

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. Y/YL-KTN/6**

- Applicants** : Kimpton Investments Limited, Pacific Top Development Limited and Worldchamp Investments Limited represented by KTA Planning Limited
- Plan** : Approved Kam Tin North Outline Zoning Plan (OZP) No. S/YL-KTN/11
- Sites** : Lots 121, 137, 138, 139 S.A, 139 RP (Part), 519 RP (Part) and 520 RP in D.D. 110 and Adjoining Government Land (GL), Shek Kong, Yuen Long, New Territories
- Site Areas** : About 20,883m<sup>2</sup> (including GL of about 4,620m<sup>2</sup> (22.1%))  
- Site 1: About 8,580m<sup>2</sup> (including GL of about 572m<sup>2</sup> (6.7%))  
- Site 2: About 12,303m<sup>2</sup> (including GL of about 4,048m<sup>2</sup> (32.9%))
- Lease** : Block Government Lease demised for agricultural purposes
- Zonings** : “Residential (Group C) 2” (“R(C)2”) (about 12,374.8m<sup>2</sup> or 59.4%)  
*[restricted to maximum plot ratio (PR) of 0.4 and a maximum building height (BH) of 3 storeys (9m) including car park]*  
  
“Open Space” (“O”) (about 8,458.2m<sup>2</sup> or 40.6%)
- Proposed Amendments** : To rezone application sites (the Sites) from “R(C)2” and “O” to “Residential (Group C) 4” (“R(C)4”) (Site 1) and from “R(C)2” to “O” (Site 2)

**1. The Proposal**

- 1.1 The applicants propose to rezone (i) Site 1 (about 8,580m<sup>2</sup>) of the Sites from mainly “O” (about 8,496m<sup>2</sup> or 99%) with a minor portion of “R(C)2” (about 84m<sup>2</sup> or 1%) to “R(C)4”, a proposed new “R(C)” sub-zone subject to a maximum domestic GFA of 8,580m<sup>2</sup> (equivalent to a PR of 1) and a maximum BH of 6 storeys (29mPD) including car park (excluding underground utility and basement); and (ii) Site 2

(about 12,303m<sup>2</sup>) from “R(C)2” to “O” without changes to the current Notes of the OZP for the “O” zone (**Plans Z-1 and Z-2a**). The rezoning proposal, which will result in a swapping of the current “R(C)” and “O” zonings of the Sites, is to facilitate a proposed private residential development at Site 1 (the proposed development) and the provision of open space by the Government at Site 2. According to the applicants, the rezoning proposal will achieve a net increase of about 0.38ha of area zoned “O”<sup>1</sup>. The proposed amendments to the Notes of the OZP for the “R(C)” zone incorporating the proposed “R(C)4” sub-zone are at **Appendix II**.

- 1.2 Site 1, with an area of about 8,580m<sup>2</sup> including about 8,008m<sup>2</sup> private land (93.3%) under the applicants’ ownership and about 572m<sup>2</sup> GL (6.7%), abuts an existing vehicular access connecting Kam Tin Road and a private residential development (namely Seasons Villas) to the immediate north and is largely vegetated with weeds and trees (**Plans Z-2a, Z-3 and Z-4b**). It is part of a larger “O” zone with a total area of about 3.09ha along Kam Tin Road<sup>2</sup> (details at paragraph 4 below) (**Plans Z-1 and Z-2a**). Site 2, with an area of about 12,303m<sup>2</sup> including about 8,255m<sup>2</sup> private land (67.1%) under the applicants’ ownership and about 4,048m<sup>2</sup> GL (32.9%), is also largely vegetated with weeds and trees with a section of an existing nullah running along its southern periphery (**Plans Z-2a, Z-3 to Z-4b**). Site 1 is accessible directly from Kam Tin Road to the south, and Site 2 is accessible from Kam Tin Road to the south and Kam Tai Road to the north, both via local paths. There are also local paths within Site 2 providing access to the rural settlements to the northwest of Site 2 (**Plans Z-2a, Z-3 and Z-4a**). Between the Sites is the western part (about 1.44ha) of the current “O” zone currently occupied by a section of the existing nullah, grassland and an open storage yard (**Plans Z-2a and Z-3**). The remaining eastern part (about 0.8ha including the access road of Seasons Villas) of the current “O” zone to the east of Site 1 is mainly vegetated with trees and weeds and occupied with some temporary structures.
- 1.3 According to the indicative scheme submitted by the applicants, the proposed development at Site 1 with a domestic GFA of 8,580m<sup>2</sup> consists of six domestic towers of six storeys (including one level of carport) with a uniform BH at 29mPD, a single-storey clubhouse with a BH at 15.4mPD, an on-site sewage treatment plant (STP) (including an underground tank) with BH at 13.9mPD and an underground stormwater storage tank (SST), and at-grade parking spaces and loading/unloading (L/UL) bays (**Drawings Z-1 and Z-2**). Private open space of not less than 648m<sup>2</sup> will be provided to serve the future residents. For Site 2, the proposed “O” zone will be subject to implementation by the Government in the future and delinked from the proposed development at Site 1.

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<sup>1</sup> The net increase in area zoned “O” is derived from the area of the proposed “O” zone at Site 2 (12,303m<sup>2</sup>) less the area currently zoned “O” at Site 1 (about 8,496m<sup>2</sup>).

<sup>2</sup> The “O” zone has a total area of about 3.09ha including 1.28ha GL (41.4%) and 1.81ha private land (58.6%), among which about 1.15ha is under applicants’ ownerships (including lots 139RP, 519 RP and 520 in D.D. 110 which accounts for 63.5% of the private land within “O” zone).

