

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

**APPLICATION NO. Y/YL-SK/1**

- Applicant** : Tenox Development Limited represented by KTA Planning Limited
- Plan** : Approved Shek Kong Outline Zoning Plan (OZP) No. S/YL-SK/9
- Site** : Lots 246, 247 (Part), 251 (Part), 253 (Part), 254, 255 (Part), 256, 257, 258 (Part), 260, 263, 273 RP, 274, 275, 277, 278 S.B, 279, 280, 284, 294 RP, 295, 849, 850, 851 (Part), 853, 856 (Part), 859 (Part), 861 (Part) and 862 in D.D. 112 and Adjoining Government Land (GL), Kam Sheung Road, Shek Kong, Yuen Long
- Site Area** : 41,290m<sup>2</sup> (about) (including GL of about 415m<sup>2</sup> or 1%)
- Land Status** : (a) Block Government Lease (demised for agricultural use)  
(b) GL
- Zoning** : “Residential (Group D)” (“R(D)”) *[restricted to a maximum plot ratio (PR) of 0.2 and a maximum building height (BH) of 2 storeys (6m)]*
- Proposed Amendment** : To rezone the application site (the Site) from “R(D)” to “Residential (Group C)” (“R(C)”) and amend the Notes of the OZP zone applicable to the Site

**1. The Proposal**

- 1.1 The applicant proposes to rezone the Site from “R(D)” to “R(C)” with a PR of not more than 0.8 and a maximum BH of six storeys to facilitate a proposed low-density private residential development (**Plan Z-1**). The proposed Notes of the OZP for the “R(C)” zone submitted by the applicant are at **Appendix II**. A comparison of development restrictions under the two zonings is shown in the following table:

	<b>Current “R(D)” Zone</b>	<b>Proposed “R(C)” Zone</b>	<b>Difference (about)</b>
Maximum PR	0.2	0.8	+0.6 (+300%)
Maximum BH	2 storeys (6m)	6 storeys	+4 storeys (+200%)

- 1.2 Currently, the northern part of the Site is mainly paved and occupied by various open storage uses, while the southern part of the Site is vacant (**Plans Z-2, Z-4a and Z-4b**).

- 1.3 According to the indicative scheme submitted by the applicant, the proposed development comprises 19 blocks of six-storey residential towers, two blocks of single-storey clubhouses, two blocks of three-storey car parks, as well as open areas for landscaping, open space, car parking spaces and loading/unloading (L/UL) bays, with a total domestic gross floor area (GFA) of 33,032m<sup>2</sup> and a PR of 0.8, providing a total of 850 units. The Master Layout Plan (MLP) and associated indicative section plan, Landscape Master Plan (LMP), as well as the photomontages of the proposed development are at **Drawings Z-1 to Z-4d**. The major development parameters of the indicative development scheme are summarised as follows:

<b>Indicative Development Scheme Parameters</b>	
Site Area	41,290m <sup>2</sup> (about) (including about 415m <sup>2</sup> of GL)
Maximum PR	0.8 (about)
Maximum Total Domestic GFA	33,032m <sup>2</sup> (about)*
BH	
Residential Tower	6 storeys ( <i>about 44.2mPD</i> )
Clubhouse	1 storey ( <i>about 30.6mPD</i> )
Car Park Building	3 storeys ( <i>about 37.5mPD</i> )
Site Coverage	30% (about)
Number of Blocks	
Residential Tower	19
Clubhouse	2
Car Park Building	2
Number of Residential Units	850
Average Unit Size	38.9m <sup>2</sup> (about)
Estimated Population	2,380
Car Parking Provision	
Residential Private Car	216
Visitor Private Car	38
Motorcycle	11
L/UL for Heavy Goods Vehicles (HGV)	21
Bicycle Parking Spaces	51
Private Open Space	Not less than 2,380m <sup>2</sup>
Tentative Completion Year	2031

*\*excluding the GFA of clubhouse and carpark blocks which could be exempted from GFA calculation as proposed by the applicant, subject to the consideration by relevant authorities.*

- 1.4 In support of the rezoning application, the applicant has submitted Supporting Planning Statement (SPS) and technical assessments including Traffic Impact Assessment (TIA), LMP and Tree Preservation and Removal Proposal (TPRP), Visual Impact Assessment (VIA), Noise Impact Assessment (NIA), Drainage Impact Assessment (DIA), Sewage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA), Ecological Impact Assessment, Air Quality Impact Assessment, Land Contamination Assessment (LCA), Waste Management Assessment, Water Quality Impact Assessment and a Sensitivity Study for Noise Barrier.

