

# **Appendix IV**

Replacement pages of the Supporting Planning Statement

## Executive Summary

This Supporting Planning Statement is prepared and submitted on behalf of Wing Mau Tea House Limited (“the Applicant”) under Section 12A of the Town Planning Ordinance to rezone various lots and adjoining Government Land in DD130, Lam Tei (“Application Site”/the “Site”) from “R(B)1” to “R(B)4” zone on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYT/12.

On 24.09.2021, the Town Planning Board approved a rezoning application (TPB Ref.: Y/TM-LTYT/9) to enable a proposed residential development of plot ratio (“PR”) 2.5 and provide 307 units at the Site. Upon reviewing the planned public and private residential developments nearby as well as the capacity of the major infrastructure, the Applicant considers possible to further increase the PR from 2.5 to 5 so as to better utilise the scarce land resource and to boost housing supply.

With an Application Site area of about 9,261m<sup>2</sup> which comprises of additional adjoining government land along the nullah to rationalize the “R(B)4” zoning boundary and a Development Site area of about 8,896m<sup>2</sup>, the current application aims to amend the PR and building height (“BH”) restrictions to 5 and not exceeding +107.8mPD respectively to accommodate the revised proposal (hereafter referred to as the “Proposed Development”). The Proposed Development contains 5 towers and will provide about 1,385 residential units. As compared with the approved proposal, the Proposed Development would remain medium-density, be compatible with the transforming sub-urban character in Lam Tei area and provide 1,078 additional units.

The indicative blocking layout in the indicative Master Layout Plan generally follows the “inverted triangular” configuration of the Application Site with due aspect to the site constraints imposed by the Tuen Ma Line viaduct. The proposed residential towers along the eastern boundary would adopt single aspect building design to reduce railway noise impact from both the elevated and at-grade railway systems (i.e. Tuen Ma Line and Light Rail Transit). As per the approved proposal, a 3m wide footpath along the northern boundary will be provided for public use as a replacement of the existing footpath which bisects the Application Site. Towers setback from the nullah and the BHs descend from east to west in the hope to enhance the built-environment and provide a sustainable residential development. Technical assessment results show that the Proposed Development is feasible and would not be subject to insurmountable adverse impact. The anticipated completion year for the Proposed Development is 2030.

This Supporting Planning Statement has demonstrated the planning justifications and feasibility to support a favourable decision on the following grounds:

- Whilst increasing the housing supply by more than four folds as compared with the approved scheme, the proposed PR and BH restriction is still within the range of medium-density that is compatible with the urbanizing development trend in Lam Tei and the surrounding area.

1.1.3 To rationalize the proposed “R(B)4” zoning boundary near the proposed ingress / egress, the Application Site (i.e. about 9,2619,261m<sup>2</sup>) includes an additional strip of Government Land while the Development Site is (with reference to the draft land lease) referring to the developable land accountable for PR calculation (i.e. about 8,896m<sup>2</sup>).

1.1.4 Against this background, this Planning Application is prepared and submitted on behalf of Wing Mau Tea House Limited (the “Applicant”) to seek approval from the Town Planning Board (“TPB”/the “Board”) under section 12A of the Town Planning Ordinance for rezoning the Application Site from “R(B)1” on the Approved Lam Tei and Yick Yuen OZP No. S/TM-LTYYY/12 (the “approved OZP”) into “R(B)4” to intensify the development intensity so as to provide additional housing units. This Planning Application includes technical assessments and other relevant documents to demonstrate that the Proposed Development is technically acceptable and compatible with the surrounding area.