- 1.4 The major development parameters of the indicative scheme for the proposed development at Site 1 are tabulated as follows. The layout plans, section plans, landscape master plan and photomontages for the indicative scheme are at **Drawings Z-1, Z-2, Z-6 to Z-15.**

|                                                                                                                                                                             |                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| <b>Development Site Area <sup>(a)</sup> (about)</b>                                                                                                                         | 8,580m <sup>2</sup>                                                            |
| <b>Total Domestic GFA</b>                                                                                                                                                   | Not more than 8,580m <sup>2</sup><br>(equivalent to a PR of 1)                 |
| <b>Site Coverage (SC)</b>                                                                                                                                                   | Not more than 56%                                                              |
| <b>No. of Blocks</b><br>- Residential Towers<br>- Clubhouse<br>- On-site STP                                                                                                | 6<br>1<br>1                                                                    |
| <b>Maximum BH (main roof)<br/>[No. of Storeys]<sup>(b)</sup></b><br>- Residential Towers<br>- Clubhouse<br>- On-site STP                                                    | 29mPD<br>[6 storeys]<br><br>15.4mPD<br>[1 storey]<br><br>13.9mPD<br>[1 storey] |
| <b>No. of Units</b>                                                                                                                                                         | 240                                                                            |
| <b>Average Flat Size (about)</b>                                                                                                                                            | 35.8m <sup>2</sup>                                                             |
| <b>Anticipated Population (about) <sup>(c)</sup></b>                                                                                                                        | 648                                                                            |
| <b>Private Open Space</b>                                                                                                                                                   | Not less than 648m <sup>2</sup>                                                |
| <b>Internal Transport Facilities</b><br>- Parking Spaces (Private Cars)<br>- Parking Spaces (Motorcycles)<br>- L/UL Bays (Heavy Goods Vehicles)<br>- Bicycle Parking Spaces | 79<br>(including 2 accessible parking spaces)<br>3<br>6<br>16                  |
| <b>Anticipated Completion Year</b>                                                                                                                                          | 2031                                                                           |

Remarks:

- (a) Subject to detailed setting out of site boundary.  
(b) Including the G/F carport; but excluding the underground SST and storage tank for STP.  
(c) Average household size of 2.7 is adopted with reference to the territorial average household size in the 2021 Population Census.

- 1.5 In support of the application, the applicants have submitted a set of relevant technical assessments, including Traffic Impact Assessment (TIA), Landscape Proposal (LP), Tree Preservation Proposal (TPP), Visual Impact Assessment (VIA),

Air Ventilation Assessment (Expert Evaluation) (AVA-EE), Noise Impact Assessment (NIA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Air Quality Impact Assessment (AQIA), Water Quality Impact Assessment (WQA), Land Contamination Assessment (LCA), Waste Management Assessment (WMA), Water Supply Impact Assessment (WSIA) and Geotechnical Planning Review Report (GPRR) (**Appendix Ia**), which demonstrate that the proposed development, with the proposed mitigation and improvement measures implemented, would not induce insurmountable adverse impacts. The key aspects are summarised in paragraphs 1.6 to 1.12 below.

### Traffic and Pedestrian Aspects

- 1.6 According to the submitted TIA, all assessed critical footpaths and pedestrian crossings, as well as critical junctions and road links are currently operating with sufficient capacities except two sections of Kam Tin Road (i.e. road links No. L4 and L5 on **Drawing Z-3**). Upon implementation of the planned upgrading works to Kam Tin Road by the Government<sup>3</sup>, with the proposed development in place, all the assessed critical junctions and road links will have sufficient/spare capacities. In the event of programme mismatch between the proposed development and the proposed upgrading works, the applicants will carry out local improvement works at the junction of Kam Tin Road/Kam Tai Road (i.e. Junction C in **Drawing Z-3**) including widening on Kam Tin Road and adding a right-turn pocket to allow traffic waiting and turning from Kam Tin Road westbound into Kam Tai Road (**Drawing Z-4**) to mitigate the potential traffic impacts. To enhance the pedestrian walking environment, the applicants will also widen the northern footpath of Kam Tin Road to at least 2m and provide a pedestrian crossing (**Drawing Z-5**). The TIA concludes that the proposed development, which will generate only minimal traffic flow, is technically feasible from traffic engineering perspective with the implementation of the proposed improvement works and its traffic impact on the surrounding road networks is insignificant.

### Landscape, Visual and Air Ventilation Aspects

- 1.7 According to the submitted TPP, 100 trees largely of common native species are identified within/in close proximity to Site 1. No trees of rare/protected species, Champion Trees nor registered Old and Valuable Trees (OVTs) are identified. 91 identified trees, including 26 *Leucaena leucocephala* (銀合歡) as invasive species, are proposed to be felled, and the remaining nine trees will be retained in-situ within Site 1. 65 new trees of native/exotic species in heavy standard size are proposed to be planted at Site 1, achieving a compensatory ratio of 1:1 in terms of quantity<sup>4</sup>. According to the LP, private open space of not less than 648m<sup>2</sup> will be provided,

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<sup>3</sup> Improvement works under PWP Item No. 6820TH “Upgrading of Remaining Sections of Kam Tin Road and Lam Kam Road”.

<sup>4</sup> *Leucaena leucocephala* (銀合歡) is considered to be an invasive weed species and compensation for its removal is not required.

including the major one in the northwestern part of Site 1, landscape setback in the southeastern part near the entrance, landscape screen planting at the eastern and western peripheries as well as roof-top gardens on the clubhouse and STP. A greenery coverage of not less than 20% will be achieved (**Drawing Z-6 to Z-10**). For Site 2, the applicants commit to maintaining the status quo of the site until implementation of the proposed “O” zone by the Government, and the existing trees thereat will be subject to the management of the Government in the future.

- 1.8 According to the indicative scheme of the applicants, the proposed development with a uniform BH of 29mPD or six storeys is not incompatible with the surrounding developments, including private residential developments and rural settlements (about 11mPD to 18mPD) and Shek Kong Barracks (about 11mPD to 40mPD) (**Plan Z-2b**) (details at paragraph 7.2 below). Design measures including not less than 5m building setback from site boundaries in all directions (including at least 19m from the southeastern boundary facing Shek Kong Barracks), central courtyard design allowing 39.5m building separation between opposite blocks, and 15m building separation between building clusters are proposed (**Drawings Z-1 and Z-6**). The submitted VIA concludes that with the design measures in place, the visual impacts of the proposed development range from ‘negligible’ to ‘slightly adverse’ (**Drawings Z-11 to Z-15**) and the proposed development is acceptable in visual terms.
- 1.9 According to the submitted AVA-EE, the annual wind in the area is mainly from northeast, east-northeast and east, while the summer wind is mainly from the east, south and south-southwest. Design measures, including not less than 5m building setback from site boundaries in all directions and not less than 15m building separation between building clusters (**Drawings Z-1 and Z-6**), are proposed to facilitate wind penetration and maintain good air ventilation performance for the surrounding areas. Also given the proposed BH is only six storeys, the proposed development is unlikely to impose significant adverse air ventilation impacts on the surrounding areas.

