>
Domestic	1.5	1.5	
Non- Domestic (6-classroom Kindergarten)	0.01	0.01	
<b>3. Total GFA (about)</b>	<b>57,185m<sup>2</sup></b>	<b>57,185m<sup>2</sup></b>	<b>No Change</b>
Domestic	56,805m <sup>2</sup>	56,805m <sup>2</sup>	
Non- Domestic (6-classroom Kindergarten)	380m <sup>2</sup>	380m <sup>2</sup>	
NEC (Exempted GFA)	303m <sup>2</sup> NOFA	303m <sup>2</sup> NOFA	
Clubhouse (Exempted GFA)	2,272m <sup>2</sup> (4% of total domestic GFA)	2,272m <sup>2</sup> (4% of total domestic GFA)	
<b>4. Total Site Coverage (about)</b>	<b>Not more than 38%</b>	<b>Not more than 38%</b>	<b>No Change</b>
<b>5. No. of Blocks</b>	<b>8</b>	<b>8</b>	<b>No Change</b>
Residential	5	5	
Facility Compound (Clubhouse, kindergarten & NEC)	1	1	
Pump House & TX Room	1 each	1 each	
<b>6. Building Height mPD (No. of Storeys*<sup>1</sup>)</b>			<b>No Change</b>
Residential (up to main roof level)	59.85mPD (16)	59.85mPD (16)	
Facility Compound (Clubhouse, kindergarten & NEC)	15.4mPD (2)	15.4mPD (2)	
Pump House & TX Room	10.4mPD (1)	10.4mPD (1)	
<b>7. No. of Residential Units</b>	<b>1,303</b>	<b>1,303</b>	<b>No Change</b>
<b>8. Average Unit Size (about)</b>	<b>43.596m<sup>2</sup></b>	<b>43.596m<sup>2</sup></b>	<b>No Change</b>
<b>9. Estimated Population (about)</b>	<b>3,519 (1,303 x 2.7)</b>	<b>3,519 (1,303 x 2.7)</b>	<b>No Change</b>
<b>10. Total Greenery Provision (about)</b>	<b>Not less than 30%</b>	<b>Not less than 30%</b>	<b>No Change</b>
<b>11. Provision of Parking Spaces</b>	<b>480</b>	<b>589</b>	<b>+109 (+22.7%)</b>
For Residential:			
Private Car* <sup>2</sup>	377	377	No Change
Motorcycle	14	36	+22 (+157.1%)
Bicycle	87	174	+87 (+100%)
HGV L/UL Bays	5	5	No Change
For Kindergarten	2	2	No Change
Lay-by for taxis and private car (for kindergarten)	2	2	No Change
Lay-by for school buses (for kindergarten)	5 lay-bys (3m x 7m each)	5 lay-bys (3m x 7m each)	No Change
<b>12. Anticipated Completion Year</b>	<b>2031</b>	<b>2031</b>	<b>No Change</b>

\*<sup>1</sup>Residential Storeys only; \*<sup>2</sup>Includ. 25 for visitors' and 2 for kindergarten; NEC – Neighbourhood Elderly Centre

### Indicative Notes to the OZP

7.9 A set of proposed draft Notes of the OZP for the sub-area of “R(C)2” and relevant draft paragraphs of the Explanatory Statement (“ES”) for “R(C)2” are attached in **Appendix 8**.

## 8. Technical Impact Assessments

### Traffic Impact Assessment (“TIA”) (Appendix 7)

8.1 The results of the TIA have concluded that the traffic generation by the proposed development could be absorbed by the nearby road network (with implementation of junction improvement works at Fairview Park Interchange J1 and **Castle Peak Road/Kam Pok Road J6**) and will not result in any significant adverse traffic impact. Sensitivity **Test** by assuming that identified potential developments in the vicinity of the Subject Site, as shown in **Figure 23**, will be upzoned with a maximum domestic

PR 1.5 in near future.

- 8.2 The results of the Sensitivity **Test** have demonstrated that with the provision of the proposed road improvement works, no unacceptable cumulative road traffic impact is anticipated. Details of the TIA are attached in **Appendix 7**.

***Ecological Impact Assessment ("EcoIA") (Appendix 9)***

- 8.3 The Subject Site falls outside the WBA. The results of the EcoIA have concluded that the proposed development will involve a loss of 3.51ha of urbanised/disturbed area and 0.27ha of plantation. The potential impact on habitat loss due to the proposed development is insignificant. Potential impact on surrounding habitats and associated fauna due to the construction disturbance is considered moderate. Mitigation measures such as quieter construction method and machinery are recommended. With the provision of such mitigation measures, no significant adverse residual impact is anticipated during both construction and operational phases. Details of the EcoIA are attached in **Appendix 9**.

