

Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long

Supporting Planning Statement (revised)

September 2024

Joint Applicants:

Onfine Development Limited,
Gainbo Limited,
Waygent Investment Limited
Magic Sign Limited

Table of Contents

EXECUTIVE SUMMARY

1. INTRODUCTION

- 1.1 Background

2. SITE CONTEXT

- 2.1 Site Location and Existing Uses

3. PROPOSED DEVELOPMENT SCHEME

- 3.1 Proposed Development
- 3.2 Traffic Arrangement
- 3.3 Sewerage and Drainage Arrangement

4. PLANNING MERITS AND JUSTIFICATIONS

- 4.1 In-Line with Government policy – immediate increasing housing supply by 20%
- 4.2 Planning and design merits
- 4.3 Low-rise and no visual impact of single storey retail block
- 4.4 No Significant Adverse Impact

5. CONCLUSION

LIST OF FIGURES

- Figure 1a Location Plan
- Figure 2a Land Status Plan
- Figure 3a2 Master Layout Plan
- Figure 3b1 E&M Layout Plan
- Figure 3c1 Typical Floor Plan
- Figure 4a1 Section Plan
- Figure 5a Green Roof Plan

LIST OF TABLES

- Table 3.1 Key Development Parameters

LIST OF APPENDIX

- 1. Traffic Impact Assessment
- 2. Land Use Survey
- 3. Sewerage Impact Assessment
- 4. Qualitative Air Impact Assessment
- 5. Noise Impact Assessment

Executive Summary

This application is to seek planning approval from the Town Planning Board (TPB) for the ‘**Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction**’ at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Tai Kei Leng, Yuen Long, New Territories (“Subject Site”). The Site falls within an area zoned “Residential (Group B)” (“R(B)”) and ‘Road’ under the approved Yuen Long Outline Zoning Plan (OZP) No. S/YL/27.

The Subject Site is in Tai Kei Leng, the southern part of Yuen Long District. It has an area of about 2,701.7m². The proposed development will be accommodated in the 25-storey residential building and one separate single storey building for shop and services with a green roof top. Lots 1753sBss4 and 1756sB in DD120, which counts for an area of 161.7m², are **not** intended to be included for the Plot Ratio (PR)/Gross Floor Area (GFA) calculation and will **not** form part of the site upon the land exchange application in the future. The proposed additional domestic GFA would be about 2,023m² and the non-domestic GFA would be about 220m². With regard to the Development Site Area of 2,540m², the proposed minor relaxation of PR restriction from 3.5 to 4.287 (increase of about 22.48%) requires approval from the Town Planning Board (TPB). This includes an additional domestic PR of 0.7 (i.e. 20% increase) which will bring in additional 55 flats; and a proposed single-storey block with non-domestic GFA of 220m² (non-domestic PR of PR0.087). The proposed ‘Shop and Services’ use within “R(B)” zone and area shown as ‘Road’, and the proposed ‘Flat’ use within area shown as ‘Road’ also requires planning permission from the TPB.

Increased housing supply is an obvious benefit and there is no significant adverse impacts. The proposed neighbourhood retails will provide convenience (liveability) and reduce vehicular trip. The provision of car parking spaces and loading/unloading are as per Hong Kong and Planning Standard and Guidelines (HKPSG).

The proposed development can be justified for the following reasons:

- In-Line with Government policy increasing housing supply by 20%;
- Planning and design merits
- Low-rise and no visual impact of single storey retail block; and
- No significant adverse impact anticipated.

In view of the above and as detailed in this planning statement, Members of the TPB are requested to give favourable consideration to this Application.