#### Environmental Aspects

- 1.10 The submitted NIA indicates that the predicted noise levels from the nearby workshops and open storage sites are anticipated to be within the stipulated limits under the Noise Control Ordinance. To address road traffic noise impacts, acoustic windows will be used at the proposed development. Besides, whilst Shek Kong Airfield is located to the further south of the proposed development, on-site noise measurements reveal that the helicopter noise levels are within relevant limits under the Hong Kong Planning Standards and Guidelines (HKPSG) and adverse impact from helicopter noise is not anticipated. According to the NIA, the proposed development will not be subject to adverse noise impacts.
- 1.11 According to the submitted AQIA, a buffer distance of 12m and 7m from Kam Tin

Road and from the access road of the abutting Seasons Villas (四季雅苑), which are the main sources of vehicular emissions, will be allowed respectively and adverse air quality impact due to vehicle emission is not anticipated for the proposed development in the operation phase. During the construction phase, appropriate dust control measures would be implemented to reduce the dust emissions and adverse air quality impacts associated with the proposed development during the construction phase is not anticipated. The submitted AQIA, WQIA, LCA and WMA demonstrate that the proposed development will not induce or subject to insurmountable air quality, water quality, land contamination and waste management issues during the construction and operation phases.

### Drainage, Sewerage and Other Technical Aspects

1.12 The existing nullah to the west of Site 1 which runs through the southern portion of Site 2 (**Plan Z-2a**) currently discharges stormwater runoff in the area. According to the submitted DIA, a new drainage system including an underground SST with a capacity of about 5,000m<sup>3</sup> for temporary storage of additional runoff is proposed within Site 1 to discharge the runoff via a new outlet pipe connecting to the nullah (**Drawing Z-16**). In addition, according to the submitted SIA, an on-site STP with a design capacity of 247.5m<sup>3</sup>/day is proposed to provide tertiary effluent treatment for the proposed development before discharging the treated effluent to the nearby stormwater drainage system. The DIA and SIA conclude that adverse drainage and sewerage impacts by the proposed development are not anticipated. The submitted WSIA and GPRR also demonstrate that the proposed development will not induce or be subject to any insurmountable issues in relation to water supply and geotechnical feasibility during the construction and operation phases.

1.13 In support of the application, the applicants have submitted the following documents:

- (a) Application Form received on 11.11.2025 **(Appendix I)**
- (b) Consolidated Planning Statement received on 3.9.2026 **(Appendix Ia)**

*[Supporting Planning Statement received on 11.11.2025 and FIs received on 31.12.2025<sup>@</sup>, 13.2.2026<sup>@</sup>, 20.3.2026<sup>@</sup>, 2.4.2026<sup>@</sup>, 26.6.2026<sup>@</sup> and 22.7.2026<sup>@</sup> were superseded and are attached at **Appendices Ib to Ih**]*

*<sup>@</sup> accepted and but not exempted from recounting requirement.*

1.14 On 6.2.2026 and 22.5.2026, the Rural and New Town Planning Committee (the Committee) of Town Planning Board (the Board) agreed to defer making a decision on the application for two months each as requested by the applicants.

## **2. Justifications from the Applicants**

The justifications put forth by the applicants in support of the application are detailed in the Consolidated Planning Statement at **Appendix Ia**. They can be summarised as follows:

Unleashing the Development Potential and Maintaining the Coherence of the “O” Zone

- (a) The application is mainly for swapping the current “R(C)” and “O” zones covering private lots under the applicants’ ownership and the adjoining GL within the Sites to facilitate the proposed development at Site 1 whilst maintaining the provision of open space at Site 2. The applicants are the sole land owners of the private lots within Sites 1 and 2, including about 8,008m<sup>2</sup> (93.9%) in Site 1 and about 8,255m<sup>2</sup> (67.1%) in Site 2. For the applicants’ lots within Site 1, an area of about 7,924m<sup>2</sup> (92.4%) are currently zoned “O” (being part of a larger “O” zone) whilst the remaining 84m<sup>2</sup> is zoned “R(C)2”. There has been no implementation programme for provision of open space at the current “O” zone since the gazettal of the first Kam Tin North OZP in 1994.
- (b) For the current “R(C)2” zone at Site 2, there are existing watercourse serving as drainage nullah for the area and local paths providing access to the adjoining rural settlements (**Plans Z-2a** and **Z-3**). Strong local objections were received during the processing of applicants’ previous proposal under a withdrawn s.12A application (No. Y/YL-KTN/4)<sup>5</sup> comprising residential developments at the Sites and other private lots of the applicants in the north under which the drainage nullah would be decked-over and the local paths serving the adjoining rural settlements would be detoured. In the swapping proposal under the current application, Site 2 is proposed to be rezoned to “O” and the existing local paths and context of the area with watercourse and vegetated land will not be affected by the proposed development. Private lots in Site 2 will maintain the status quo until implementation of the proposed “O” zone by the Government in the future.
- (c) The Sites are well-served by various franchised buses and minibuses within walking distance. In particular, Site 2 is in irregular shape and without direct frontage to Kam Tin Road and any vehicular access will be constrained by the existing rural settlement to the west and the mature tree ((i.e. *Ficus macrocarpa* (細葉榕) with diameter at breast height of 1.59m, height of 20m and spread of 25m) to the south within the “O” zone (**Drawing Z-17, Plans Z-2a** and **Z-3**). On the contrary, Site 1 is more rational in shape and has longer and direct frontage along Kam Tin Road, as well as adjoining to an existing residential development to its northeast (**Plans Z-2a** and **Z-3**). The swapping of “R(C)” and “O” zones under the current rezoning proposal can unleash the development potential in the area by allowing an optimal and readily implementable low-density residential development at Site 1.

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<sup>5</sup> Application No. Y/YL-KTN/4 submitted by the same applicants on 11.8.2022 involved an area of 32,675m<sup>2</sup> which fell within areas zoned “O” (about 17,600m<sup>2</sup> or 53.9%) and “R(C)2” (about 15,075m<sup>2</sup> or 46.1%) for a proposed residential development (**Plan Z-1**). The proposed development was divided into southern (about 30,174m<sup>2</sup>) and northern portions (about 2,208m<sup>2</sup>) for residential use and public open space respectively connected by a footpath of about 293m<sup>2</sup>. The southern portion comprises 24 residential and clubhouse towers with domestic GFA of not more than 30,174m<sup>2</sup> (or PR of 1), BH of not more than 6 storeys (30mPD), SC of not more than 46% for provision

- (d) The GL included in Site 2 covers mainly its southern part which is the residual area sandwiched between the applicants' lots and the site boundary of a previously approved application No. A/YL-KTN/761<sup>6</sup> (**Plan Z-2a**) for proposed low-rise residential development located to the southwest of Site 2. The proposed "O" zone at Site 2 can integrate with the current "O" zone between Sites 1 and 2, forming a complete and coherent "O" zone in the area. The rezoning proposal will result in a net increase of 0.38 ha "O" zone area.