#### Transport and Traffic

- 1.5 The Site is accessible at its north from Kam Sheung Road (**Plan Z-2**). According to the indicative scheme, the proposed development will provide a total of 254 private car parking spaces, 11 motorcycle parking spaces and 21 L/UL bays for HGV taking into

account the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) (**Drawing Z-1**). Besides, the proposed development can be served by a number of existing public transport services, including franchised buses and minibuses passing through Kam Sheung Road. Future residents can make use of the existing public transport services which provide connection to the MTR Kam Sheung Road Station, Yuen Long and Tai Po. The applicant also proposes to suitably increase the frequency of minibuses during peak hours, which will be subject to the further discussion and agreement of relevant government departments at the implementation stage.

- 1.6 Taking into account the proposed junction improvement works at the junction of Kam Sheung Road and Kam Tin Road proposed and to be implemented by the applicant<sup>i</sup> under the current application (**Drawing Z-5a**) and other proposed junction improvement works to be conducted under various government projects<sup>ii</sup> in the vicinity, the submitted TIA demonstrates that all junctions and road links will operate with ample spare capacities even with the proposed development in place. In addition, with the proposed widening of the existing footpath and pedestrian crossing at Kam Sheung Road proposed and to be implemented by the applicant (**Drawing Z-5b**) and other proposed widening works for pedestrian footpath<sup>iii</sup> in the vicinity, the level-of-service (LOS) for the section of pedestrian footpath at Kam Sheung Road to the north of the Site would be at 'LOS A'<sup>iv</sup>. According to the applicant, the proposed junction and footpath improvement works to be implemented by the applicant will be a further improvement to other proposed government works, and in case the proposed works to be carried out by the government are not timely in place as planned, the applicant has committed that the proposed improvement works under the current application could be carried out in advance. In view of the above, the TIA concludes that the proposed development is considered acceptable from traffic engineering point of view.

### Environment

- 1.7 According to the relevant technical assessments on environmental impacts submitted by the applicant, potential air quality, noise, water quality, waste management and land contamination of the proposed development have been assessed and no adverse impacts are anticipated. Besides, the proposed development will not be subject to adverse noise impact from the aircraft and helicopter operations at the Shek Kong Airfield located to the further north of the Site (**Plan Z-1**). In order to further minimise the potential traffic noise impact on the proposed development, building setback of at least 50m from Kam Sheung Road is proposed (**Drawing Z-7**). During the detailed design stage, the applicant will also consider incorporating acoustic treatments, such as provision of acoustic silencers and enclosures, for residential units facing planned fixed noise sources if necessary.

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<sup>i</sup> According to the submitted TIA, the proposed junction improvement works to be implemented by the applicant at the junction of Kam Sheung Road and Kam Tin Road includes junction widening and conversion of the priority junction to a signalised junction.

<sup>ii</sup> Junction improvement schemes are proposed by the Highways Department (HyD) under Public Works Project (PWP) 'PWP Item No. 6820TH - Upgrading of Remaining Sections of Kam Tin Road and Lam Kam Road' and 'PWP Item No. 6892TH - Improvement to Kam Sheung Road'.

<sup>iii</sup> Footpath widening are proposed by HyD under 'PWP Item No. 6892TH - Improvement to Kam Sheung Road'.

<sup>iv</sup> According to the Transport Planning and Design Manual (December 2023 Edition) published by the Transport Department, 'LOS A' means that pedestrians basically move in desired paths without altering their movement in response to other pedestrian; walking speeds are freely selected, and conflicts between pedestrians are unlikely.

Sewerage, Drainage and Water Supply

- 1.8 SIA, DIA and WSIA have been submitted to demonstrate that no adverse sewerage, drainage and water supply impacts are envisaged from the proposed development. In respect of sewerage, an onsite sewage treatment plant (**Drawing Z-1**) is proposed to treat the sewage flow generated from the proposed development, and the treated effluent will be discharged to the nearby stormwater drainage system. Besides, the water demand of the proposed development can be catered by the existing and planned water supply networks in the vicinity.
- 1.9 As an enhancement to the existing blocked drainage system at the Site and its vicinity, a new drainage system is proposed, including a box culvert, surface channels and pipelines within the Site, as well as a new concrete channel with floodwalls and box culverts outside the Site at Lin Fa Tei, in order to reconnect the upstream and downstream of the existing channel currently running through the Site (**Drawing Z-6**). In addition, an underground storage tank is proposed at the Site in order to cater for the additional surface runoff generated from the proposed development. The new drainage system can also cater for the surface runoff collected from the surrounding areas. Taking into account the proposed drainage improvement works to be implemented by the applicant and other planned drainage improvement works proposed by the government<sup>v</sup> in the vicinity (**Drawing Z-6**), the submitted DIA demonstrates that the proposed development would not impose adverse drainage impact to the surrounding areas.