## **1.2 Report Structure**

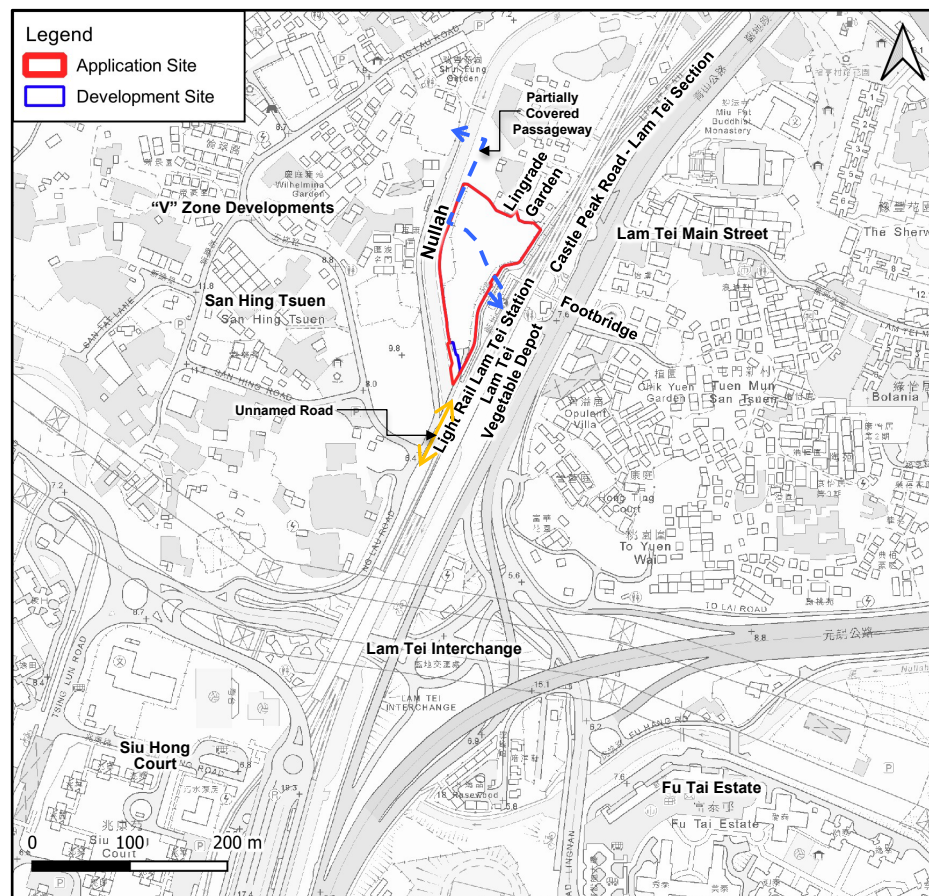
1.2.1 Following this introductory section, the Application Site in terms of its local and planning contexts will be discussed in Section 2. The current scheme of the Proposed Development will be discussed in Section 3. Section 4 will discuss the technical considerations and associated mitigation measures, if required. Section 5 will provide planning and technical justifications for the Board to deliberate on the Planning Application. Section 6 will provide a concluding remarks.

## 2. SITE AND PLANNING CONTEXT

### 2.1 Location and Site Context

2.1.1 Subsequent to the approval of the previous rezoning application, the Applicant has lodged the land exchange application to the Lands Department. With reference to the latest draft lease plan, the current site boundary includes additional G-land of irregular shape, which these G-land could not be developed on its own due to its small, narrow and elongated shape.

2.1.2 The Application Site is bounded by the nullah to the west, temporary structures on the “Government, Institution and Community” (“G/IC”) zone and a housing development named Lingrade Garden to the north, and Light Rail Lam Tei Station to the east adjacent to a public footpath and cycle track. An existing public passageway of the Applicant’s landholding connecting Lam Tei Station and the village houses to the further north-west and across the nullah dissects the north-eastern quarter of the Application Site (see **Photo 2.1**). The Tuen Ma Line viaduct is elevated at around +21mPD east of the Light Rail track. The vehicular access (on an unnamed road) to the Application Site is provided at the southern end branching off from Ng Lau Road (see **Photo 2.2**) coming from Lam Tei Interchange to the south. **Figure 2.1** below shows the Application Site location and context.



**Figure 2.1 Site Location and Context**

gazette in November 2022, which the subject site is now restricted to a maximum PR of 6.5 (domestic PR of 6) and a maximum BH of +160mPD. The proposed public housing development would provide 22 blocks of residential towers and about 21,600 units, which is targeted for completion in 2030 to 2033.

## 2.6 Landholding

2.6.1 As mentioned in Section 2.1, the Government Land abutting the Applicant’s private lots could not be developed on its own due to its narrow and elongated configuration. Hence it is beneficial to amalgamate the land parcels into one development site to better utilise land resources. Moreover, as compared with the approved scheme, the Applicant has taken this opportunity to further include strips of G-land optimize land resources in a comprehensive manner. Such arrangement aligns with the latest draft lease plan issued by LandsD.