*In line with Government's Policy on Housing Supply*

- (e) The rezoning proposal concurs with the government's policy to adopt multi-pronged approaches to increase land supply for housing by unlocking development potential through transport infrastructure and rezoning sites to unleash the development potential of underutilised land. It is also in line with government's initiative for housing developments in the Kam Tin area as well as the Northern Metropolis.

*Land Use Compatibility and Appropriate Development Intensity*

- (f) Due considerations have been given to the planning context of the existing sub-urban setting in the surrounding areas, as well as the consolidated private lots within the Sites to devise an appropriate development intensity. The proposed intensity is compatible with the adjacent low-density residential developments in the "R(C)2" zone to the north and Shek Kong Barracks to the south, and can achieve a coherent and harmonious development pattern.

*Design Merits*

- (g) In view of the sub-urban setting surrounding the Sites, various design measures are proposed in the residential development at Site 1, including appropriate BHs, building setback from Shek Kong Barracks, peripheral landscape buffer, central courtyard design and building separations to enhance the built environment.

*Technically Feasible*

- (h) The relevant technical assessments conducted have demonstrated that the proposed residential development at Site 1 will not induce insurmountable impacts on the surrounding areas.

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of 916 units. The application was subsequently withdrawn by the applicants on 24.2.2025.

<sup>6</sup> Applications No. A/YL-KTN/761 and 761-2 (for amendment to the approved scheme) were approved with conditions by the Committee and Director of Planning under the delegated authority of the Board on 18.3.2022 and 1.3.2024 respectively. Under the latest approved scheme under A/YL-KTN/761-2, the proposed residential development for 12 houses involved an area of about 4,003.1m<sup>2</sup>, GFA of about 1,600.16 m<sup>2</sup> (or PR of 0.4), BH of not more than 2 storeys (or 8.5m/about 20mPD) and SC of not more than 33%.

### 3. **Compliance with the ‘Owner’s Consent/Notification’ Requirements**

The applicants are the sole ‘current land owners’ of the private land portion of the Sites. Detailed information would be deposited at the meeting for Members’ inspection. The ‘owner’s consent/notification’ requirements as set out in the Town Planning Board Guidelines on Satisfying the ‘Owner’s Consent/Notification’ Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB-PG No.31B) are not applicable to the GL portion of the Sites.

### 4. **Background**

The Sites fell within the “Unspecified Use” area on the draft Kam Tin North Development Permission Area (DPA) Plan No. DPA/YL-KTN/1 gazetted on 12.7.1991. Subsequently, the Sites and its adjacent areas were rezoned to “R(C)2” and “O” on the draft Kam Tin North OZP No. S/YL-KTN/1 gazetted on 17.6.1994, mainly to facilitate low-rise, low-density residential schemes and to maximise recreational opportunities available to the local population respectively. The development restrictions (i.e. maximum PR of 0.4 and BH of 3 storeys (9m)) and zoning boundaries of the “R(C)2” and “O” zones have remained unchanged since then (**Plan Z-1**). The current “O” zone has a total area of about 3.09ha including 1.28ha GL (41.4%) and 1.81ha private land (58.6%), among which about 1.15ha is under applicants’ ownerships (including lots 139RP, 519 RP and 520 in D.D. 110 (**Plan Z-2a**) which accounts for 63.5% of the private land within “O” zone). It is planned as a district open space, for which there has been no known implementation programme.

### 5. **Previous Application**

There is no previous application at the Sites.

### 6. **Similar Application**

There is no similar rezoning application within the “R(C)2” or “O” zones on the OZP.

### 7. **The Sites and Their Surrounding Areas (Plans Z-1 to Z-4b)**

#### 7.1 The Sites:

- (a) comprise Sites 1 (about 8,580m<sup>2</sup>) on the east and Site 2 (12,303m<sup>2</sup>) on the west, largely separated by an existing nullah, grassland and an open storage yard in between. Both Site 1 and Site 2 are currently largely vegetated with weeds and trees, and a section of an existing nullah run along the southern periphery of Site 2;

- (b) are accessible directly from Kam Tin Road for Site 1, and from Kam Tin Road and Kam Tai Road, both via local paths, from the south and north respectively for Site 2. There are also local paths within Site 2 providing access to the rural settlements to the northwest of Site 2; and
- (c) are subject to the Shek Kong Airfield Height Restriction (AHR) of 69mPD due to the presence of Shek Kong Airfield to the further south.

7.2 The surrounding areas have the following characteristics:

- (a) the surrounding areas are sub-urban in character with an intermix of low-rise residential developments, village settlements, scattered open storage/storage yards, vacant land, grassland with tree clusters, and a nullah (**Plan Z-2a**);
- (b) to the north of the Sites is a long span of “R(C)2” zone along Kam Tai Road, which is subject to a maximum PR of 0.4 and a maximum BH of 3 storeys (9m) and intended for low-rise, low-density residential developments, including Seasons Villas to the immediate northeast of Site 1 comprising mainly two-storey houses with a PR of 0.4 and BHs of about 18mPD and Seasons Monarch to the further west along Kam Tai Road comprising mainly three-storey houses with a PR of 0.38 and BHs of about 18mPD. Rural settlements with BHs of about 11mPD to 15mPD and some brownfield uses are also found with to the north of Site 2 within the same “R(C)2” zone (**Plan Z-2b**);
- (c) to the southwest of the Sites is a “R(D)” zone along Kam Tin Road, which is subject to a maximum PR of 0.2 and a maximum BH of 2 storeys (6m) also intended for low-rise, low-density residential developments/redevelopments. The “R(D)” zone is mainly occupied by rural settlements of Shek Kong San Tsuen and Pang Ka Tsuen with BHs of about 11mPD to 18mPD as well as some brownfield uses (**Plan Z-2b**). The area adjoining Site 2 to its southwest is subject to a previously approved application No. A/YL-KTN/761 (**Plan Z-2a**) for proposed low-rise residential development subject to a PR of 0.4 and BHs of about 20mPD; and
- (d) between Sites 1 and 2 and to the east of Site 1 across the vehicular access of Seasons Villas are the remaining western and eastern parts of the current “O” zone respectively which are currently mainly grassland with weeds and clusters of trees with an open storage yard and some temporary structures (**Plan Z-2a** and **Z-3**). There is a mature tree (i.e. *Ficus macrocarpa* (細葉榕)) abutting Kam Tin Road to the south of Site 2 (**Drawing Z-17** and **Plan Z-3**). To the further south across Kam Tin Road are Shek Kong Barracks with BHs of about 11mPD to 40mPD. (**Plan Z-2b**). Area to the further north of the Sites across Kam Tin River is an area zoned “AGR” occupied by some

farmland, domestic dwellings and open storage/storage yards (**Plan Z-2a**).

