

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/YL/331

- Applicant** : Reach High Development Limited represented by KTA Planning Limited
- Site** : Various Lots in D.D. 120 and adjoining Government Land (GL), Kung Um Road, Yuen Long, New Territories
- Site Area** : About 8,235m² (including Government Land of about 1,774m² or 21.5%)
- Lease** : Block Government Lease (demised for agricultural use)
- Plan** : Approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/29
- Zoning(s)** : “Residential (Group A)1” (“R(A)1”)
[Restricted to a maximum domestic plot ratio (PR) of 5 or a maximum non-domestic PR of 9.5¹, and a maximum BH of 25 storeys excluding basement(s)]
- Application** : Proposed Minor Relaxation of Building Height Restriction (BHR) for Permitted Flat Use

1. The Proposal

- 1.1 The applicant seeks planning permission for minor relaxation of BHR for permitted flat use at the application site (the Site) zoned “R(A)1” on the OZP (**Plan A-1a**). According to the Notes of the OZP, the “R(A)” zone is subject to a maximum domestic PR of 5 or non-domestic PR of 9.5, and a maximum BH of 25 storeys excluding basement(s) with ‘Flat’ use as a Column 1 use which is always permitted. Based on the individual merits of development proposal, minor relaxation of the BHR may be considered by the Town Planning Board (the Board) on application under section 16 of the Town Planning Ordinance (the Ordinance). The Site is accessible from Kung Um Road, paved, mostly vacant with overgrown vegetations and partly occupied by parking of vehicles (**Plans A-2 and A-4**).

¹ According to the Notes of the OZP, for new development of a building that is partly domestic and partly non-domestic, the PR for the domestic part of the building shall not exceed the product of the difference between the maximum non-domestic PR of 9.5 and the actual non-domestic PR proposed for the building and the maximum domestic PR of 5 divided by the maximum non-domestic plot ratio of 9.5 (the composite formula).

- 1.2 The applicant seeks planning permission for minor relaxation of BHR of the “R(A)1” zone from 25 storeys to 26 storeys (+1 storey or 4%) to facilitate the aboveground car park design for private development under the Government’s policy. According to the applicant’s submission (**Drawings A-1 to A-6**), the proposed development involves two residential towers of 23 storeys above a 3-storey podium² (excluding transfer plate) for car parking and E&M facilities (from G/F to M/F), a resident’s clubhouse (part of G/F and 1/F) and landscape area (at 1/F). The car parking spaces for residents and visitors, loading/unloading (L/UL) spaces, motorcycle and bicycle parking spaces will be provided within the podium of the proposed development (**Drawings A-2 to A-4**). The proposed development will provide 1,035 flats targeted for completion by 2030.
- 1.3 According to the applicant, the proposed minor relaxation of BHR is solely for relocating the single-level basement car park to aboveground, resulting in an increase in BH of one storey while the overall BH of the proposed development remaining the same (i.e. 92.45m). The floor-to-floor heights (FTFHs) of G/F and 1/F have been optimised to range from 2.5m to 7.5m³ to accommodate the M/F as car park level. Apart from the change in BH in number of storey, no change to domestic PR is proposed. Various design measures including (i) building setback of about 10m from the centreline of Kung Um Road and setback of podium structure from the adjoining residential developments, namely Park Signature; (ii) building separation of about 30m between the two towers; and (iii) landscape garden at the 1/F of the podium (**Drawing A-7**) have been proposed by the applicant.
- 1.4 The major development parameters of the proposed development scheme are summarised as follows:

Development Parameters	Proposed Scheme
Domestic PR (about)	5
Total Domestic Gross Floor Area (GFA) (about)	41,175m ²
No. of Storeys	26 (92.45mPD*)
No. of Car Parking Spaces	
- Private Cars	188
- Motorcycle	13
- Bicycle	142
No. of L/UL Spaces	2 for Light Goods Vehicles
No. of flats	1,035
Average Flat size	39.8m ² (about)
Greenery Coverage	Not less than 20%

*Subject to detailed design

- 1.5 The applicant has submitted a Visual Appraisal (VA) in support of the application to demonstrate that the proposed development with a relaxed BH of 26 storeys

² The podium involves three floors (i.e. G/F, mezzanine floor (M/F) and 1/F). As shown in **Drawings A-5 and A-6**, the M/F would occupy part of the podium providing car parking and electrical and mechanical (E&M) facilities, while the remaining areas would be occupied by the clubhouse, E&M facilities at G/F and car park ramp.

