

**Rezoning Application from
“Residential (Group D)” to
“Residential (Group C)2” Zone at Lot
No. 4822 in D.D. 104 and
Adjoining Government Land,
East of Kam Pok Road,
Mai Po, Yuen Long,
New Territories
[Volume 1 of 2]**

Applicant	: Glory Queen Limited
Planning Consultants	: Vision Planning Consultants Limited
Project Architects	: P&T Group
Environmental Consultants	: Meinhardt Infrastructure & Environment Ltd. Ramboll Hong Kong Limited Westwood Hong & Associates Limited
Landscape Architects	: Scenic Landscape Studio Limited
Traffic Consultants	: MVA Hong Kong Limited
Ecological Consultants	: Ecosystems Limited
Date of Submission	: 8 August 2025

TABLE OF CONTENTS

【Volume 1 of 2】

EXECUTIVE SUMMARY

行政摘要

MAIN TEXT

- 1. THE PURPOSE**
- 2. THE SITE AND ITS SURROUNDINGS**
- 3. LAND ASPECTS**
- 4. BACKGROUND OF THE SITE**
- 5. PLANNING APPLICATIONS FOR RESIDENTIAL USE IN THE VICINITY**
- 6. RECENT GOVERNMENT INITIATIVE ACTIONS**
- 7. INDICATIVE REZONING SCHEME**
- 8. TECHNICAL IMPACT ASSESSMENTS**
- 9. PLANNING JUSTIFICATIONS**
- 10. CONCLUSION**

LIST OF TABLES

- Table 1** Details of the 8 Planning/Rezoning Applications Around the Site
- Table 2** Key Development Parameters of the Proposed Development

LIST OF FIGURES

- Figure 1** Site Location Plan
- Figure 2** Lot Plan of the Subject Site
- Figure 3** Undeveloped “Residential (Group D)” Zone on the Approved Mai Po & Fairview Park OZP No. S/YL-MP/8
- Figure 4** Subject Site in the Northern Metropolis Context
- Figure 5** Existing Conditions of the Subject Site and Its Surroundings
- Figure 6** Four Major Functional Zones in the Northern Metropolis
- Figure 7** Existing/Committed/Planned Road/Railway Lines and Highway in the Northern Metropolis Context
- Figure 8** Planning Application Records Related to the Site
- Figure 9** Planning Applications for Residential Developments around the Site
- Figure 10** Artist Impression of Residential Developments around Ngau Tam Mei Station

- Figure 11** Overall View of Ngau Tam Mei NDA and San Tin Technopole
- Figure 12** San Tin Technopole Development Phasing
- Figure 13** Site Constraints Diagram (Wind Roses)
- Figure 14** Scheme Formation Diagram
- Figure 15** Indicative Master Layout Plan
- Figure 16** Indicative Sections
- Figure 17** Indicative Ground Floor Plan
- Figure 18** Indicative First Floor Plan
- Figure 19** Indicative Typical Floor Plan (2/F - 15/F)
- Figure 20** Indicative Basement Plan
- Figure 21** Excavation of Land Plan
- Figure 22** Landscape Plan
- Figure 23** Locations of Potential Developments Related to the Application
- Figure 24** Comparison of PAS Scheme and Indicative Proposed Scheme

APPENDICES

- Appendix 1** Lease Plan of the Subject Site
- Appendix 2** TPB Approval Letter for Application No. A/YL-MP/381
- Appendix 3** Landscape Proposal
- Appendix 4** TPB Approval Letter for Application No. A/YL-MP/287
- Appendix 5** Summary of Actions for Compliance with Planning Conditions for Application No. A/YL-MP/287
- Appendix 6** Approved General Building Plans for Application No. A/YL-MP/287
- Appendix 7** Traffic Impact Assessment
- Appendix 8** Draft Schedule of Uses and ES Paragraphs for “R(C)2” Zone