## **8. Planning Intentions**

- 8.1 The planning intention of the “R(C)” zone is primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 8.2 The planning intention of the “O” zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

## **9. Comments from Relevant Government Departments**

- 9.1 The following government departments have been consulted and their views on the application are summarised as follows:

### **Land Administration**

- 9.1.1 Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- (a) no adverse comments on the application;
- (b) the Sites comprise various private lots, namely Lots 121, 137, 138, 139 S.A and 139 RP (Part), 519 RP (Part) and 520 RP all in D.D. 110 (the Lots) and the adjoining GL. The Lots are old schedule agricultural lots held under Block Government Lease and no structure is allowed to be erected without prior approval of the Government;
- (c) according to the records of Land Registry, the Lots are currently owned by different owners. The ownership particulars of the Lots forming the Sites have to be examined in detail at the land exchange application stage, if applied;
- (d) the actual site area, land status, ownership particulars etc. of the private lots and GL involved under the application have to be verified at the land exchange stage if any land exchange is applied for by the applicants to LandsD;
- (e) it is noted from applicants’ submission that although Site 2 will not form part of the private residential development of Site 1 nor condition or requirement in the subsequent land exchange application of Site 1, the private lots in Site 2 will remain the status quo until the

Government has a programme to resume the land in Site 2 for implementation of the public open space. In the event the current application under s.12A of the Town Planning Ordinance (the Ordinance) is agreed or partially agreed by the Board with a set of clear development parameters (including but not limited to the proposed user, GFA and car parking provisions, as appropriate) defined/firmed up and further submission to the Board (including application(s) for permission under s.16 of the Ordinance after the corresponding amendment to the OZP has been made) is not required, the land owner(s) may submit request for streamlined processing of land exchange application for Site 1. Depending on the circumstances of each case, LandsD at its sole and absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fee(s) (including fee payable to the Legal Advisory and Conveyancing Office, if required) by the land owner(s), commence the streamlined processing of the land exchange application on a without prejudice and non-committal basis while the Planning Department (PlanD) is taking forward the relevant OZP amendment; and

- (f) the land owner(s) is reminded that once the agreed or partially agreed proposal is reflected in the OZP and approved under s.9 of the Ordinance, a formal application for land exchange for Site 1 by the land owner(s) to LandsD is still required. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and there is no guarantee that the land exchange application will eventually be approved by LandsD. If the application for land exchange is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of premium and administrative fee(s).

## **Traffic**

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

- (a) based on the TIA, it is observed that the traffic impact arising from the proposed development to the adjacent road network within the area of interest would be acceptable in the design year 2034. The road networks have sufficient capacity to cope with the volume of vehicular traffic with the proposed development in place, with public works project to be implemented by the Government<sup>3</sup>. In the case of programme mismatch between the proposed development and the proposed public works, the adjacent road network will operate with onset of congestion. To ameliorate the traffic condition near the proposed development in the event of programme mismatch, it was

stated in the TIA that the applicants will carry out improvement works including junction of Kam Tin Road and Kam Tai Road as well as pedestrian walkway and crossing in this situation. The TIA also indicated that the development proposal would provide parking and L/UL facilities within the proposed development in accordance with HKPSG;

- (b) in this regard, he has no in-principle objection to the application and the proposed traffic improvement works as proposed by the applicants from traffic engineering perspective, subject to the followings to be incorporated into the relevant land document(s) during the land exchange application stage:
  - (i) the design and provision of vehicular access to the proposed development and car parking and L/UL facilities for the proposed development;
  - (ii) in the case of programme mismatch between the proposed development and the proposed public works, the applicants shall undertake the design and implementation of the junction of Kam Tin Road and Kam Tai Road (as indicated in Figure 5.1 in the TIA (**Drawings Z-4**)), before population intake of the proposed development;
  - (iii) in the case of programme mismatch between the proposed development and the proposed public works, the applicants shall undertake the design and implementation of widening of the footpath of Kam Tin Road (as indicated in Figure 2.3 in the TIA (**Drawings Z-5**)), before population intake of the proposed development; and
- (c) owing to the potential insufficient sightline at the location of the pedestrian crossing, the applicant shall consider a signalised crossing instead of a cautionary crossing during design and implementation.

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

- (a) no in-principle objection to the application;
- (b) the TIA should be reviewed and commented by the Transport Department (TD). If any proposed road improvements in the TIA are considered necessary by TD due to the proposed development, they shall be implemented by the applicants to the satisfaction of TD and HyD at the applicants' own cost;

- (c) HyD shall not be responsible for the maintenance of access connecting the Sites to Kam Tin Road;
- (d) if the vehicular access to Site 1 on Kam Tin Road is approved by TD, the applicants should ensure a run-in/out is constructed in accordance with the latest version of HyD Standard Drawings no. H1113 and H1114, or H5133, H5134 and H5135, whichever set is appropriate to match with the existing adjacent pavement; and
- (e) adequate drainage measures should be provided to prevent surface water flowing from Site 1 to nearby public roads and drains.

### **Railway Development**

#### 9.1.4 Comments of the Chief Estate Surveyor/Railway Development, LandsD (CES/RD, LandsD):

- (a) no comment on the application from railway land administration point of view; and
- (b) the Sites do not encroach upon the vesting boundary and protection boundary of Guangzhou-Shenzhen-Hong Kong Express Rail Link.

#### 9.1.5 Comments of the Chief Engineer/Railway Development Division 1-1, Railway Development Office, Highways Department (RDO, HyD):

no comment on the application from railway development perspective.

### **Environment**

#### 9.1.6 Comments of the Director of Environmental Protection (DEP):

- (a) no objection to the application;
- (b) it is noted that the application involves two Sites. According to the applicants, Site 1 is proposed for a proposed residential development and Site 2 is proposed for provision of open space. Also, the open space at Site 2 is proposed to be implemented by the Government. It is understood that implementation of Site 2 will be detached from the development of Site 1 and will not form part of the private residential development of Site 1 nor condition or requirement in the land exchange application of Site 1;
- (c) it is noted from the proposed Notes for the “R(C)4” (**Appendix II**) that ‘Flat’ is a column 1 use. As such, it is our understanding that planning permission from the Board is generally not required for implementing the proposed development. Nevertheless, it is noted

from LandsD's comments on the application that land exchange application would be required for taking forward the proposed residential development if the application is agreed by the TPB. As such, when processing the land exchange application for the proposed development, it is recommended to incorporate relevant conditions into the relevant land document(s) requiring the grantee to submit an updated NIA and SIA and implement any measures identified therein. This could ensure that potential noise and sewerage implications arising from the possible changes to the proposed development during the detailed design stage can be properly addressed; and

- (d) there was no environmental complaint received concerning the Sites in the past three years.