³ The FTFHs of G/F and 1/F range from 2.5m (part of clubhouse area under T1 and T2), 3.75m (car park area), 5m (part of clubhouse area under T2) and 7.5m (for E&M facilities under T1).

would not pose significant adverse visual impacts to the surrounding areas. The master layout plan, floor plans, section plans, and plans showing the design merits and photomontages submitted by the applicant are shown in **Drawings A-1 to A-9**.

- 1.6 In support of the application, the applicant has submitted the following documents:
- (a) Application Form received on 10.4.2026 (Appendix I)
 - (b) Supporting Planning Statement (Appendix Ia)
 - (c) Supplementary Information (SI) received on 15.4.2026 (Appendix Ib)
 - (d) Further Information (FI) received on 27.5.2026 (Appendix Ic)
[accepted and exempted from publication and recounting requirements]

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the Supporting Planning Report, SI and FI at **Appendices I to Ic**. They can be summarised as follows:

In line with Government policy

- (a) The proposed development eliminates basement car park construction would shorten the construction time by six months, which aligns with the Government's policy promulgated in November 2025 on granting full GFA exemption for aboveground car parks of up to two storeys in private development so as to improve land production efficiency and accelerate developments by removing mandatory underground car park requirements as condition of exemption of GFA, thereby lowering costs and reducing construction time.

Provision of Aboveground Car Parks

- (b) The General Building Plan (GBP) approved by Building Authority (BA) on 2.4.2026 adopted a conservative baseline scheme designed with no basement car park, one fewer storey of typical residential floor and a reduced total GFA⁴, so as to ensure statutory compliance in the interim while preserving the flexibility to optimise the Site's full potential under the latest Government policy.

⁴ The approved GBP is for a residential development comprising two 22-storey residential towers (i.e. Tower 1 and Tower 2) above a three-storey podium without basement carpark/floor (i.e. 25-storeys). The GBP which adopted a domestic PR of about 4.78 and GFA of about 39,403.181m² (i.e. about 1,772m² less than the GFA allowed under the maximum domestic PR), conforms to the development restrictions of a maximum domestic PR of 5 and BH of 25 storeys under the OZP. It is noted that the general layout and design features/provisions including building and podium setbacks, bicycle parking spaces, greenery and landscape areas proposed under the current application are largely the same as those incorporated in the approved GBP, except for the increase in absolute BH by 3.15m, number of residential flats by 23, number of car parking spaces by 10 and number of motorcycle parking space by one.

No adverse visual impact

- (c) The application is for minor relaxation of BHR from 25 storeys to 26 storeys to facilitate the relocation of basement car park to above ground. The BH of the proposed development remains the same (i.e. 92.45mPD) as compared to the OZP compliant scheme⁵, which is compatible with the surrounding residential developments. No adverse visual impact due to the increase in BH of one storey is anticipated.

Incorporation of planning and design merits

- (d) Maximisation of building separation of 30m between the two residential towers and podium setback from Park Signature have been incorporated, and about 10m from the centreline of Kung Um Road (more than the 7m requirement under the Sustainable Building Design Guidelines) is also reserved. These designs could achieve the concepts of ‘inter-building spacing’ and ‘courtyard’ to improve visual permeability and local air ventilation. To make better use of the setback area, bicycle parking spaces are proposed for the convenience of future residents.

No insurmountable technical impacts

- (e) ‘Flat’ use is always permitted under the “R(A)” zone. Since there is no change to PR, GFA or absolute BH compared to the OZP compliant scheme, no significant adverse impacts in terms of traffic and infrastructure to the surroundings are anticipated.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole ‘current land owner’. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion, the requirements under Town Planning Board Guidelines PG-No. 31B are not applicable.

4. Background

Relaxed GFA exemption arrangements for car parks

In the Policy Address 2025 (PA 2025), a set of enhanced measures was put forward to allow full GFA exemption for no more than two levels of aboveground car parks to facilitate a shorter construction time, costs and expedite developments⁶. According to the initiatives, the enhanced arrangement is applicable to: (i) private car parks for residents and visitors; and (ii) public car parks provided by the developer as per the Government’s

⁵ The applicant submitted an indicative “OZP compliant scheme” under the current application comprising two 23-storey residential towers above a two-storey aboveground podium and one-storey underground carpark (i.e. 25-storeys), with a domestic PR of 5 and absolute BH of 92.45mPD.

⁶ Other arrangements pertaining to car park GFA exemption will continue to apply, such as all underground car parks (regardless of private or public) will continue to have full GFA exemption.

requirement considering local parking needs within private development projects. Implementation details of enhanced measures have been set out in Building Department's updated Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-2.

5. Previous Application

There is no previous application covering the Site.