【Volume 2 of 2】

- Appendix 9** Ecological Impact Assessment
- Appendix 10** Sewage Impact Assessment
- Appendix 11** Drainage Impact Assessment
- Appendix 12** Air Ventilation Assessment - Expert Evaluation Report
- Appendix 13** Visual Impact Assessment
- Appendix 14** Environmental Noise Impact Assessment
- Appendix 15** Environmental Assessment
- Appendix 16** Recent G/IC Provision for Mai Po and Fairview Park Planning Area

EXECUTIVE SUMMARY

This rezoning request aims to seek an agreement from the Town Planning Board (“TPB”) to rezone Lot No. 4822 in D.D. 104 and adjoining Government Land (hereinafter collectively called the “**Subject Site**”), east of Kam Pok Road, Mai Po, Yuen Long, New Territories (“**NT**”), from “Residential (Group D)” zone to “Residential (Group C)2” zone with a maximum domestic plot ratio (“**PR**”) of 1.5 and a maximum building height (“**BH**”) of 16 residential storeys (up to a maximum BH of 59.85mPD at main roof level). Upon completion by 2031, a total of 1,303 new flats (for 3,519 population) will be provided. The Subject Site is located about 430m away to the west of the committed Ngau Tam Mei New Development Area (“**NTM NDA**”) (about 127 ha in extent) with a maximum domestic PR 6 for residential sites and its first population intake is expected to take place from 2034; about 960m west of the committed Ngau Tam Mei Station (“**NTMS**”) of the Northern Link (“**NOL**”) (the NOL Main Line is being scheduled to complete in 2034); about 1,510m southwestern of San Tin Technopole (“**STT**”) (about 627 ha in extent) with maximum domestic PR 6.5 or 6.8 for residential sites and PR 6 in the Innovation and Technology (“**I&T**”) Park, and its population intake is expected from 2031 onwards.

This rezoning proposal is to echo and to support the above recently committed massive city development initiatives to: “Build Hong Kong into an International Hub for High-calibre Talents” (as one of the targeted development objectives stressed in the 2024 Policy Address) to meet Hong Kong’s mid- and long-term needs.

Unique and supporting planning considerations in association with the proposed rezoning scheme are:

- ◆ Subject Site falls within the designated I&T zone in the Northern Metropolis (“**NM**”);
- ◆ it locates only 960m away from the NOL NTMS (requiring less than 10 minutes commuting time via shuttle bus services) and only one station away from NOL San Tin (“**ST**”) Station;
- ◆ it is a piece of readily disposable designated residential site and falls OUTSIDE the Wetland Buffer Area under the existing town planning framework;
- ◆ it is a portion of the only one piece of undeveloped “**R(D)**” zone on the statutory town plan;
- ◆ the proposed maximum domestic PR 1.5 and BH up to 59.85mPD is considered appropriate to echo and to support the recent changing planning circumstances in the northern NT, including the foreseeable transformation of the NM into a modern, dynamic and high-density new mega city development, in particular the developments of the STT and NTM NDA, the construction of NOL Main Line and planning of NM highway [on 4.7.2025, TPB agreed a rezoning application (No. Y/YL-MP/10) with the same domestic PR and BH north of the Subject Site in the same “**R(D)**” zone, has already proved that the proposed PR and BH are acceptable and compatible in the land-use planning standpoint];
- ◆ it represents the best use of the land resources to supply more high-quality private flats to support the foreseeable pressing private housing demand in the transformation process of the NTM area;
- ◆ the Subject Site covers a total land area of about 37,870m² and the private lot is under a single ownership;
- ◆ the completion year of the rezoning scheme is 2031 and is about the same pace with the initial population intake that being committed in the STT and NTM NDA of the NM;
- ◆ it will provide a total of 1,303 private high-quality ‘*Park-like*’ flats for home-buyers to choose;
- ◆ it will provide a much-needed Neighbourhood Elderly Centre (“**NEC**”) to serve the local neighbourhoods;
- ◆ the design population of 3,519 will contribute additional significant patronages to the cost-effectiveness of the future operation of the NOL Main Line;
- ◆ with provision of mitigation measures, the proposed rezoning proposal is also technically feasible;
- ◆ a minimum building separation of 15m with special planning for building disposition and orientation will enhance the local visual and natural wind permeability;
- ◆ extensive peripheral tower setbacks from site boundary ranged from about 12m to 39m for planting/landscaping treatments/circulation/low-rise ancillary facilities will blend in well with the surrounding setting and to enrich the local biodiversity (with a clearance distance of about 50m between the nullah of NTMDC and building towers) for future improvement of the local visual and wind movements when compared to that in the previously approved development scheme; and
- ◆ no significant adverse cumulative impact on local traffic, sewerage or ecological aspects is anticipated.