### **Sewerage and Drainage**

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

- (a) no objection to application; and
- (b) detailed comments are at **Appendix III**.

### **Urban Design and Landscape**

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

#### **Visual**

- (a) Site 1 is predominantly surrounded by village settlements and low-rise residential development with BH of up to three storeys to its north and Shek Kong Barracks to its south. According to the Indicative Scheme, the proposed development in Site 1 comprises six residential towers of six storeys above ground and a single-storey clubhouse. As demonstrated by the VIA, the visual impacts of the proposed development would range from 'negligible' to 'slightly adverse' (**Drawings Z-11 to Z-15**). It is considered that significant adverse visual impact arising from the proposed residential development is not anticipated;

#### **Air Ventilation**

- (b) in view of the scale of the proposed development, it is considered that significant adverse air ventilation impact on the surrounding pedestrian wind environment is not anticipated;

### Landscape

- (c) no adverse comment on the application from landscape planning perspective;
- (d) with reference to the aerial photo, Site 1 is situated in an area of miscellaneous rural fringe landscape character comprising rivers, tree clusters, village houses, low-rise residential developments, Shek Kong Barracks and temporary structures. Site 1 is located at the immediate south of Seasons Villas. The proposed residential development is not incompatible with surrounding landscape character;
- (e) according to the TPP, the tree survey identified a total 100 trees (96 trees within Site 1 and four trees outside but close to Site 1). The tree species are commonly found in Hong Kong such as *Macaranga tanarius* var. *tomentosa* (血桐), *Bombax ceiba* (木棉), *Albizia lebbbeck* (大葉合歡), and *Leucaena leucocephala* (銀合歡) (i.e. undesirable weedy species and will be removed). There are no trees of rare or protected species, registered OVTs, and trees of particular interest. Nine trees (including three trees outside Site 1) will be retained. 65 trees (excluding the 26 *Leucaena leucocephala*) will be felled with compensatory planting of 65 new trees (i.e. 1:1 in quantity) at Site 1. Significant adverse landscape impact arising from the proposed development is not anticipated;
- (f) no comment on the proposed rezoning at Site 2; and
- (g) detailed comments are at **Appendix III**.

### Nature Conservation

#### 9.1.9 Comments of the Director of Agriculture, Fisheries and Conservation (DAFC):

- (a) no comment on the application; and
- (b) Site 2 will encroach onto the watercourse along its northeastern and southwestern boundary. The watercourse is recommended to be retained under the “Main Drainage Channels for Ngau Tam Mei, Yuen Long and Kam Tin” Environmental Impact Assessment report. Whilst it is noted that Site 2 will be delinked from the development of Site 1 and will not form part of the proposed private residential development nor condition/requirement in the land exchange application for Site 1, once the implementation programme for Site 2 is confirmed, the ecological condition of the concerned watercourse should be evaluated and any potential impacts assessed in due course.

### **Water Supply**

9.1.10 Comment of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) no objection to the application; and
- (b) detailed comments are at **Appendix III**.

### **Fire Safety**

9.1.11 Comments of the Director of Fire Services:

- (a) the proposed development will be subject to formal submission of general building plans and detailed fire safety requirements will be formulated at that stage; and
- (b) the emergency vehicular access provision in Site 1 shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulations 41D which is administered by the Buildings Department (BD).

### **Aviation Safety**

9.1.12 Comments of the Director-General of Civil Aviation (DGCA):

- (a) no comment on the application;
- (b) the maximum level of the proposed development in the indicative scheme (i.e. 6-storey buildings not exceeding 30mPD) is in general compatible with the BHs in the surrounding areas and will not exceed the AHR as prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301); and
- (c) detailed comments are at **Appendix III**.

### **Open Space Provision**

9.1.13 Comments of the Director of Leisure and Cultural Services (DLCS):

- (a) no in-principle objection to the application;
- (b) Site 1 falls within an area zoned “R(C)2” and “O” on the OZP. DLCS has no plan to develop the open space into any recreation and sports facilities at this stage; and

- (c) for Site 2, the implementation of open space is not solely under the ambit of the Leisure and Cultural Services Department and should depend on the nature of use according to relevant guidelines/technical circular. DLCS has no comment on the proposed open space.

9.2 The following government departments have no objection to/no adverse comment/no comment on the application and their detailed comments, if any, are at **Appendix III**:

- (a) District Officer (Yuen Long), Home Affairs Department;
- (b) Director of Social Welfare;
- (c) Chief Building Surveyor/New Territories West, BD;
- (d) Director of Food and Environmental Hygiene;
- (e) Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD);
- (f) Head of Geotechnical Engineering Office (H(GEO)), CEDD;
- (g) Director of Electrical and Mechanical Services; and
- (h) Commissioner of Police.

## **10. Planning Considerations and Assessments**

10.1 The application seeks to rezone (i) Site 1 (about 8,580m<sup>2</sup>) of the Sites from “R(C)2” and “O” to “R(C)4”, a proposed new “R(C)” sub-zone subject to a maximum domestic GFA of 8,580m<sup>2</sup> (equivalent to a PR of 1) and a maximum BH of 6 storeys (29mPD) including car park (excluding underground utility and basement); and (ii) Site 2 (about 12,303m<sup>2</sup>) from “R(C)2” to “O” (**Plans Z-1 and Z-2a**), which will result in a swapping of a part of the larger “O” and “R(C)” zones for Site 1 and Site 2, to facilitate a proposed private residential development at Site 1 and provision of open space by the Government in the future at Site 2. The applicants have not proposed any change to the current Notes of the OZP for the “O” zone, and the proposed amendments to the Notes of the OZP for the “R(C)” zone incorporating the proposed “R(C)4” sub-zone are at **Appendix II**. An indicative scheme (**Drawings Z-1 and Z-2**) is submitted to illustrate the proposed development at Site 1, under which the proposed development with a GFA of 8,580m<sup>2</sup> will consist of six domestic towers of six storeys (including one level of carport) with BHs at 29mPD, a single-storey clubhouse, an on-site STP and an underground SST (details at paragraphs 1.3 and 1.4 above).