6. Similar Application

There is one similar application (No. A/YL/316) involving proposed minor relaxation of BH restriction (BHR) for permitted flat use within the same "R(A)1" zone on the OZP. The application for minor relaxation of PR and BHR for permitted public housing development and social welfare facility (SWF) uses with domestic/non-domestic PR of 5/9.5 to a total PR of 7.2 (i.e. domestic PR of 6.5 and non-domestic PR of 0.7) and from 25 storeys to 40 storeys (excluding basement(s)) (+15 storeys/+60%) was approved by the Rural and New Town Planning Committee (the Committee) of the Board on 25.4.2024 mainly on the considerations that the proposed relaxation was in line with Government's policies on intensification of public housing sites and provision of SWF; the proposed BH was not incompatible with the planned high-rise residential developments in the wider surrounding context of Yuen Long; and the proposed development was technically feasible. Details of the application are summarised in **Appendix II** and its location is shown on **Plan A-1a**.

7. The Site and Its Surrounding Areas (Plans A-1a, A-1b, A-2, A-3 and A-4)

7.1 The Site is:

- (a) paved, mostly vacant with overgrown vegetations and partly occupied by parking of vehicles; and
- (b) accessible from Kung Um Road.

7.2 The surrounding areas are predominately bounded by existing residential developments located within the same "R(A)1" zone, namely La Grove and Park Signature to its immediate north and south with BHs ranging from 21 to 22 storeys, and the planned Shap Pat Heung Road public housing development with a relaxed BH of 40 storeys under planning permission (No. A/YL/316) to its northwest (**Plan A-1b**). Village settlements of Ma Tin Tsuen, Lung Tin Tsuen and Ma Tin Pok intermixed with open-air vehicle parks, a nullah and some vacant land are located to the further east and north (**Plans A-1b and A-2**)

7.3 In a wider context, the Site is located in the south of the Yuen Long New Town (YLNT) with private residential developments to its further northwest including Emerald Green and Greenery Place (BHs of 13 to 25 storeys), and the Po Leung Kuk Lee Shau Kee Youth Oasis (the Youth Oasis) (BH of 27 storeys) to its

further east. To its further northeast, an area zoned “R(A)9” is subject to a BHR of 120mPD (**Plan A-1b**).

8. Planning Intention

- 8.1 The “R(A)” zone is intended primarily for high-density residential development. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing development.
- 8.2 According to the Explanatory Statement (ES) of the OZP, to be in line with the nearby low to medium-rise developments including medium-rise residential developments, village housing and open space, developments in this zone are restricted to a maximum BH of 25 storeys excluding basement(s). According to the consultancy study of Expert Evaluation on Air Ventilation Assessment of Yuen Long Town (YL AVA(EE) Study) conducted in 2008, Area 13 (i.e. where the Site locates) would enjoy ample breezes. However, to avoid potential local adverse air ventilation problem, the concepts of ‘inter-building spacing’ or ‘courtyard’ by providing adequate space between buildings at wind direction should be applied as far as practicable in the design and layout of future developments in the “R(A)1” zone.
- 8.3 According to the ES of the OZP, to provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the BHR may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

9. Comments from Relevant Government Departments

- 9.1 The following Government departments have been consulted and their views on the application and the public comments received are summarised as follows:

Land Administration

- 9.1.1 Comments of the Chief Estate Surveyor/Land Supply Section, Lands Department (CES/LS, LandsD):
- (a) the Site comprises 14 old scheduled lots held under Block Government Lease demised for agricultural use and the adjoining Government land. A land exchange application was submitted by the landowner for implementing the proposed residential development at the Site. Such land exchange application would be dealt with by LandsD acting in the capacity as the landlord at its sole discretion. If the land exchange application is approved by LandsD, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as may be imposed by LandsD; and
 - (b) his detailed comments on the application are at **Appendix III**.

Traffic

9.1.2 Comments of the Commissioner for Transport (C for T):

No adverse comment on the application from traffic engineering perspective.

9.1.3 Comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD):

No adverse comment on the application from the highways maintenance point of view.

Environment

9.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) no objection to the application from environmental planning perspective; and
- (b) having considered the nature and scale of the proposed minor relaxation of BHR and given that the use remains a permitted residential development zoned “R(A)1”, the proposed development is unlikely to give rise to adverse environmental impacts of major pollution concerns.

Drainage

9.1.5 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

No in-principle objection to the application from the public drainage point of view. His detailed comments on the application are at **Appendix III**.