行政摘要

本改劃申請旨懇請「城市規劃委員會」(「城規會」)同意,把位於元朗米埔 錦墾路東側,丈量約份第104約第4822號及毗鄰政府土地(下統稱為「改劃地塊」),由現時的「住宅(丁類)」用途地帶改劃為以住用地積比率 1.5 倍及 16 住宅層(主天台水平 59.85mPD)為上限的「住宅(丙類)2」用途地帶。改劃地塊距離佔地 127 公頃,住用地積比率 6 倍,預期首批入住人口在 2034 年的「牛潭尾新發展區」西側僅為 430 米;與預期在 2034 年完成主線的北環鐵路(「北環線」)「牛潭尾站」只有 960 米之隔;與佔地 627 公頃,住用最高地積比率達至 6.5 倍或 6.8 倍,創新科技園區最高地積率為 6 倍,預期首批入住人口在 2031 年的「新田科技城」西南側只有 1,510 米的距離。預計在 2031 年入伙,提供可容納 3,519 人口的 1,303 個住宅單位。

是次擬議改劃方案,是配合近年政府肯定落實上述中、長期戰略性城市發展的倡議目標,更在 2024 年施政報告特定提出要「打造國際高端人才聚集地區」的重大發展計劃。

是次改劃申請方案有下列獨特條件和優越的規劃考慮:

- ◆ 改劃地塊屬於北部都會區(「北都」)內的創新科技地帶範圍內;
- ◆ 距離「北環線牛潭尾站」只有 960 米(不足十分鐘的穿梭巴士往返行程時間),與「北環線新田站」只有一站之隔;
- ◆ 屬於現有規劃框架內一塊住宅用途發展的熟地,也界定不屬於「濕地緩衝區」的土地用途地帶;
- ◆ 屬於現有規劃區內唯一尚未發展的「住宅(丁類)」用途地帶部分;
- ◆ 擬議最高住用地積比率 1.5 倍及最高建築物高度限制至 59.85mPD,是適合近年新界北區域的大型規劃變動,包括預期將轉型成為一個具創新、有動力和密度高的超大城市規模發展的北部都會區,興建北環線主線及規劃北都公路。[在本年 7 月 4 日「城規會」同意在同一「住宅(丁類)」用途地帶內,以相同的住用地積比率和建築高限的改劃申請(Y/YL-MP/10),已證實該等住宅發展規模是可以接受和協調的];
- ◆ 代表善用土地資源提供更多優質私營住宅,來支持應對預期北都轉型的需求;
- ◆ 改劃地塊佔地約 37,870 平方米,整片改劃地塊私人地段是屬於單一發展方擁有;
- ◆ 整個改劃發展可以在 2031 年完成,與北都的「新田科技城」及「牛潭尾新發展區」首階期的入住人口年期接近;
- ◆ 落成後,擬議發展會提供合共 1,303 個高質「花園式」私人住宅單位,供用家選擇;
- ◆ 提供一所長者鄰舍中心,服務附近居民;
- ◆ 擬議發展可容納合共約 3,519 的住宅人口,為北環線提供額外乘客量,提升其長期營運的成本效益;
- ◆ 在提供所有相關改善措施後,擬議方案在技術上也是可行的;
- ◆ 提供不少於 15 米的樓宇間距,加上在座向和位置佈局上的全面考慮,提升視覺景觀和通風效應的最大應益;
- ◆ 廣泛的住宅樓宇後移(由 12 米至 39 米不等),並僅用作植樹/綠化/道路網絡/低層配套設施等功能,充分融入及優化區內周邊發展環境和提升生物多樣性(對牛潭尾排水道的明渠也有約 50 米的實體間距),進一步提升區內視覺景觀和通風效益;及
- ◆ 對區內不會造成不可接受的累積道路交通,自然生態或污水排放容量問題。