### **Planning Intentions**

10.2 The planning intention of “O” zone is primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. For this larger “O” zone on the OZP,

with a total area of about 3.09 ha which involves about over 50% of private land, there has been no implementation programme for provision of open space since its designation. Although Site 1 is located in the central portion of the “O” zone, it is physically separated from the eastern portion of “O” zone (about 0.8ha<sup>7</sup>) by an existing vehicular access connecting Seasons Villas and Kam Tin Road (**Plans Z-2a and Z-4b**). According to the applicants, the proposed “O” zone at Site 2 (about 1.23ha) can in turn integrate with the western part of the remaining “O” zone (about 1.44ha) (**Plan Z-2a**), forming a considerable size of “O” zone with an area of about 2.67ha. For the proposed “O” zone at Site 2, the GL portion (32.9%) comprises mainly the existing nullah running along the southern boundary of Site 2 while the considerable land portion (67.1%) is private lots under the applicants’ ownership. The applicants have committed to maintaining the status quo of Site 2, including the existing vegetation, nullah and local paths serving the rural settlements nearby until implementation of the proposed “O” zone by the Government in the future. Besides, with the rezoning proposal under the current application, there will be a net increase of 0.38 ha of “O” zone<sup>1</sup>. In view of the above, it is considered that the rezoning proposal will not compromise the provision and integrity of the “O” zone, and hence the overall planning intention of “O” zone in the area.

- 10.3 The planning intention of the “R(C)” zone is primarily for low-rise, low-density residential developments. While Site 2 is currently zoned “R(C)2” (restricted to maximum PR of 0.4 and a maximum BH of 3 storeys (9m) including car park), the applicants consider Site 1 more suitable for residential development over Site 2. Site 2 is in irregular shape and without direct frontage to Kam Tin Road and any vehicular access will be constrained by the existing rural settlement to the west and the mature tree to the south (**Drawing Z-17, Plans Z-2a and Z-3**), while Site 1 is more rational in shape with longer and direct frontage along Kam Tin Road by including a small strip of GL to its southeast and is adjoining to an existing residential development to its northeast (**Plans Z-2a and Z-3**). Subsequent to the withdrawal of the s.12A application No. Y/YL-KTN/4 involving the Sites (**Plan Z-1**), the applicants have revisited their proposal by confining the proposed residential development to Site 1 to avoid disturbance to the drainage nullah and the local paths serving the adjoining rural settlements at Site 2, thereby addressing potential local objections. With the swapping of “R(C)” and “O” zones under the current proposal, the development potential in the area could be unleashed by allowing an optimal and readily implementable low-density residential development at Site 1 while the existing vegetation, nullah and local paths serving the residents nearby within the proposed “O” zone at Site 2 will not be affected. The current proposal, though proposed with higher development intensity and BH (to be discussed below), is considered generally in line with the overall planning intention of the “R(C)” zone for low-rise and low-density residential development in the area.

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<sup>7</sup> Including the area of the vehicular access of Seasons Villas.

Land Use Compatibility and Development Intensity

- 10.4 The Sites are mainly surrounded by “R(C)2”, “R(D)” and “O” zones in a sub-urban setting with an intermix of low-rise residential development, rural settlements, scattered open storage/storage yards, vacant land and grassland (**Plan Z-2a**). The proposed “R(C)4” zone at Site 1 and “O” zone at Site 2 are considered compatible with the existing and planned land uses in the surrounding areas.
- 10.5 The surrounding low-rise, low-density developments include Seasons Villas to the northeast of Site 1 with a PR of 0.4 and BH of two storeys (about 18mPD), Shek Kong Barracks to the south across Kam Tin Road with BHs of about 11mPD to 40mPD, and Seasons Monarch to the further west with a PR of 0.38 and BH of three storeys (about 18mPD) (**Plan Z-2b**). To the southwest of Site 2 is a planned residential development subject to a PR of 0.4 and BH of not more than two storeys (about 20mPD) under approved application No. A/YL-KTN/761 (**Plan Z-2b**). Developments within the adjoining “R(C)2” and “R(D)” zones to the north and southwest respectively are subject to a maximum PR of 0.4 and a maximum BH of 3 storeys (9m). While the proposed development intensity of a maximum PR of 1 and a maximum BH of 6 storeys (29mPD in the indicative scheme) in the proposed “R(C)4” sub-zone at Site 1 for the proposed residential development is higher than those of the existing and planned developments in the vicinity, the applicants have submitted relevant technical assessments to demonstrate that there are no insurmountable adverse impacts on the surroundings arising from the proposed development (to be elaborated in the ensuing paragraphs). Hence, it is considered that the proposed development intensity is not entirely incompatible with the surrounding areas.

Landscape, Visual and Air Ventilation Aspects

- 10.6 For the proposed development at Site 1, 65 new trees achieving a compensatory ratio of 1:1 in terms of quantity will be planted, private open space of not less than 648m<sup>2</sup> and greenery coverage of not less than 20% will be provided. Design measures including appropriate BH compatible with the surrounding developments, peripheral setback of not less than 5m in width (including at least 19m from the southeastern boundary facing Shek Kong Barracks), central courtyard design allowing 39.5m-building separation between opposite blocks, and 15m-building separations between building clusters are also proposed (**Drawing Z-1**). The VIA concludes that the proposed development is acceptable in visual terms and the AVA-EE indicates that significant adverse air ventilation impacts are unlikely. CTP/UD&L, PlanD considers that significant adverse landscape, visual and air ventilation impacts arising from the proposed residential development are not anticipated.

### Traffic Aspect

- 10.7 According to the submitted TIA, the proposed development generates minimum traffic flow. Upon implementation of the planned upgrading works to Kam Tin Road by the Government, with the proposed development in place, all the assessed critical junctions and road links will have sufficient/spare capacities. In the event of programme mismatch, the applicants will carry out improvement works to the Kam Tin Road/Kam Tai Road junction including widening on Kam Tin Road and adding a right-turn pocket to allow traffic waiting and turning from Kam Tin Road westbound into Kam Tai Road (**Drawing Z-4**) to mitigate the potential traffic impacts. To enhance the pedestrian walking environment, the applicants will also widen the northern footpath of Kam Tin Road with a new pedestrian crossing (**Drawing Z-5**). The TIA concludes that the proposed development is technically feasible with the implementation of the proposed improvement works and its traffic impact on the surrounding road network is insignificant. In this regard, C for T has no in-principle objection to the application and the proposed traffic improvement works proposed by the applicants as mentioned above (**Drawings Z-4 and Z-5**) from traffic engineering perspective, and advises that the provision of vehicular access, car parking and L/UL spaces and proposed road improvement works should be incorporated into the relevant land document(s) during the land exchange application stage as mentioned in paragraph 9.1.2(b) above.

