

**Proposed Flat and Shop and Services Uses with Minor Relaxation of Plot Ratio Restriction at Lots 4614 and 4615RP in DD116, and Lots 1753sBRP (part), 1753sBss3 (part), 1756sA (part), 1756RP (part), 1757, 1758RP, 1760RP in DD120, and adjoining Government land, Tai Kei Leng, Yuen Long**

**Supporting Planning Statement**

**March 2023**

**Joint Applicants:**

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

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## 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 (part), 1753sBss3 (part), 1756sA (part), 1756RP (part), 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)” and ‘Road’ under the draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/26.

The Subject Site is in Tai Kei Leng, the southern part of Yuen Long District. It has an area of about 2,540m<sup>2</sup>. 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. The proposed additional domestic Gross Floor Area (GFA) of about 2,023m<sup>2</sup> and non-domestic GFA of 220m<sup>2</sup>. The minor relaxation requires approval from the Town Planning Board for permitted PR3.5 to be relaxed to the proposed total plot ratio of PR4.287 (i.e. increase 22.48%). This includes additional domestic PR0.7 (i.e. 20% increase) which will bring in additional 55 flats; and the proposed small non-domestic PR0.087 for GFA of 220m<sup>2</sup>.

Increased housing supply is an obvious benefit and there are not any major adverse impacts. The proposed neighbourhood retails will provide convenience 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%;
- Better utilization of land resources and carbon emission reduction;
- Planning gain for providing flexibility of road widening
- 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（部分）、1753sBss3（部分）、1756sA（部分）、1756RP（部分）、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連略為放寬地積比率限制。根據元朗分區計劃大綱草圖編號 S/YL/26，申請地點主要位於“住宅（乙類）”地帶和顯示為道路地方。

申請地點位於元朗南區大旗嶺，面積約 2,540 平方米。擬議的開發項目將在一棟 25 層高的住宅大樓裡和包括一棟獨立的單層零售商店及服務行業用途。該零售建築有一個綠化天台。擬建放寬住宅建築面積約 2,023 平方米，非住宅建築面積約 220 平方米。總地積比放寬為 4.287 倍（其中 0.7 倍用於住宅地積和小部分 0.087 倍用於零售），並且需要城規會允許的地積比率 3.5 倍放寬至建議的總地積比率 4.287 倍（增加 22.48%）。

擬議放寬的住宅地積比 4.2 倍（增加 20%）可以增加 55 個住宅單位，而 220 平方米的非住宅建築面積則用作便利商店和服務用途，以提高住宅小區的宜居性（更好的利用土地並減少車輛出行）。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。擬議的零售店將提供便利，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；
- 更好地利用土地資源及減碳出行；
- 規劃好處從提供道路拓寬的靈活性
- 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 (part), 1753sBss3 (part), 1756sA (part), 1756RP (part), 1757, 1758RP, 1760RP in DD120, and adjoining Government Land, Yuen Long, New Territories (hereunder called “the **Subject Site**”) (**Figure 2**), 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 draft Yuen Long Outline Zoning Plan No. S/YL/26 (OZP) (**Figure 1**). The proposed minor relaxation and retails (shop and services) require planning permission from the TPB under Section 16 of the Town Planning Ordinance.
- 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 2**), 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 with underground utility being used by Sereno Verde does not form part of the Subject Site.

### 3 PROPOSED DEVELOPMENT SCHEME

#### 3.1 Proposed Development

3.1.1 The Subject Site has an area of about 2,540 m<sup>2</sup>. The proposed ‘relaxed’ flats (55 flats of GFA 2,023 m<sup>2</sup>) will be accommodated in the residential portion of a building block of 25-storey for a total domestic plot ratio of 4.2 (a total GFA of about 10,668 m<sup>2</sup>) with a building height at about 101mPD as shown in the proposed Master Layout Plan (**Figure 3a**). in order to enhance the liveability in the area, it is making use of a separated area in the corner for single storey retail building block with a total GFA of 220m<sup>2</sup> with a green roof. Also another isolated narrow strip of land as amenity area [Lot 1753sBss3 (part) in **Figure 2**]. The residential block is separated from the retails by a strip of private land.