Urban Design and Visual

9.1.6 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) the Site is located in the southern part of YLNT and situated in a predominately high-rise residential neighbourhood with BH ranging from 13 to 40 storeys and some village settlements to the east and further north (**Plans A-1a and A-1b**).
- (b) the application is for the proposed minor relaxation of BHR from 25 storeys to 26 storeys to accommodate a two-level aboveground carpark design. The applicant has submitted a VA to assess the potential visual impact. As demonstrated in the photomontages, the overall visual impact from the proposed increase in BH for one storey is negligible (**Drawings A-8 and**

A-9). Given the minor increase in BH, significant adverse visual impact from the proposed development is not anticipated.

- (c) Design measures incorporated into the proposed development, including the proposed building setbacks, building separation and landscaping/ greening measures (**Drawing A-7**), would have urban design merits.

Building Matters

9.1.7 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) no objection to the application;
- (b) it is recorded that there is a GBP approval granted by the Building Authority on 2.4.2026 at the Site; and
- (c) his detailed comments on the application are at **Appendix III**.

District Officer's Comments

9.1.8 Comments of the District Officer (Yuen Long), Home Affairs Department (DO(YL), HAD):

His office has not received any comment from the locals regarding the application.

9.2 The following Government departments have no objection to or no comment on the application, and their advisory comments, if any, are at **Appendix III**:

- (a) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (b) Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD);
- (c) Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD);
- (d) Director of Fire Services (D of FS);
- (e) Director of Electrical and Mechanical Services (DEMS);
- (f) Director of Food and Environmental Hygiene (DFEH); and
- (g) Commissioner of Police (C of P).

10. Public Comments Received During Statutory Publication Period

On 17.4.2026, the application was published for public inspection. During the statutory publication period, a total of 92 public comments raising objection/expressing adverse comments (**Appendix IV**) were received from individuals (including 32 comments in the form of standard letters) including one who claims to be the Incorporated Owners of Park Signature. The comments/views are summarised as follows:

- (a) the Government policy on granting full GFA exemption for aboveground car parks is without any public consultation;
- (b) the proposed development will affect the already narrow internal access within the dense residential developments in the neighborhood, which could cause blockage to the emergency vehicular access hence concerns on fire safety;
- (c) there are concerns on road capacity, traffic congestion in Yuen Long South areas, particularly along Kung Um Road and Shap Pat Heung Road, and insufficient provision of ancillary transport facilities. The Government should accelerate the completion of nullah improvement project and the road improvement and widening works around Kung Um Road; and enhance public transport services, including increasing bus/minibus frequencies and reviewing existing bus route arrangements;
- (d) there are insufficient local community, educational and recreational facilities as well as public open spaces to cope with the demand of the current population. Additional population introduced by the proposed development would worsen the living quality of the existing residents;
- (e) the proposed development will result in the obstruction of sunlight and a loss of privacy for the adjacent residents of La Grove and Park Signature. A cluster of high-rise buildings would create wall effect and the overall visual amenity of the neighbourhood would also be disrupted. Further building setback and building separation should be provided;
- (f) the development intensity is excessive and incompatible with the surroundings. Approving the application for minor relaxation of BHR will set an undesirable precedent;
- (g) the proposed development will cause noise and air pollutions during construction and operation stages; and
- (h) the statutory publication period is too short for the public to inspect and provide comments on the planning application.

11. Planning Considerations and Assessment

- 11.1 The application is for minor relaxation of the BHR from 25 storeys to 26 storeys (i.e. one storey or +4%) for permitted flat use at the Site zoned “R(A)1” on the OZP. According to the applicant, the proposed minor relaxation of BHR is to facilitate the relocation of basement car park to above ground. The proposed development, with a PR of 5, comprises two 23-storey residential towers (i.e. about 92.45mPD) providing 1,035 flats over a 3-storey podium to accommodate the clubhouse and two levels of car parks and E&M facilities. According to the Notes of the OZP for the “R(A)1” zone, while a residential development with a maximum domestic PR of 5 and a maximum BH of 25 storeys excluding basement(s) is always permitted within the “R(A)1” zone, minor relaxation of the BHR may be considered by the Board based on the individual merits of the

proposal. The proposed development is in line with the planning intention of the “R(A)1” zone which is primarily for high-density residential developments.

Policy Initiatives on Aboveground Car Park

- 11.2 The proposed development for relocating basement car park to aboveground is in response to the Government’s initiative promulgated in Policy Address 2025 to fast-track construction, reduce costs and expedite flat production by allowing full GFA exemption for no more than two levels of aboveground car parks. According to the applicant, the construction time could be shortened for six months by relocating the car parks aboveground, thus allowing timely delivery of housing flats. Although a GBP submission for residential development scheme adopting a more conservative baseline design (i.e. two levels of aboveground car park with no basement, one less typical residential floor with a reduced total GFA⁴) while complying to the BHR of 25 storeys was previously approved by the BA at the Site, the applicant clarifies that the GBP submission is to ensure statutory compliance in the interim while preserving the flexibility to optimise the Site’s full potential under the latest Government policy. With regard to the proposed aboveground car park at the Site, the internal transport facilities of the development will be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines. In this regard, C for T has no adverse comment on the application, including the proposed car parking provision and car park layout, from the traffic engineering point of view.