Visual, Urban Design and Landscape

- 1.10 A VIA has been conducted to assess the visual impact of the proposed development against the baseline scenario (i.e. the existing scenario) (**Drawings Z-4a to Z-4d**). According to the VIA, although there will be some visual changes to the surrounding areas due to the proposed development, the visual impact is considered to be acceptable. To improve the visual quality of the proposed development and provide visual relief and buffer for the surrounding areas, in particular for the existing residential development (i.e. Wah Yuen) to the immediate east of the Site, sensitive design measures are proposed in the indicative scheme, which include sensible disposition of buildings with setback from Kam Sheung Road and from the site boundary with green buffers and peripheral planting (**Drawing Z-7**), softening of the building edges with planting/greening, harmonious design for the boundary wall between the Site and the surrounding existing developments, and appropriate building façade materials.
- 1.11 According to the LMP, private open space of not less than 2,380m<sup>2</sup> with landscaped garden, water feature, children's play area, jogging path and barbecue area will be provided (**Drawing Z-3**). The building blocks are designed with a relatively small footprint to allow a generous amount of at-grade open space with a greening ratio of not less than 30% of the site area. The small building footprints also allow maximising the air permeability of the proposed development. Besides, the building setback of at least 50m from Kam Sheung Road is proposed to enhance air ventilation and the breezeway along this major arterial road (**Drawing Z-7**).
- 1.12 The submitted TPRP reveals that the 35 existing trees within the Site are of low amenity values, and of which five will be retained (including three mature trees), one will be

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<sup>v</sup> Drainage improvement works are proposed by Drainage Services Department (DSD) under "PWP Item No. 4191CD – Drainage Improvement Works at Yuen Long – Stage 2" to be completed by mid 2027, as well as a local improvement works for proposed floodwalls along existing channels proposed by Home Affairs Department (HAD).

transplanted and 29 will be felled. In addition, six existing trees that are located within 2m beyond the site boundary will be retained. For compensation purpose, not less than 200 new trees of heavy standard will be planted within the Site and a quantitative compensation ratio of not less than 1:6.9 will be achieved.

*Interface with the Private Lots Surrounded by the Proposed Development*

- 1.13 According to the indicative scheme, there are four private lots surrounded by the proposed development at the southern end of the Site. In this connection, the applicant proposes 2.5m-wide footpaths within the Site (**Drawing Z-1**) to allow free access to these private lots from the existing local tracks in the surrounding areas, and will allow vehicular access for emergency vehicles through the proposed development in case of emergency situations.
- 1.14 In support of the application, the applicant has submitted the following documents:
- (a) Application Form with attachments received on 28.4.2022 (Appendix I)
  - (b) Consolidated SPS received on 7.3.2025<sup>vi</sup> (Appendix Ia)
- 1.15 On 26.1.2024, the Rural and New Town Planning Committee (the Committee) of the Town Planning Board (the Board) agreed to defer making a decision on the application for two months as requested by the applicant.

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are detailed in the Consolidated SPS at **Appendix Ia**, and can be summarised as follows:

- (a) The proposed development is in line with the government's goals of increasing housing supply. One of the short-to-medium term measures is to optimise the use of developed land through reviewing land uses and rezoning sites to un-tap the development potential of underutilised land and increasing development intensity where possible. Tapping into private agricultural land reserve is also one of the short-to-medium term land supply options suggested by the Task Force on Land Supply.
- (b) The proposed development is in line with the 'Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030', which adopts a multi-pronged land supply strategy to address the land supply shortfall. The Site is situated within the south-western portion of the Northern Metropolis, which is identified as a metropolis with multi-functional land uses that includes economic and residential land uses.
- (c) The Site is only 700m east of the peripheries of the Kam Tin South and Pat Heung Land Use Review area, which is considered suitable for development into a suburban township. The Site will be able to contribute to the continuation of the Kam Tin South and Pat Heung suburban township, and the proposed PR of 0.8 under the current application is considered not incompatible with the surrounding areas.

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<sup>vi</sup> A total of 16 previous further information (FI) submissions (received on 4.7.2022, 5.9.2022, 9.11.2022, 19.1.2023, 13.3.2023, 29.3.2023<sup>^</sup>, 30.5.2023, 16.6.2023, 25.8.2023, 10.11.2023, 26.3.2024, 4.6.2024, 5.8.2024, 14.10.2024, 27.12.2024 and 6.3.2025<sup>^</sup> respectively) were received in response to departmental comments and public comments with relevant technical assessments, of which 14 FIs were accepted but not exempted from recounting and publication requirement, and two FIs (marked with ^) were accepted and exempted from recounting and publication requirements. The consolidated SPS in **Appendix Ia** supersedes the original SPS and all FIs are therefore not attached to this paper.