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

**Table 3.1 Key Development Parameters**

	<b>OZP permitted</b>	<b>Proposed</b>	<b>Change (%)</b>
Total Site Area (about)	2,540m <sup>2</sup>	2,540m <sup>2</sup>	Nil
Detailed breakdown:			
(a) Under “R(B)” zone*	2,470m <sup>2</sup>	2,470m <sup>2</sup>	-
(b) Under Road	70m <sup>2</sup>	70m <sup>2</sup>	-
Total GFA (about)	8,645m <sup>2</sup>	10,888m <sup>2</sup>	+1,998 m <sup>2</sup> (+22.48%)
Domestic GFA	8,645m <sup>2</sup>	10,668m <sup>2</sup>	+2,023m <sup>2</sup> (+23.4%)
Non-domestic GFA	NA	220m <sup>2</sup>	+220m <sup>2</sup>
Max No. of Storeys	25	25	-
No. of Building Blocks		2	-
Site Coverage (about)		Not more than 33.33%	not less than +8.6%
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	
Building height of retail block		Not more than 13mPD	
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 235m<sup>2</sup>.

- 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 **Appendix 1**. 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.
- 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 it feasible not at the expense of current infrastructure as 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*”.

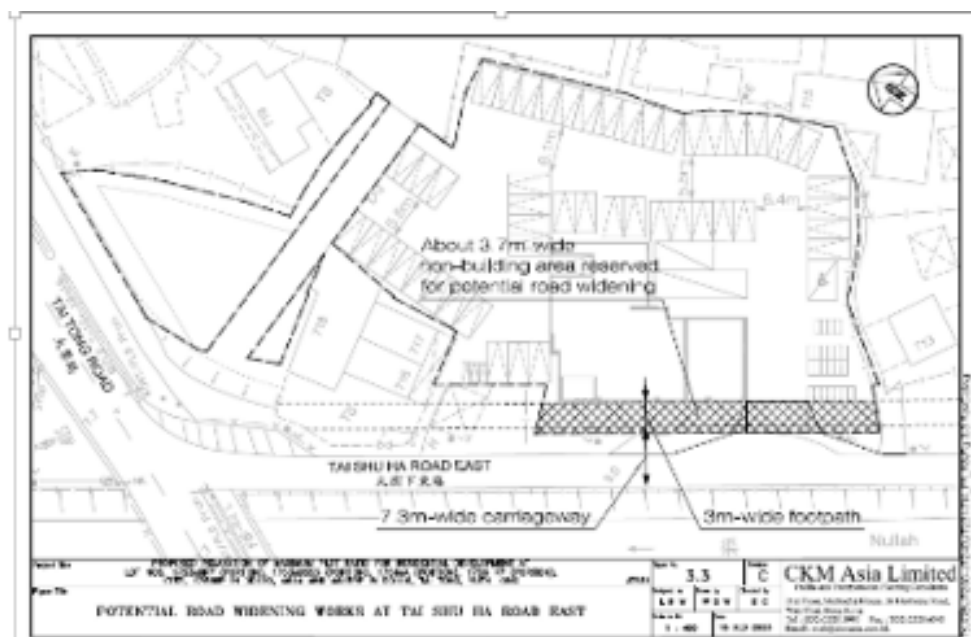
### ***4.2 Better Utilization of land Resources and carbon emission reduction***

- 4.2.1 The proposed convenience stores is well located to serve the community with a green roof enhancing sustainability. Furthermore, from carbon emission reduction perspective, if there will be less vehicular shopping trips needed, better air quality achieved.
- 4.2.2 There is nil local convenient service in the vicinity (due to the planning control applied under “R(B)” zone). A small scale of land use survey was carried out in August 2022 (**Appendix 2**)

to illustrate the need for such service. The approval of retail could allow some daily necessity goods made available for the local residents.

#### 4.3 *Planning gain for providing flexibility of road widening*

4.3.1 The proposed development could allow flexibility for future road widening if needed in both Tai Tong Road and Tai Shu Ha Road East as shown in **Figure 3a**. The flexibility is to reserve 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** which extracted below).



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

4.4.1 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.

#### 4.5 *No Significant Adverse Impact*

4.5.1 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 220m<sup>2</sup>.

## 5 CONCLUSION

5.1 The proposed development would provide additional 55 flats and convenient shops. 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 Members of the TPB are requested to favourably consider the application.