1. THE PURPOSE

- 1.1 Vision Planning Consultants Limited has been commissioned by Glory Queen Limited (“**the Applicant**”), to prepare and to submit this rezoning request for proposed amendments to the statutory town plan on its behalf. The Applicant is the registered owner of Lot No. 4822 in D.D. 104 (the “**Subject Lot**”) (**Appendix 1**), east of Kam Pok Road, Mai Po, Yuen Long, New Territories.
- 1.2 The Subject Site under this rezoning request consists of the Subject Lot and adjoining Government Land (“**GL**”). The location of the Subject Site is shown in **Figure 1** and **Figure 2**.
- 1.3 The purpose of this rezoning request is to echo and to support the recent changing planning circumstances in the North-western New Territories (“**NWNT**”), including the developments of San Tin Technopole (“**STT**”) and Ngau Tam Mei New Development Area (“**NTM NDA**”), the construction of the Northern Link (“**NOL**”) Main Line and the planning of Northern Metropolis (“**NM**”) Highway system. The Applicant wishes to take the initiative to make the best use of the Subject Site by upzoning its maximum domestic plot ratio (“**PR**”) restriction from 0.2 to 1.5 with a maximum building height (“**BH**”) of 16 residential storeys (or main roof level of 59.85mPD).
- 1.4 On 4.7.2025, the Rural and New Town Planning Committee (“**RNTPC**”) approved a rezoning proposal (under **Application No. Y/YL-MP/10**) from “Residential (Group D)” (“**R(D)**”) to “Residential (Group C)1” (“**R(C)1**”) with the same development intensity (PR 1.5) and BH of 16 residential storeys (up to 59.85mPD at main roof level) north of the Subject Site and within the same “**R(D)**” zone as shown in **Figure 3**.
- 1.5 To facilitate Members of the TPB to consider the present rezoning request in a holistic manner, this planning statement includes: a brief background of the Subject Site, its land aspects, brief description of the indicative rezoning proposals, the results of relevant technical impact assessments, landscape proposals and land use planning justifications.

2. THE SITE AND ITS SURROUNDINGS

- 2.1 The Subject Site is located less than 2,600m north-eastern from Yuen Long New Town (**Figure 4**). It covers a total land area of about 37,870m² [i.e., about 37,702m² (or about 99.56%) private land, and about 168m² (or about 0.44%) GL] (**Figure 2**). It is now a temporary public vehicle park as approved earlier by RNTPC under Application No. A/YL-MP/381 (**Appendix 2**). The Subject Lot is under a single land ownership.
- 2.2 In the local context, the Subject Site is bounded by Ha Chuk Yuen Road to its east, Kam Pok Road to its west, Fung Chuk Road to its north, and a row of temporary structures is located to its south separating the Subject Site from Ha San Wai Road (**Figure 5**). At present (photos taken on 3.4.2025), majority of the Subject Site has already formed for a temporary public vehicle park and some existing peripheral trees and vegetation are found (**Figure 5**).