Minor Relaxation of BHR

- 11.3 The Site is located at the southern part of the YLNT. The Site is immediately adjoined by high-rise private residential developments, i.e. La Grove and Park Signature with BHs ranging from 21 to 22 storeys to its north and south. To the further west is the planned Shap Pat Heung Road public housing development with a relaxed BH of 40 storeys under the approved planning application (No. A/YL/316) in the same “R(A)1” zone. In a wider context, the Youth Oasis with BH of 27 storeys and an area zoned “R(A)9” subject to BHR of 120mPD are located to the further east and northeast of Site respectively (**Plans A-1a and A-1b**). In view of the above, the proposed minor relaxation of BHR from 25 storeys to 26 storeys (i.e. 1 storey or +4%) is considered not incompatible with the surrounding context.

Planning and Design Merits

- 11.4 In the current submission, the applicant has proposed a number of planning and design measures including (i) building setback of about 10m from the centreline of Kung Um Road and setback of podium structure from adjoining residential development, namely Park Signature; (ii) building separation of about 30m between the two residential towers adopting the concepts of ‘inter-building spacing’ or ‘courtyard’; and (iii) landscape garden at the 1/F of the podium (**Drawings A-7**) to improve visual permeability and local air ventilation and to better utilise the Site. In view of such, CTP/UD&L of PlanD has no adverse comment on the application from the urban design and visual perspectives.

Other Technical Aspects

- 11.5 Other relevant Government departments consulted, including DEP, CE/MN of DSD, D of FS, CE/C of WSD, H(GEO) of CEDD and DEMS, have no objection to or no adverse comment on the application from environmental, drainage, sewerage, fire safety, water supply, geotechnical and utility provision perspectives respectively.

Similar Application

- 11.6 There is one similar application (No. A/YL/316) involving minor relaxation of PR and BHR from a domestic/non-domestic PR of 5/9.5 to a total PR of 7.2 (i.e. domestic PR of 6.5 and non-domestic PR of 0.7) and from 25 storeys to 40 storeys (excluding basement(s)) (+15 storeys/+60%) which was approved by the Committee in 2024. Approval of the current application is generally in line with the Committee's previous decision.

Public Comments

- 11.7 There were 92 public comments received during the statutory publication period as summarised in paragraph 10 above. The objections are mainly related to the proposed development in terms of traffic, public transport, environmental, visual, air ventilation, development intensity, provision of supporting facilities in the vicinity and open space provision, as well as the consultation mechanism on the policy and processing of application. Regarding the concerns on consultation mechanism during the processing of the planning application, public consultation has been carried out in accordance with the provisions of the Ordinance and requirements of the relevant Town Planning Board guidelines. Regarding the suggestions to accelerate the completion of nullah improvement, road improvement works, enhance public transport services, they have been conveyed to relevant government departments including PM(W) of CEDD, C for T and CHE/NTW of HyD for consideration. For other concerns expressed in the public comments received, the justifications provided by the applicant in paragraph 2, the departmental comments in paragraph 9 and the planning considerations and assessments in paragraphs 11.1 to 11.6 above are relevant.

12. Planning Department's Views

- 12.1 Based on the assessment made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 5.6.2030 and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The recommended advisory clauses are attached at **Appendix III**.
- 12.3 There is no strong reason to recommend rejection of the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form received on 10.4.2026
Appendix Ia	Supporting Planning Statement
Appendix Ib	SI received on 15.4.2026
Appendix Ic	FI received on 27.5.2026
Appendix II	Similar Application
Appendix III	Recommended Advisory Clauses
Appendix IV	Public Comments
Drawing A-1	Master Layout Plan
Drawings A-2 to A-4	Floor Plans
Drawings A-5 to A-6	Sections of the Proposed Scheme
Drawing A-7	Proposed Design Merits
Drawings A-8 to A-9	Photomontages
Plan A-1a	Location Plan with Similar Application
Plan A-1b	Plan showing Building Heights of Nearby Developments
Plan A-2	Site Plan
Plan A-3	Aerial Photo
Plan A-4	Site Photos

**PLANNING DEPARTMENT
JUNE 2026**