- (d) The “R(D)” zone limits the development potential of the Site. “R(D)” zones are underutilised as housing sites, providing minimal housing supply on land zoned for residential purpose. Of all planning applications within “R(D)” zones since 2007, only 4.5% of the planning applications are related to ‘House’ or ‘Flat’ uses and among the approved applications for residential uses, they are of relatively small scale. The remaining cases are for other uses such as open storage and industrial uses that are not in line with the planning intention of the “R(D)” zone. For the subject “R(D)” zone that the Site falls within, there have been only four applications involving small-scale residential developments (i.e. Small Houses) (**Plan Z-2**) near the south-western portion of the Site. It is evident that the prevailing development restrictions for the subject “R(D)” zone, i.e. PR of 0.2 and maximum BH of two storeys, do not provide sufficient incentive for permanent residential developments.
- (e) The proposed development has incorporated design merits, and technical assessments have demonstrated that it will not result in adverse impacts on the surrounding areas. In particular, 2.5m-wide footpaths within the Site will be provided with connections to the private lots surrounded by the Site from the existing local tracks in the surrounding areas (**Drawing Z-1**). The applicant also proposes to allow vehicular access for emergency vehicles through the proposed development in case of emergency situations. Besides, design measures including peripheral planting, green buffer and fence wall in harmonious design will be provided at the periphery of the Site to minimise potential impacts on the existing residential developments in the surrounding areas.
- (f) The Site has already included various private lots currently possessed by the applicant and subsidiaries, as well as a strip of GL located at the middle part of the Site. The applicant and its subsidiaries have spent tremendous efforts, resulting in successful private land assembly for a comprehensive upgrading of the environment of the Site through the proposed development. The applicant will continue exploring ways to assemble the other surrounding private lots at a later stage as far as possible.

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

For the private land portion, the applicant is one of the “current land owners”. In respect of the other “current land owners”, the applicant has complied with the requirements as set out in the previous version of Town Planning Board Guidelines No. 31A on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (the Ordinance) (TPB PG-No. 31A) by giving notification to the other “current land owners”. Detailed information would be deposited at the meeting for Members’ inspection. For the GL portion, requirements as set out in the TPB PG-No. 31A are not applicable.

### **4. Background**

- 4.1 The Site was zoned “R(D)” on the Shek Kong OZP No. S/YL-SK/1 gazetted on 17.6.1994 with the planning intention to improve and upgrade the domestic accommodations existed within the area which was in line with the government’s policy in the late 1980s for designating ‘residential upgrading areas’ in the urban fringe to encourage self-improvement or redevelopment of temporary domestic structures by properly designed permanent houses. The “R(D)” zone has remained unchanged since then.

4.2 The Site is not subject to any current planning enforcement action.

## **5. Previous Applications**

5.1 The Site is not involved in any previous rezoning request/s.12A application.

5.2 The Site is the subject of five previous s.16 applications (No. A/ YL-SK/50 and 103 to 106) for various temporary open storage uses which were all rejected by the Committee between 1997 and 2002. Considerations of these applications are not relevant to the current application due to different development types involved. Details of these previous applications are summarised in **Appendix III** and their locations are shown on **Plan Z-2**.

## **6. Similar Application**

There is no similar rezoning application for “R(D)” zone on the OZP.

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

7.1 The Site is:

- (a) currently partly used for open storage purposes in the northern portion and partly vacant in the southern portion; and
- (b) accessible from Kam Sheung Road to the north.

7.2 The surrounding areas are rural in character predominated by low-rise, low-density residential developments (e.g. Wah Yuen to the immediate east), village clusters within “Village Type Development” (“V”) zones (e.g. Lai Uk Tsuen to the east and Lin Fa Tei to the west), open storage/storage yards, rural workshops, a real estate agency (under approved application No. A/YL-SK/287), plant nurseries, cultivated/fallow agricultural land and unused land. To the immediate southwest of the Site are four Small Houses (under approved applications No. A/YL-SK/139, 140, 141 and 198) within the same “R(D)” zone.

## **8. Planning Intention**

8.1 The planning intention of the “R(D)” zone is primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. It is also intended for low-rise, low-density residential developments subject to planning permission from the Board. Residential development (other than New Territories Exempted House (NTEH)) in the “R(D)” zone shall not result in a total development in excess of a maximum PR of 0.2 and a maximum BH of two storeys (6m).