- 2.3 In the close surrounding context, as shown in **Figure 5**, a huge cluster of 3-storey public transitional housing is located to the farther west of the Subject Site separated by Ngau Tam Mei Drainage Channel (“NTMDC”); to its farther north, separated by Fung Chuk Road and Chuk Yuen Stormwater Pumping Station, is the northern portion of the same “R(D)” zone covered by a recently agreed rezoning proposal under Application No. Y/YL-MP/10 for “R(C)1” zone with a maximum domestic PR 1.5 and a maximum BH of 59.85mPD (see paragraph 1.4 above) (**Figure 3**); to its farther east are mainly village type development and scattered open storage activities; a piece of linear “Commercial/Residential” (“C/R”) zone is located to its farther south (**Figure 1**). To the farther west of the Subject Site, is the sub-urban neighbourhood development, known as Fairview Park, while Palm Springs and Royal Palms are located to the farther northern (**Figures 1 and 4**).
- 2.4 To the east of the Subject Site are village houses, open storage yards within the “Village Type Development” (“V”) zone of Chuk Yuen Tsuen, and to the further east across the Castle Peak Road – Tam Mi Section, San Tin Highway and San Tam Road are village houses of San Wai Tsuen, as well as the Ngau Tam Mei (“NTM”) area (**Figure 1**).
- 2.5 Photographs attached in **Figure 5** show the existing conditions of the Subject Site and its surrounding areas. The results of the tree survey (as attached in **Appendix 3**) have indicated that a total of 247 existing trees in 9 tree groups have been identified. These existing trees are largely distributed at the western, northern and eastern edges of the Subject Site. All these surveyed trees are common species and no Old and Valuable Tree has been identified within the Subject Site. Details of the Tree Survey are attached in **Appendix 3**.
- 2.6 An existing public drainage culvert runs across the Subject Site from Ha Chuk Yuen Road to Kam Pok Road (**Figure 2**). This drainage culvert will be retained in-situ. The two vehicular entrance points have been granted under lease by the Government to the Subject Site. The access in Kam Pok Road serves the residential development while the access in Ha Chuk Yuen Road serves the kindergarten and NEC (**Appendix 1**).
- 2.7 **Figures 4, 6 and 7** show the significant change in planning context of the “R(D)” zone as per Government major strategic land use planning changes in the vicinity of the Subject Site. The Subject Site is now fallen within the Innovation and Technology (“I&T”) function zone in the NM (**Figure 6**):
- (i) the San Tin Technopole (“STT”) (**Figure 4**) – is located about 1,510m north-eastern of the Subject Site, and covers about 627 ha in extent of which about 60 ha of land area are allocated for residential development with a maximum domestic PR 6.5 or 6.8 for residential sites and some 300 ha for I&T Park with maximum PR 6. The maximum building height (“BH”) restrictions are ranged from 160mPD to 200mPD as imposed on the STT Outline Zoning Plan. The target population intake is expected from 2031.
 - (ii) the Ngau Tam Mei New Development Area (“NTM NDA”) (**Figures 4 and 7**) – is even closer and located about 430m east of the Subject Site and covers about 127 ha in extent of which contains about 18 ha of land packages for private residential with a maximum domestic PR 6 for residential sites. These high

density residential sites are mainly distributed around the NOL NTM Station. It is expected that the first population intake of this NTM NDA will commence from 2034.

- (iii) **the NOL Main Line (Figures 4 and 7)** – The committed NOL NTM Station is about 960m east of the Subject Site requiring only around 15 to 20 minutes walking distance. This Main Line is expected to be completed by 2034.
- (iv) **the Planned NM Highway (Figure 7)** – will strive to commission the San Tin Section in or before 2036 to increase the road capacity in the district and drive the research and technology industry and economic development.

3. LAND ASPECTS

- 3.1 Lot No. 4822 in D.D. 104 is a New Grant Lot as shown in **Appendix 1**. It is under one single ownership.
- 3.2 The Subject Site covers a total land area of about 37,870 m² [i.e., about 37,702 m² (about 99.56 %) private lot solely owned by the Applicant and about 168 m² (about 0.44 %) GL (**Figure 2**). Two separate entrance points of the Subject Site (i.e. one ‘XYZ’ point on Kam Pok Road and other ‘X¹Y¹Z¹’ point is on Ha Chuk Yuen Road are granted under lease (**Appendix 1**).