行政摘要

是次申請的目的旨在請求城市規劃委員會（城規會）的規劃批准，以便在元朗大旗嶺丈量約份第116約內的4614和4615RP地段和丈量約份第120約內的1753sBRP、1753sBss3RP、1753sBss4、1756sARP、1756sB、1756RP、1757、1758RP、1760RP地段及毗鄰的政府土地（“申請地點”）內申請擬議「分層住宅和商店及服務行業用途，並略為放寬地積比率限制。根據核准的元朗分區計劃大綱編號S/YL/27，申請地點主要位於“住宅（乙類）”（“R(B)”）地帶和顯示為「道路」用地。

申請地點位於元朗南部的大旗嶺，佔地約2,701.7平方米。擬議的開發項目包括一幢25層高的住宅大樓裡和一幢獨立的單層零售商店及服務行業用途建築物。該零售建築物有一個綠化天台。在丈量約份第120約內的地塊1753sBss4和1756sB，佔地161.7平方米，並不打算納入地積比率（PR）/總建築面積（GFA）的計算中，將來在土地交換申請時不會成為開發地點的一部分。建議增加的住宅GFA約為2,023平方米，非住宅GFA約為220平方米。有鑑於開發地點面積為2,540平方米，建議將PR限制從3.5輕度放寬至4.287（增加約22.48%）需獲得城市規劃委員會（TPB）的批准。這包括額外的住宅PR0.7（即增加20%），將帶來額外55個單位；以及一個建議的單層零售建築物，非住宅GFA為220平方米（非住宅PR為PR0.087）。在“R(B)”地帶及顯示為「道路」用地的「商店及服務」建議用途，以及在顯示為「道路」用地內的建議「住宅」用途，也需要向城市規劃委員會申請規劃許可。

住房供應的好處是顯而易見的，而且沒有任何重大的不利影響。擬建的住宅小區零售店將提供便利並減少車輛出行。停車位和裝卸車位亦都符合《香港規劃標準與準則》。

基於以下理由原因，申請地點是適合擬議發展：

- 配合政府政策，增加20%的房屋供應；
- 規劃和設計優點
- 一層高的零售店建築高度不影響視覺；和
- 預期無重大不利影響。

基於上述理由，我們懇請城規會批准這個規劃許可申請。

1 INTRODUCTION

1.1 *Background*

- 1.1.1 We, Onfine Development Limited, Gainbo Limited, Waygent Investment Limited & Magic Sign Limited (“the **Applicant**”), are the current registered owners of Lots 4614 and 4615RP in DD116, and Lots 1753sBRP, 1753sBss3RP, 1753sBss4, 1756sARP, 1756sB, 1756RP, 1757, 1758RP, 1760RP in DD120, and other adjoining Government Land, Yuen Long, New Territories (hereunder called “the **Subject Site**”) (**Figure 2a**), now seeking for planning permission from the Town Planning Board (“TPB”) for the Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at the Subject Site.
- 1.1.2 The Subject Site falls majority within an area zoned “Residential (Group B)” (“R(B)”) and small portion of ‘Road’ on the approved Yuen Long Outline Zoning Plan No. S/YL/27 (OZP) (**Figure 1a**). The proposed minor relaxation of PR restriction requires planning permission from the TPB under Section 16 of the Town Planning Ordinance. The proposed ‘Shop and Services’ use within “R(B)” zone and area shown as ‘Road’, and the proposed ‘Flat’ use within area shown as ‘Road’ also requires planning permission from the TPB.
- 1.1.3 The proposed development in the Subject Site will bring in additional 55 flats. In addition, minor provision of convenience shop and services can reduce the community shopping trips (reducing carbon emission) and improve liveability for locals.
- 1.1.4 The proposed development is further elaborated in the following sections and a positive conclusion at the end for TPB to consider.

2 SITE CONTEXT

2.1 *Site Location and Existing Uses*

- 2.1.1 The Subject Site, being a car park, is located in Southern Part of Yuen Long (**Figure 2a**), at a corner site abutting Tai Tong Road and Tai Shu Ha Road East. The current access to the existing car park is via Tai Shu Ha Road East. The car park is still in use at the moment and there are mix of residential dwellings/village houses to the immediate east in Sereno Verde and to the west in Fraser Village. To the immediate north there are clusters of warehouses, and in the south are car repairing shops and Yuen Long Highway.
- 2.1.2 There is a strip of private lands bisecting the Subject Site into three parcels of land. This strip of private land is subject to a Deed of Mutual Grant dated 18 October 2001 (M/N YL 984676) and a Deed of Confirmation and Release of Easements dated 2 September 2020 (M/N 20113002020500), which grant certain access and wayleave for the discharge of rainwater, treated effluent, and sewage from the adjoining lots and developments (including Sereno Verde at YLTL 500) through an underground route. As the land is subject to the aforementioned encumbrances, which may subsequently affect the subject surrender in the land exchange process. It is proposed to be excluded in the captioned application for PR/GFA calculation and will be excluded from the site for land exchange application in the future. However, a right-of-way (pedestrian access) across this strip of land would be allowed and to be fixed under

separate private arrangement connecting the northern and southern portions of the application site (**Figure 3c1**).