8.2 As specified in the Explanatory Statement (ES) of the OZP, for applications for residential development (other than NTEH) within the “R(D)” zone, the applicant has to prove to the Board that the proposed development would have no or minimal adverse effects on the environment. To provide flexibility for innovative design adapted to the characteristics

of particular sites, minor relaxation of the PR and BH restrictions may be considered by the Board through the planning permission system and each proposal will be considered on its individual planning merits. Since the areas along both sides of Kam Sheung Road would be subject to traffic noise impact, any proposed development near the road should provide adequate mitigation measures to minimise such impact.

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

9.1 The following government bureau/departments have been consulted and their comments on the application are summarised as follows:

### **Land Administration**

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

- (a) the Site comprises 30 private lots all in D.D. 112 (the Lots) and adjoining GL. The Lots are 'agricultural' lots held under Block Government Lease. No structure is allowed to be erected on the Lots without prior approval of the government;
- (b) the Site has an area of about 41,290m<sup>2</sup>, of which the actual site area, site boundaries of the Lots, lease details, etc. are subject to verification upon receipt of land exchange application, if any;
- (c) according to the records of the Land Registry, the Lots within the Site are owned by different owners. The ownership particulars of the Lots forming the Site have to be examined in details at the land exchange application stage, if applied;
- (d) the Site falls within an area affected by the Shek Kong Airfield Height Restriction. No building or structure (including addition or fittings) shall exceed the height limit stipulated under the relevant plan; and
- (e) in the event that the application is agreed by the Board, the applicant is reminded that land exchange would be required to implement the development proposal. Upon receipt of the land exchange application, LandsD will consider the application in its private capacity as landlord and there is no guarantee that the land exchange, including the grant of additional GL (if any), for the proposed development will be approved. The land exchange, if approved, will be subject to such terms and conditions, including payment of premium, administrative fee and other applicable fees, to be imposed by LandsD at its sole discretion.

### **Traffic**

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

- (a) no adverse comment on the application from traffic engineering perspective;
- (b) based on the latest TIA, it is observed that the traffic impact arising from the subject redevelopment to the adjacent road network within the Area of

Influence would be acceptable except Tai Lam Tunnel. The TIA also indicates that the proposed development would provide parking and L/UL facilities within the Site in accordance with HKPSG; and

- (c) other detailed comments are at **Appendix IV**.

### **Environment**

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

- (a) no objection to the application from environmental planning perspective;
- (b) the applicant shall keep in view of the potential Environmental Impact Assessment Ordinance (EIAO) implication of the proposed development and observe the relevant statutory requirements and procedures under EIAO as necessary, and submit NIA, SIA and LCA to be required under the future land title document for the proposed development; and
- (c) other detailed comments are at **Appendix IV**.

### **Urban Design, Visual and Landscape**

#### 9.1.4 Comments of the Chief Architect/Advisory & Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD):

it is noted that the proposed development mainly consists of 19 towers with BH of six storeys (about 44.15mPD), which are about 200% higher than the adjacent “R(D)” developments with BH restriction of two storeys permitted in the OZP. It is undesirable from visual impact point of view and may not be compatible to adjacent developments.

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

##### *Urban Design and Visual*

- (a) no adverse comment on the application from urban design and visual perspective;
- (b) the Site is located within an area predominantly rural in character, surrounded by low-rise and low-density residential developments and village settlements of up to three storeys and agricultural land. According to the submitted VIA, the development proposal would result mainly negligible visual impact in selected close to medium-range viewpoints. However, it would result in slightly adverse impact in the selected long-range viewpoint at a hiking trail due to inducing overall visual change to the local context while without obstructing the mountain backdrop and sky view. To minimise its possible visual impact to the existing low-rise and low-density neighbourhood, the applicant is reminded to carefully design the disposition of the building blocks and provide green buffer along periphery of the Site to soften the building edge as proposed under the current submission for enhancing visual permeability and visual relief to the

immediate surroundings should this application be agreed;

Landscape

- (c) no adverse comment on the application from landscape planning perspective;
- (d) the Site is situated in an area of rural inland plains landscape character comprising vacant lands, open storage, farmlands, village houses and scattered tree groups. Low-rise buildings and village houses are observed in the east and west of the Site. The proposed development with 19 six-storey residential blocks would bring forth changes to the existing landscape character comprising mainly village houses;
- (e) according to the LMP and TPRP, 35 existing trees of common species are located within the Site and adjoining GL, of which three trees with diameter at breast height (DBH) over 1m are proposed to be retained. 29 out of the 35 existing trees are proposed to be felled. Six trees outside the Site and adjoining GL are proposed to be retained. 200 new trees are proposed within the development to mitigate the loss of existing trees. With reference to TPRP, not less than 2,380m<sup>2</sup> of private open space would be provided for the design population of 2,380, and not less than 30% of green coverage would be provided within the Site. According to the LMP, provision of hard and soft landscape treatment, including landscape garden, play area, lawn, water feature, etc. are proposed on G/F to enhance the landscape quality of the environment;
- (f) other detailed comments are at **Appendix IV**; and

Air Ventilation

- (g) no comment on the application from air ventilation perspective.