4. BACKGROUND OF THE SITE

- 4.1 The Subject Site falls **outside** the Wetland Buffer Area (“WBA”) (navy blue line shown in **Figure 1**) as per the “Town Planning Board Guidelines for Application for Developments within Deep Bay Area” (TPB PG-No.12C). It is a portion of the only one “R(D)” site in the Approved Mai Po and Fairview Park Outline Zoning Plan No. S/YL-MP/8 (the “**OZP**”) (**Figure 3**).
- 4.2 The Subject Site is the subject of 10 previous planning applications for “R(D)” development (**Figure 8**). The latest previous approved scheme (“**PAS**”) is a 65 2-storey residential house development under Application No. A/YL-MP/287 approved with conditions by the RNTPC on 26.5.2020 (**Appendix 4**). Most of the design/submission part of the planning conditions imposed on the PAS have been complied with (**Appendix 5**). Subsequently, its General Building Plans (“**GBP**”) was approved on 21.11.2022 (**Appendix 6**).
- 4.3 On 14.2.2025, the RNTPC approved with conditions a temporary land use application (Application No. A/YL-MP/381) for a proposed ‘public vehicle park’ at the Subject Site for a period of 3 years (**Appendix 2**).

5. PLANNING APPLICATIONS FOR RESIDENTIAL USE IN THE VICINITY

- 5.1 There is an obvious development pattern for suburban development in the vicinity as in the past decade a total of 8 planning applications (i.e. four under s.16 planning applications and four are under s.12A rezoning applications) for residential developments in the vicinity of the Subject Site were submitted to the TPB [including proposed house development, temporary light public housing and

“R(C)1”)] with domestic plot ratios ranged from 0.2 to 1.5. **Figure 9** shows the location of these 8 applications.

5.2 As shown in **Table 1**, six out of these 8 applications are already approved/agreed by the TPB and the remaining two are still in active processing status.

5.3 **Table 1** below summarises the key Information about these applications:

Table 1 – Details of the 8 Planning/Rezoning Applications Around the Site

Approval Date	No.	Proposed for
24.2.2012	A/YL-MP/193	For 71 2-storey Houses with PR 0.2, Minor Relaxation of Building Height (“BH”) Restriction, and Filling and Excavation of Land for Site Formation Only in “R(D)” zone
21.6.2013	A/YL-MP/205	Amendments to A/YL-MP/193 Scheme
13.5.2016	Y/YL-MP/3	For 106 2-storey Houses with PR 0.2, To rezone the site from “REC” and “R(C)” to Option 1 – “R(C)1”, or Option 2 – “OU” annotated “Bike Kiosk and Eating Place” and “R(C)1”, or Option 3 – “R(D)”
30.9.2016	A/YL-MP/247	For 105 2-storey Houses with PR 0.2 and Wetland Habitat Development with Excavation and Filling of Land in “OU” annotated “CD and WPA” zone.
9.6.2023	A/YL-MP/341	For Temporary Light Public Housing Development (2,150 Units) with PR 0.64 for a Period of 3 Years and Associated Filling and Excavation of Land in “REC” and “R(C)” zones
4.7.2025	Y/YL-MP/10	Rezone from “R(D)” zone to “R(C)1” with max. domestic PR 1.5
Receipt Date	Active	
19.5.2022	Y/YL-MP/7	Rezone from “REC” and “R(C)” zones to “R(C)1” with PR 1.28
19.5.2022	Y/YL-MP/8	Rezone from “REC” and “R(C)” zones to “R(C)1” with PR 1.23

6. RECENT GOVERNMENT INITIATIVE ACTIONS

Unleashing Development Potential by NOL Main Line

6.1 In the Press Release on 8 April, 2025, the Chief Executive in Council (“CE in C”), approved the railway scheme of the NOL Main Line, which is a “10.7km railway line connecting the existing KSR Station of TML and the KTU Station, with three intermediate stations at Au Tau, Ngau Tam Mei and San Tin.....The target is to complete the works of the Main Line by 2034”. The alignment of the NOL Main Line is shown in **Figure 7**.