### Environmental Aspect

- 10.8 Mitigation measures of acoustic windows for the proposed residential development are proposed to address the potential road traffic noise impacts. According to the submitted NIA, the proposed development will not be subject to adverse noise impacts including helicopter noise impact from Shek Kong Airfield as the relevant noise levels are within the relevant limits. Moreover, according to the submitted AQIA, adverse air quality impacts during the operation and construction phases are not anticipated with the implementation of the proposed mitigation measures including provision of a buffer distance of 12m and 7m from Kam Tin Road and from the access road of the abutting Seasons Villas and adoption of appropriate dust control measures. In this regard, DEP has no objection to the application and considers that should the rezoning application be agreed by the Committee, submission of updated NIA and SIA and implement any measures identified therein should be incorporated in the land grant document during subsequent land exchange application.

### Other Technical Aspects

- 10.9 On drainage and sewerage aspects, a new drainage system including an underground SST is proposed within Site 1 to discharge the runoff to the existing nullah (**Drawing Z-16**), and an on-site STP is also proposed to provide tertiary

effluent treatment for the proposed development at Site 1. CE/MN, DSD and DEP have no adverse comment on the submitted DIA and SIA.

- 10.10 The applicants have submitted relevant technical assessments on water quality, land contamination, waste management, water supply and geotechnical aspects (**Appendix Ia**) to demonstrate that the proposed development is technically feasible and would not induce insurmountable impacts. Relevant departments including DEP, CE/C, WSD, PM(W), CEDD and H(GEO), CEDD have no objection to or adverse comments on the application.

### Rezoning Proposal

- 10.11 Taking into account the planning assessment above, it is considered that the proposed development in the proposed “R(C)4” zone with development intensity of maximum domestic GFA of 8,580m<sup>2</sup> (equivalent to a PR of 1) and a maximum BH of 6 storeys (29mPD) including car park (excluding underground utility and basement) as per the indicative scheme is not unacceptable from land use and district planning perspectives. Nevertheless, the set of Notes for the “R(C)4” sub-zone proposed by the applicants (**Appendix II**) shall be reviewed to ascertain the appropriate development restrictions such as BH restriction (in terms of number of storeys or mPD). The zoning boundaries will also be suitably reviewed. In particular, whilst the southern boundary of the proposed “O” zone at Site 2 under the application aligns with the site boundary of the approved application No. A/YL-KTN/761 at the “R(D)” zone (**Plan Z-2a**), there will be a residual “R(C)2” zone within the site of application No. A/YL-KTN/761 left out.
- 10.12 Should the application be agreed or partially agreed by the Committee, PlanD will work out the appropriate amendments to the OZP taking into account the considerations above for the Committee’s consideration prior to gazetting of the proposed amendments to the OZP under section 5 of the Ordinance.

## **11. Planning Department’s Views**

- 11.1 Based on the assessments made in paragraph 10 above, PlanD has no in-principle objection to the application, and recommends the Committee to partially agree to the application to rezone the Sites from “R(C)2” and “O” to “R(C)4” at Site 1 and from “R(C)2” to “O” at Site 2 with stipulation of relevant restrictions and other requirements in the “R(C)4” zone taking into account the considerations in paragraph 10.11 above.
- 11.2 Should the Committee decide to agree/partially agree to the application, PlanD would work out the appropriate amendments to the OZP for consideration of the Committee prior to gazetting under Section 5 the Ordinance upon reference back of the OZP.

- 11.3 Alternatively, should the Committee decide not to agree to the application, the following reason is suggested for Members' reference:

the Sites fall within areas zoned "Residential (Group C)2" ("R(C)2") at Site 2 with the planning intention primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board; and "Open Space" ("O") at Site 1 with the planning intention primarily for provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. There is no strong planning justification in the submission for rezoning the Sites from "R(C)2" and "O" to "R(C)4" at Site 1 and from "R(C)2" to "O" at Site 2 for the proposed private residential development at Site 1. The current zonings are considered appropriate and should be retained.

## **12. Decision Sought**

- 12.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 12.2 Should the Committee decide not to agree or partially agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicants.

## **13. Attachments**

|                     |                                                                     |
|---------------------|---------------------------------------------------------------------|
| <b>Appendix I</b>   | Application Form received on 11.11.2025                             |
| <b>Appendix Ia</b>  | FI received on 3.9.2026 enclosing a Consolidated Planning Statement |
| <b>Appendix Ib</b>  | Supporting Planning Statement received on 11.11.2025                |
| <b>Appendix Ic</b>  | FI received on 31.12.2025                                           |
| <b>Appendix Id</b>  | FI received on 13.2.2026                                            |
| <b>Appendix Ie</b>  | FI received on 20.3.2026                                            |
| <b>Appendix If</b>  | FI received on 2.4.2026                                             |
| <b>Appendix Ig</b>  | FI received on 26.6.2026                                            |
| <b>Appendix Ih</b>  | FI received on 22.7.2026                                            |
| <b>Appendix II</b>  | Proposed amendments to the Notes for the "R(C)4" zone               |
| <b>Appendix III</b> | Detailed departmental comments                                      |

|                              |                                                              |
|------------------------------|--------------------------------------------------------------|
| <b>Drawings Z-1 and Z-2</b>  | Indicative master layout plan, building section and G/F plan |
| <b>Drawing Z-3</b>           | Identified critical road junctions                           |
| <b>Drawing Z-4</b>           | Proposed junction improvement works                          |
| <b>Drawing Z-5</b>           | Proposed pedestrian environment improvement works            |
| <b>Drawing Z-6</b>           | Landscape master plan                                        |
| <b>Drawings Z-7 to Z-10</b>  | Landscape section plans                                      |
| <b>Drawings Z-11 to Z-15</b> | Photomontages                                                |
| <b>Drawing Z-16</b>          | Proposed drainage system                                     |
| <b>Drawing Z-17</b>          | Location of the mature tree outside the Site                 |
| <b>Plan Z-1</b>              | Location plan                                                |
| <b>Plans Z-2a and Z-2b</b>   | Site plans                                                   |
| <b>Plan Z-3</b>              | Aerial photo                                                 |
| <b>Plans Z-4a and Z-4b</b>   | Site photos                                                  |

**PLANNING DEPARTMENT  
SEPTEMBER 2026**