**Tree Preservation**

9.1.6 Comments of the Director of Leisure and Cultural Services:

- (a) there is no registered valuable tree/tree of particular value under his department's purview within the Site as shown in the location plan provided; and
- (b) other detailed comments are at **Appendix IV**.

**Drainage**

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

- (a) no comment on the DIA and SIA for the application; and
- (b) the applicant shall take up the maintenance responsibility for the proposed channels and box culverts and access to the proposed channel.

### **Fire Safety**

#### 9.1.8 Comments of the Director of Fire Services (D of FS):

- (a) no objection in-principle to the application;
- (b) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and
- (c) the applicant is advised to observe the requirements of emergency vehicular access as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administered by the Buildings Department (BD).

### **District Officer's Comments**

#### 9.1.9 Comments of the District Officer (Yuen Long), HAD (DO(YL), HAD):

- (a) the locals expressed strong views on the application; and
- (b) the following comments on the application are received:

Indigenous Inhabitants Representatives of Lin Fa Tei object to the application mainly on the grounds that the proposed development would result in adverse traffic, flooding, environmental and feng shui impacts.

#### 9.2 The following government bureau/departments have no objection to or no comment or no adverse comment on the application and their detailed comments, if any, are in **Appendix IV**:

- (a) Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office, Development Bureau (ES(A&M), AMO, DEVB);
- (b) Chief Highway Engineer/New Territories West, HyD (CE/NTW, HyD);
- (c) Chief Highway Engineer/Works, HyD;
- (d) Chief Building Surveyor/New Territories West, BD;
- (e) Director of Food and Environmental Hygiene;
- (f) Director of Agriculture, Fisheries and Conservation;
- (g) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (h) Chief Engineer/Railway Development 1-1, Railway Development Office, HyD;
- (i) Director of Electrical and Mechanical Services;
- (j) Project Manager (West), Civil Engineering and Development Department (CEDD);
- (k) Head (Geotechnical Engineering Office), CEDD; and
- (l) Commissioner of Police.

## **10. Public Comments Received During Statutory Publication Periods**

- 10.1 During the statutory public inspection periods, a total of 7,286 public comments were received, including 7,285 raising objection/expressing concerns and one without expressing any view.

10.2 Out of the 7,285 comments raising objection/expressing concerns received, 7,211 (about 99% of the total public comments received) are standard comments in the form of two types of standard letters from the residents of Pat Heung Sheung Tsuen (**Appendix Va**), and 74 are non-standard comments from Yuen Long District Council members, Pat Heung Rural Committee members, village representatives and residents from various villages, residents of Wah Yuen, owners of nearby lots, companies and individuals (**Appendix Vb**). Their major comments/views are summarised as follows:

- (a) the proposed development will result in adverse drainage impact. The surrounding areas have already been prone to severe flooding, and raising the foundation level of the proposed development will worsen the existing flooding issue for nearby residential developments in the area. Tampering with the existing streams and drainage channels will also affect drainage of the area in the future;
- (b) the additional traffic generated by the proposed development will intensify traffic congestion along the local roads and nearby road junctions. There are insufficient public transport provisions in the vicinity to cater for the additional population generated by the proposed development;
- (c) the proposed development will result in adverse visual impact. It will block the sunlight for nearby existing developments. The views of the nearby private residential developments have not been considered;
- (d) the proposed development intensity is not compatible with the low-rise and low-density character of the surrounding areas;
- (e) adverse environmental impacts, such as air quality and noise nuisances, will arise from the proposed development and affect the current living quality in the area;
- (f) the technical assessments undertaken by the applicant and their methodologies, including that for the traffic, drainage and visual impact assessments, are flawed and inaccurate. They do not accurately take into account the existing conditions on the ground in the area;
- (g) the proposed development will affect the feng shui of the area. It will also pose a threat to the security and safety of existing residents; and
- (h) there is a lack of parking, shops and other community facilities to support the local population.

10.3 There is one comment received from the Chairman of the Yuen Long Town Centre and Rural East Area Committee who does not express any view (**Appendix Vc**).

## **11. Planning Considerations and Assessments**

11.1 The application is for rezoning the Site from “R(D)” to “R(C)”, subject to a maximum PR of 0.8 and a maximum BH of six storeys, to facilitate a proposed low-density private residential development. According to the indicative scheme submitted by the applicant, the proposed residential development comprises 19 six-storey residential blocks, two blocks of single-storey clubhouses, two blocks of three-storey carparks, as well as open-air landscaped areas, car parking spaces and L/UL bays, providing a total of about 850

units (**Drawing Z-1**). The proposed development is expected to be completed by 2031. The proposed Notes of the OZP for the “R(C)” zone submitted by the applicant is at **Appendix II**.