6.2 In the same Press Release, “*The NOL Main Line will become the main transportation backbone of the Northern Metropolis, unleashing the development potential of land along the railway. ...*”

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 15**) 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 14** 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 37,870m², maximum domestic PR 1.5, and a total domestic gross floor area (“GFA”) of about 56,805m². The overall site coverage of the proposed scheme is not more than 38%. **Figures 15-20** 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 (303m² 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 43.6m² 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 22** 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 2** summarises the key development parameters of the proposed development.

Table 2 Key Development Parameters of the Proposed Development

Items	Development Parameters
1. Site Area (about) Private Lot Government Land	37,870m² (100%) 37,702m ² (99.56%) 168m ² (0.44%)
2. Total Plot Ratio (about) Domestic Non- Domestic (6-classroom Kindergarten)	1.51 1.5 0.01
3. Total GFA (about) Domestic Non- Domestic (6-classroom Kindergarten) NEC (Exempted GFA) Clubhouse (Exempted GFA)	57,185m² 56,805m ² 380m ² 303m ² NOFA 2,272m ² (4% of total domestic GFA)
4. Total Site Coverage (about)	Not more than 38%
5. No. of Blocks Residential Facility Compound (Clubhouse, kindergarten & NEC) Pump House & TX Room	8 5 1 1 each
6. Building Height mPD (No. of Storeys*¹) Residential (up to main roof level) Facility Compound (Clubhouse, kindergarten & NEC) Pump House & TX Room	59.85mPD (16) 15.4mPD (2) 10.4mPD (1)
7. No. of Residential Units	1,303
8. Average Unit Size (about)	43.596m²
9. Estimated Population (about)	3,519 (1,303 x 2.7)
10. Total Greenery Provision (about)	Not less than 30%
11. Provision of Parking Spaces For Residential: Private Car* ² Motorcycle Bicycle HGV L/UL Bays For Kindergarten Lay-by for taxis and private car (for kindergarten) Lay-by for school buses (for kindergarten)	480 377 14 87 5 2 2 5 lay-bys (3m x 7m each)
12. Anticipated Completion Year	2031

*¹Residential Storeys only; *²Includ. 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 will not result in any significant adverse traffic impact. Sensitivity Tests by assuming that all six 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 Tests 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**.

Air Ventilation Assessment – Export Evaluation (“AVA – EE”) (Appendix 12)

- 8.7 The AVA – EE demonstrates that the MLP has designed out adverse air ventilation impacts including the setback of building towers, the disposition and orientation of the tower blocks, and the minimum 15m wide building separations.
- 8.8 Indeed, the ample landscape area in building setback areas, together with the existing open space at NTMDC has formed a wider air path improving wind penetration through the proposed development in the local area. Details of the AVA–EE 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 impact on the eight selected public viewing points. It is considered visually compatible with its future surrounding sub-urban context.

- 8.10 The recently agreed rezoning scheme (Application No Y/YL-MP/10) with a maximum domestic PR 1.5 and maximum BH of 59.85mPD (i.e. same as those proposed in the present indicative scheme) have already demonstrated that these medium-rise development intensity and development profile are appropriate to integrate with the future developments of the STT and NTM NDA in the vicinity of the Subject Site. Details of the VIA are attached in **Appendix 13**.

Environmental Noise Impact Assessment (“ENIA”) (Appendix 14)

- 8.11 The results of the ENIA have concluded that with the provision of 1.5m acoustic fins with sound absorptive material at surface in T1 and the openable window of the kindergarten classrooms facing west, all residential flats and the kindergarten comply fully with the noise criteria stipulated in the Hong Kong Planning Standards and Guidelines (“HKPSG”). Details of the ENIA are attached in **Appendix 14**.

Environmental Assessment (“EA”) (Appendix 15)

- 8.12 The Report of the EA has concluded that with the provision of recommended mitigation measures, no significant adverse impact with respect to air quality, water quality or waste management aspects during construction and operational phases of the proposed development is anticipated. The proposed development is considered feasible and acceptable from environmental standpoint. Details of the EA are attached in **Appendix 15**.