3 PROPOSED DEVELOPMENT SCHEME

3.1 Proposed Development

3.1.1 The Subject Site has an area of about 2,701.7 m² but excluding the strip of land subject to land encumbrances of 161.7m² (**Figure 3a2**), hence the Development Site is of an area of about 2,540m². As compared with the OZP compliant scheme, the current proposal would allow 55 additional flats with additional GFA of about 2,023 m² in the residential portion of a 25-storey building block for a total domestic plot ratio of 4.2 (i.e. domestic GFA of about 10,668 m²) at about 101mPD (**Figure 4a1**) as shown in the proposed Master Layout Plan (**Figure 3a2 and 3c1**). In order to enhance the liveability in the area, a separated single storey retail building block with non-domestic GFA of about 220m² (i.e. non-domestic PR of 0.087) with a green roof (**Figure 5a**). The green roof of the non-domestic building, together with the proposed amenity area at Lot 1753sBss3RP in DD120 (**Figure 2a**), will have a total account of not less than 20% greenery coverage, which may also include climbing plants. The proposed amenity area may also include some bicycle parking.

3.1.2 The proposed key development parameters are listed in **Table 3.1** below.

Table 3.1 Key Development Parameters

	OZP permitted	Proposed	Change (%)
Total Site Area (about)	2,631.7m ²	2,701.7m ²	+70m ²
Detailed Site Area breakdown:			
(a) Under "R(B)" zone*	2,631.7m ²	2,631m ²	-
(b) Under Road		70m ²	-
Area excluded for PR/GFA and future land exchange calculation	161.7 m ²	161.7 m ²	Nil
Development Site Area (about)	2,470 m ²	2,540 m ²	+70 m ²
Proposed total GFA (about)	8,645m ²	10,888m ²	+1,998 m ² (+25.9%)
Domestic GFA	8,645m ²	10,668m ²	+2,023m ² (+23.4%)
Non-domestic GFA	NA	220m ²	+220m ²
Max No. of Storeys	25	25	-
No. of Building Blocks		2	NA
Site Coverage (about)		Not more than 33.33%	NA
Total Plot Ratio (maximum)	3.5	4.287	+0.787 (+22.48%)
Domestic PR	nil	4.2	+0.7 (+20.0%)
Non-domestic PR	Nil	0.087	+0.087
Building height of residential tower		Not more than 101mPD	NA

Building height of retail block		Not more than 13mPD	NA
No. of Flats/population	290	345/966	+55/+154
Number of blocks		2 (additional one non-domestic)	1 (retail block)
No. of Parking Spaces and L/UL spaces:			As per high side in HKPSG
i. Private car (residents)		i. 44 nos.	
ii. Private car (visitors)		ii. 5 nos.	
iii. HGV/ LGV (L/UL)		iii. 1 no. each	
iv. Bicycles		iv. 23 nos.	
v. Motorcycle		v. 3 nos.	

Note*: including Government land 235m² but excluding strip of land 161.7 m² due to land encumbrances

- 3.1.3 There is a strip of Government land in-between Tai Shu Ha Road East and the private lots. This strip of Government land is zoned “R(B)” which included as part of the Subject Site so that the housing potential can be optimized and allowing flexibility for the future road widening.

3.2 Traffic Arrangement

- 3.2.1 The Subject Site access is via Tai Shu Ha Road East. The parking provision for the whole development follows the high side of the HKPSG for 49 spaces at grade (including 5 nos. for visitors); and 2 loading/unloading bays for goods vehicle. The Traffic Impact Assessment reveals the internal transport provision and confirmed negligible traffic impact as generating 8 and 5 additional pcu (2-way) in AM and PM peaks respectively in the **Appendix 1 of Traffic Impact Assessment**. Regarding junction performance, the current situation will be similar no matter there is small percentage increase in pcu generated.