Planning Intention

- 11.2 The Site abuts Kam Sheung Road to its north and is located in close proximity to existing village clusters of Lai Uk Tsuen and Lin Fa Tei (**Plan Z-1**). The northern part of the Site is occupied by various existing open storage uses, while the southern part of the Site is vacant (**Plan Z-2**). The planning intention of the “R(D)” zone is primarily for improvement and upgrading of existing temporary structures within the rural areas through redevelopment of existing temporary structures into permanent buildings. The “R(D)” zone with a total area of about 8.1ha has been designated on the OZP since 1994, and mainly comprises private land (about 98%) occupied by a mix of uses including open storage yards, rural workshops and vacant land with a few residential structures (**Plans Z-2 and Z-3**). Only a relatively small part of the “R(D)” zone has been developed for low-rise residential use as the zoning so intended.
- 11.3 The proposed “R(C)” zone for low-rise and low-density residential development although with a higher maximum PR and BH restrictions could facilitate redevelopment of the Site and phase out the incompatible and uncoordinated land uses and hence, uplifting the overall living environment of the area, and is not in conflict with the planning intention of the “R(D)” zone. It is also noted that the Site with an area of about 4.1 ha is irregular in shape and occupies half of the “R(D)” zone. In this regard, the applicant indicates that tremendous efforts have been spent to assemble as much private land as possible within the “R(D)” zone for a comprehensive upgrading of the existing environment through the proposed development, and the applicant will also continue exploring ways to assemble other surrounding private lots within the “R(D)” zone at a later stage if the application is agreed by the Committee.

Land Use Compatibility and Development Intensity

- 11.4 The Site is situated in an area predominated by low-rise, low-density residential developments, clusters of existing villages, temporary structures for storage/shop and services, agricultural land and unused land (**Plan Z-2**). Under the current “R(D)” zoning, low-rise and low-density residential development with a maximum PR of 0.2 and maximum BH of two storeys (6m) may be allowed at the Site through planning application. From land use perspective, the proposed residential development is considered not incompatible with the surrounding land uses and the intended residential use of the “R(D)” zone. While the proposed development intensity, i.e. maximum PR of 0.8 and maximum BH of six storeys, under the proposed “R(C)” zone is higher comparing with that for the current “R(D)” zone, the proposed residential development is still a low-rise and low-density one which is not considered out of context of the existing character of the locality, including the low-rise village settlements in the “V” zones nearby with a maximum BH of three storeys (8.23m). The technical assessments submitted by the applicant also demonstrate that the development intensity for the proposed “R(C)” zone is technically acceptable and the proposed design measures/improvement works/facilities are also accepted by the relevant government departments (to be further discussed in the paragraphs below). Hence, the proposed “R(C)” zone with ‘House’ and ‘Flat’ as Column 1 uses subject to relevant PR and BH restrictions is considered acceptable to facilitate the proposed low-density residential development.

Traffic Aspect

- 11.5 The applicant has submitted a TIA and proposed various traffic improvement works as mentioned in paragraph 1.6 above, including improvements to existing junction of Kam Sheung Road and Kam Tin Road, as well as widening of existing footpath and pedestrian crossing at Kam Sheung Road to be implemented by the applicant (**Drawings Z-5a and Z-5b**). The TIA concludes that all junctions, road links and pedestrian footpaths will operate with ample spare capacities with the proposed development. Adequate parking and L/UL spaces for the proposed development will also be provided within the Site in accordance to the requirement of the HKPSG. In addition, the proposed development will not impose insurmountable pressure on the existing public transport facilities serving the area with suitably increased frequency of minibuses during the peak hours which will be subject to further discussion and agreement of relevant government departments at the implementation stage. In view of the above, the TIA concludes that the proposed development is considered acceptable from traffic engineering point of view, and C for T has no adverse comment on the application from traffic engineering perspective.

Visual, Urban Design and Landscape Aspects

- 11.6 A VIA has been submitted to illustrate the visual compatibility of the proposed development with the surrounding areas. Various sensitive design measures, such as building setback, boundary wall, green buffer and sensible façade design, are proposed to alleviate the potential visual impact on the surrounding areas (**Drawings Z-4a to Z-4d and Z-7**). The applicant also states that the small building footprints can maximise air permeability of the proposed development, and the setting back of buildings from Kam Sheung Road can further enhance air ventilation and the breezeway along the major arterial road. While CA/ASC, ArchSD considers that the proposed development is undesirable from visual impact perspective, CTP/UD&L, PlanD has no adverse comment on the application from urban design and visual perspectives taking into account the proposed design measures.
- 11.7 According to the LMP (**Drawing Z-3**), private open space of not less than 2,380m<sup>2</sup> will be provided at the Site. Out of the 35 existing trees within the Site, five will be retained and one will be transplanted. For compensation purpose, not less than 200 new trees of heavy standard will be planted within the Site. A green ratio of not less than 30% will be achieved. In this regard, CTP/UD&L, PlanD has no adverse comment on the application from landscape planning perspective.