9. PLANNING JUSTIFICATIONS

Positive Development Impacts of Northern Metropolis

- 9.1 The strategic planning intention of the Government takes the lead to make northern New Territories becoming a Metropolis. There are a few major infrastructures (NOL Main Line, NOL highway, San Tin NDA, NTM NDA, STT) (**Figure 7**) in the pipe line and the increase development intensity is anticipated to fit in the National Strategy. The Subject Site falls within an important functional zone (I&T) but outside the environmental sensitive area zoned WBA. The prevailing planning control of PR 0.2 is not appropriate. It is an opportunity to make best use of the Subject Site to maximise its development potential in the new planning context (i.e. medium density development).
- 9.2 The planned development in STT, ST NDA does not offer such segment of housing for overseas talents who looks for ‘Park-like’ housing rather than high-rise tall building (40+ storeys) apartments.

Conforming with Foreseeable Transformation in the Vicinity

- 9.3 Paragraph 2.7 above has outlined the foreseeable developments of the STT and NTM NDA with a proposed domestic PR of 6 for residential sites, and the planned station of NTM Station in the NOL Main Line is only 960m east of the Subject Site (NTM Station is only one station away from San Tin Station as shown in **Figure 4** above). It is very sure that there will be an enormous and massive urbanised development to

be implemented shortly in this part of the NTM area. The Applicant wishes to take this opportunity to upzone the Subject Site into a medium-rise development (above paragraph 9.1 refers) following a logical and rational townscape profile descending gradually from the high-rise, high density development to be located around the stations of the NOL Main Line.

Appropriate Development Intensity and BH

- 9.4 Having considered the domestic PR of the future development of NTM is 6 for residential sites, the Applicant proposes to adopt a maximum domestic PR 1.5 and a maximum 16 residential storeys (up to the main roof level of 59.85mPD) for the Subject Site as a medium-rise, medium density development making reference to the high-rise, high density residential clusters around the planned stations of NOL Main Line.
- 9.5 The development intensity and BH proposed in this rezoning application are basically the same as those proposed in the previous rezoning application under Application No. Y/YL-MP/10 recently agreed by the RNTPC on 4.7.2025. The previous agreed rezoning application is located north of the Subject Site and falls within the same “R(D)” zone as the Subject Site.
- 9.6 The results of the VIA (**Appendix 13**) have demonstrated that with the provision of special design merits as outlined in paragraph 7.1, the proposed rezoning scheme with a maximum domestic PR 1.5 and BH up to 59.85mPD (the main roof level) are visually acceptable in accordance with the TPB PG-No.41.
- 9.7 In addition, apart from VIA, the results of all other relevant technical impact assessments, as outlined in paragraph 8 above, have also demonstrated that the proposed rezoning scheme will not result in any significant adverse or unacceptable impacts on the local area with respect to traffic, ecological, sewerage, drainage, air ventilation, noise and environmental (air-quality, water quality and waste management during construction phase) aspects during both construction and operational phases. Therefore, the proposed rezoning scheme is also feasible from the technical standpoints. Also, no cumulative impact due to the proposed rezoning development in the local area is anticipated.
- 9.8 The agreement of this rezoning proposal will set a good case to echo and to support the foreseeable transformation of the NTM area into a high-rise, high density, highly dynamic and highly efficiency living and working district.

Contributing to Operation of the NOL Main Line

- 9.9 Assuming the average persons per flat is 2.7, the overall design population in the present rezoning proposal will accommodate some 3,519 persons in 1,303 private flats. Having considered the location of the Subject Site is only about 960m away from the NOL NTM Station, it is anticipated that the proposed rezoning development will contribute additional cost-effectiveness to the long-term operation of the NOL Main Line in future.

Providing Alternative Choice for End-users

- 9.10 The location of the Subject Site is only 960m away from the NTM Station, 430m away from NTM NDA, 1,510m away from the STT, and about 2.5km away from the

existing Yuen Long New Town, as shown in **Figure 4**. This, together with its high-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 24**). 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 303m² 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, 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 24**), but will also represent 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
8 August, 2025