3.3 Sewerage and Drainage Arrangement

- 3.3.1 No change to the original sewerage system as minor 55 flats are accommodated on top of the planned residential buildings. All the sewage arising from the proposed development will be discharged via public sewer. (**Appendix 3: Sewerage Impact Assessment**)
- 3.3.2 Since the built form has not been changed, the same surface run-off is expected to be collected by perimeter drainage and discharged to the existing drainage system.

4 PLANNING MERITS AND JUSTIFICATIONS

4.1 In-Line with Government Policy - Immediate Increasing Housing Supply by 20%

- 4.1.1 As continued shortage of land supply for housing development in short term, the CE's 2014 Policy Address has already announced that except for the north of Hong Kong Island and Kowloon Peninsula, the Government considers, if not at the expense of current infrastructure, the generally increase of maximum domestic plot ratio in the Territory by around 20% as appropriate. This Policy applies to both public and private housing sites. The proposed minor relaxation of residential development is just 20% increase up to domestic PR4.2.

4.1.2 In the latest Policy Address 2021, the Government put emphasis “*to boost the short, medium and long-term supply of residential care services through a multi-pronged approach*”.

4.2 *Planning and Design merits*

4.2.1 On top of the increase in housing supply, local retail support (convenient service) in the vicinity (due to the planning control applied under “R(B)” zone) is a well-being facility and improved street scape for nearby residents. This will also enhancing local economy and create a pedestrian friendly environment. A small scale of land use survey was carried out in August 2022 (**Appendix 2**) to demonstrate the need for such service. The approval of retail could allow some daily necessity goods to be made available for the local residents.

4.2.2 From an environmental perspective, it is encouraging to reduce vehicular trips. The proposed convenience stores are well-located to serve the community, and a proper green roof enhances the open-air space. Furthermore, from a carbon emission reduction perspective, if fewer vehicular shopping trips are needed, better air quality can be achieved.

4.2.3 It is a better utilization of land resources, particularly for Lot 1753sBRP, where residential development potential can be fully implemented under the “R(B)” zone despite the small land size of about 340m². Additionally, the proposed development could allow flexibility for future road widening, if needed, on both Tai Tong Road and Tai Shu Ha Road East, as shown in **Figure 3a2**. This flexibility entails reserving some portions of the Subject Site as non-building areas. For instance, the proposed building block would be set back by 3.7m from Tai Shu Ha Road East (Figure 3.3 in **Appendix 1 TIA**). Also, 235m² of Government land has been fully utilized within the “R(B)” zone. On the other hand, there is a need for a utilities tunnel to serve nearby developments, and effort has been made through private arrangements to allow permanent pedestrian access for the subject development as well as for nearby villagers.

4.3 *Low-rise and no visual impact of single storey retail block*

4.3.1 The additional low-rise single storey building of 5m tall at the corner will not induce adverse visual impact instead it could create some local aesthetic and livelihood elements at the corner and providing some interesting streetscape.

4.4 *No Significant Adverse Impact*

4.4.1 There is minimal daily traffic generated and no significant adverse impact on public utilities as there is only an increase of 55 flats and the small shopping area of 220m². Also there is no significant adverse air quality and noise impacts (**Appendixes 4 and 5 respectively**).

5 CONCLUSION

5.1 The proposed development would provide additional 55 flats and convenient retails in a form of ‘shops and services’. The retail block offers streetscape without significant visual impact. In addition, it also allows flexibility for future road widening in Tai Tong Road and Tai Shu Ha Road East when needed.

5.2 During implementation, a Quantitative Risk Assessment (QRA) to evaluate the risk due to the nearby high-pressure gas pipeline would be carried out by the applicant. The applicant will coordinate with Hong Kong and China Gas Company Limited in the detailed design stage and complete the QRA to ensure that any necessary mitigation measures are in place.

5.3 Members of the TPB are requested to favourably consider the application.