Environmental, Sewerage and Drainage Aspects

- 11.8 According to the technical assessments on environmental impacts submitted by the applicant, no adverse impacts on air quality, noise, water quality, waste management and land contamination aspects arising from the proposed development are anticipated. For the potential traffic noise impact on the proposed development, building setback of at least 50m from Kam Sheung Road is proposed and the applicant will also consider acoustic treatments, such as provision of acoustic silencers and enclosures during detailed design stage if necessary. DIA and SIA have also been submitted to demonstrate that no adverse drainage and sewerage impacts are anticipated from the proposed development with the proposed sewerage and drainage facilities, including a new drainage system with various drainage facilities and an underground storage tank to collect surface runoff from the proposed development and the surrounding areas, as well as an onsite sewage treatment plant within the Site to treat the sewage flow generated from the proposed

development. In light of the above, DEP and CE/MN, DSD have no objection to the application from environmental, drainage and sewerage perspectives. Should the application be agreed by the Committee, DEP requires the special clauses requiring the submission of NIA, SIA and LCA to be incorporated in the land document at the land administrative stage.

Other Technical Aspects

- 11.9 The applicant has also submitted various assessments and all other relevant government bureau/departments consulted, including ES(A&M), AMO, DEVB, CHE/NTW, HyD, CE/C, WSD and D of FS have no in-principle objection to or no adverse comment on the application.

Local Views and Public Comments

- 11.10 Regarding the local objection as conveyed by DO(YL), HAD and objecting public comments/concerns mentioned in paragraphs 9.1.9 and 10 above respectively, the departmental comments and planning assessments as stated above are relevant. Regarding the concerns on the blockage of sunlight due to the proposed development, the applicant indicates that a careful disposition of building blocks has been considered to ease the potential impact to the existing residential developments to the immediate east of the Site. Besides, feng shui issue as mentioned in the public comments is not a planning consideration of the Committee.

**12. Planning Department's Views**

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the local views mentioned in paragraphs 9.1.9 and 10 above, PlanD has no in-principle objection to the application.
- 12.2 Should the Committee decide to agree/partially agree to the application, PlanD would work out the appropriate amendments to the OZP, including development restrictions to be set out in the Notes and the ES, for the consideration of the Committee prior to gazetting under Section 5 of the Ordinance upon reference back of the OZP.
- 12.3 Alternatively, should the Committee decide not to agree to the application, the following reason is suggested for Members' reference:

The proposed rezoning of a portion of the "Residential (Group D)" ("R(D)") zone to "Residential (Group C)" zone with a higher plot ratio and building height in a piecemeal manner would affect the entirety of the "R(D)" zone. There is no strong planning justification in the submission to rezone the Site for a higher development intensity and building height.

**13. Decision Sought**

- 13.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.

13.2 Should the Committee decide not to agree to the application, Members are invited to advise what reason(s) for the decision should be given to the applicant.

**14. Attachments**

<b>Appendix I</b>	Application Form received on 28.4.2022
<b>Appendix Ia</b>	Consolidated SPS received on 7.3.2025
<b>Appendix II</b>	Proposed Notes of “R(C)” zone submitted by the applicant
<b>Appendix III</b>	Previous s.16 applications at the Site
<b>Appendix IV</b>	Government bureau/departments’ detailed comments
<b>Appendices Va to Vc</b>	Public comments received during the statutory publication periods
<b>Drawing Z-1</b>	Indicative Master Layout Plan
<b>Drawing Z-2</b>	Indicative Schematic Section
<b>Drawing Z-3</b>	Landscape Master Plan
<b>Drawings Z-4a to Z-4d</b>	Photomontages
<b>Drawing Z-5a</b>	Proposed Junction Improvement Works
<b>Drawing Z-5b</b>	Proposed Pedestrian Crossing
<b>Drawing Z-6</b>	Proposed Drainage System
<b>Drawing Z-7</b>	Proposed Setback and Green Buffer
<b>Plan Z-1</b>	Location Plan
<b>Plan Z-2</b>	Site Plan
<b>Plan Z-3</b>	Aerial Photo
<b>Plans Z-4a and Z-4b</b>	Site Photos

**PLANNING DEPARTMENT  
MARCH 2025**