***Sewerage Impact Assessment ("SIA") (Appendix 10)***

- 8.4 At present, there is no public sewers in the vicinity of the Subject Site. It is proposed that all on-site sewage will be collected by the on-site gravity sewer system and then convey them, via the on-site sewage pumping station, into a proposed sewer along Kam Pok Road and Pok Wai South Road and eventually will be conveyed into Nam Sang Wai Sewage Pumping Station ("NSWSPS").
- 8.5 As the proposed new sewer system will be shared by various identified potential developments in the vicinity of the Subject Site with different completion years, the Applicant will keep in view with the implementation progress of these potential developments. The results of the SIA have concluded that with the provision of the proposed new sewer system from the Subject Site to NSWSPS, no sewerage impact due to the proposed development is anticipated. Details of the SIA are attached in **Appendix 10**.

***Drainage Impact Assessment ("DIA") (Appendix 11)***

- 8.6 The results of the DIA have concluded that with the provision of the proposed drainage system, no significant adverse drainage impact due to the proposed development is anticipated. Details of the DIA are attached in **Appendix 11**.

***Water Supply Impact Assessment ("WSIA") (Appendix 12)***

- 8.7 A WSIA has been carried out to assess the potential water supply impact arising from the Indicative Scheme. Waterworks including a new 300mm dia. freshwater main for both freshwater and flushing water is proposed for connection to the existing 600mm dia. freshwater main underneath San Tam Road.
- 8.8 The WSIA concludes that there is no anticipated adverse impact to the water mains. Details of the WSIA are attached in **Appendix 12**.

***Visual Impact Assessment ("VIA") (Appendix 13)***

- 8.9 The results of the VIA have concluded that the proposed development is experienced to five slightly adverse, one slightly/moderately adverse and two negligible visual



quality of living environment and the provision of on-site kindergarten and NEC, as well as its completion year is 2031, makes the proposed development to become one of the most appropriate alternative choices for those higher-income groups (including the high-calibre talents and their families) who will be working in the STT and NTM NDA. The implementation of this rezoning scheme will no doubt contribute a constructive synergic effect in harmony with the needs of housing supply to attract talented people/higher-income groups and their families to work and to live in this part of the NTM area.

#### **Achievable Design Merits (Planning Gains)**

- 9.11 As outlined in paragraph 7.1 above, the special design merits of the proposed scheme will bring in the area greater and wider improvements to the local ecosystem in particular the biodiversity when compared to that proposed in the PAS scheme (**Figure 24a**). The proposed medium-rise development with basement carpark is the most significant elements to release more space for landscape treatments and provision of on-site active and passive recreation areas benefiting to all local stakeholders (surrounding developments, waterbirds, local road users, local ecosystem and future on-site end-users).
- 9.12 The provision of a NEC and one 6-classroom kindergarten in the present rezoning proposal will also benefit to the local neighbourhood community in need. **Appendix 16** shows the NEC is one of the community-needed facilities in the area.

### **10. CONCLUSION**

- 10.1 The present rezoning request aims to seek an agreement of the Town Planning Board to rezone the Subject Site at Lot No. 4822 in D.D. 104 and adjoining Government Land, East of Kam Pok Road Mai Po, Yuen Long, from “Residential (Group D)” to “Residential (Group C)2” zone with a maximum domestic PR 1.5 and a maximum BH of 16 residential storeys (up to 59.85mPD at main roof level) to allow some kind of mid-rise, medium density residential developments in the area.
- 10.2 Upon completion of the rezoning scheme by 2031, a total of 1,303 private flats in five 16-storey residential blocks, a 6-classroom kindergarten and one NEC (with 303m<sup>2</sup> NOFA). The design population of the proposed development is 3,519.
- 10.3 It has been demonstrated that the proposed development intensity with a domestic PR 1.5 of and maximum BH up to 59.85mPD are appropriate and is considered compatible with its surrounding foreseeable transformation developments in the NTM area, no significant adverse visual impact on the area, and no technical or cumulative technical impact, with respect to traffic, ecological, sewerage, drainage, air ventilation, noise and environmental (air-quality, water quality and waste management during construction phase) aspects are anticipated both in construction and operational phases.



- 10.4 The agreement of the RNTPC, made on 4.7.2025, to a rezoning application (Application No. Y/YL-MP/10) with the same development intensity and BH as those proposed under the present application has already proved that the proposed development intensity and BH under application are considered appropriate in this part of the NTM area. Therefore, it is logical to deduce that the present rezoning proposal should have the same land use planning treatment as that given to the Application No. Y/YL-MP/10.
- 10.5 The agreement of the present rezoning scheme will not only bring in the area greater and wider improvements to local ecosystem, biodiversity, in harmony with surrounding setting and character when compared to that in the PAS scheme (as shown **Figure 24a**), but will also represents a pro-active and positive synergic effect in facilitating the transformation process of the NTM area, including the contribution of additional cost-effectiveness effect on the long-term operation of the NOL Main Line.
- 10.6 In view of the above, we respectfully request Members of TPB to give favourable consideration to and agree the present rezoning request so as to allow the Applicant to make the best use of the Subject Site to echo and to support the foreseeable transformation of the NTM area.

**Vision Planning Consultants Limited**  
**22 December, 2025**