2.6.2 The Development Site covers a land area of 8,896m<sup>2</sup> comprising nine private lots (i.e. Lots 523RP, 714RP, 718RP, 719RP, 721RP, 722RP, 723RP, 724RP and 725 totalling 6,333m<sup>2</sup>) owned by the Applicant and adjacent Government Land (G-land) (2,563m<sup>2</sup>) in DD130 in Lam Tei, Tuen Mun. Whilst, the Application Site which is the proposed rezoning boundary covers a land area of about 9,2619,261m<sup>2</sup>, with an additional 404m<sup>2</sup> of G-land. **Figure 2.5** illustrates the landholding of the Application

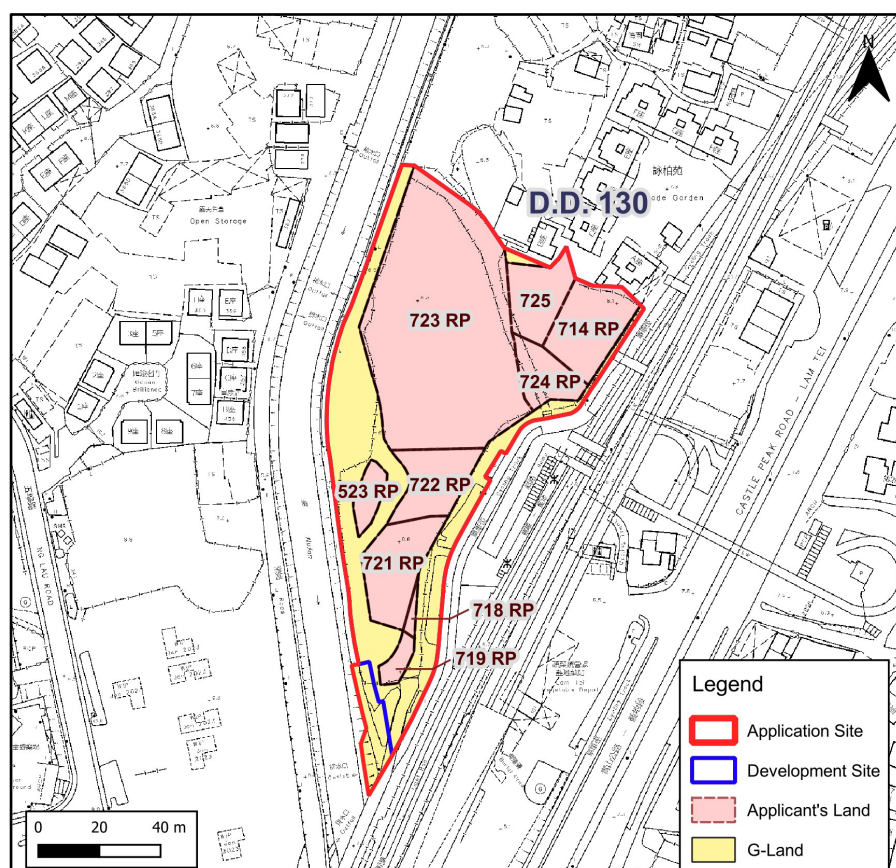


Figure 2.5 Landholding Plan

skygarden on 1/F of Tower 1 and 2. **Table 3.1** below outlines the indicative development parameters of the Proposed Development.

**Table 3.1 Indicative Development Schedule of the Proposed Development**

Development Parameters	Proposed Development
Application Site Area (about)	9,2619,261m <sup>2</sup>
Development Site Area (about)	8,896m <sup>2</sup>
Private Lots (85.7%)	6,333m <sup>2</sup>
Government Land (14.3%)	2,563m <sup>2</sup>
Proposed Domestic Plot Ratio	5
Proposed Domestic GFA	44,480m <sup>2</sup>
Proposed No. of Flats	1,385
Average Flat Size	32.1m <sup>2</sup>
Estimated Population (assuming 2.7 persons per flat)	3,740
Proposed No. of Towers	5
Proposed Site Coverage	Not more than 33.3%
Proposed No. of Storeys	14 - 27 (excluding 2s of basement carpark)
Proposed Maximum Building Height	+107.8mPD
Proposed Private Open Space	Not less than 3,740m <sup>2</sup>
Proposed Greening Ratio	Not less than 20%

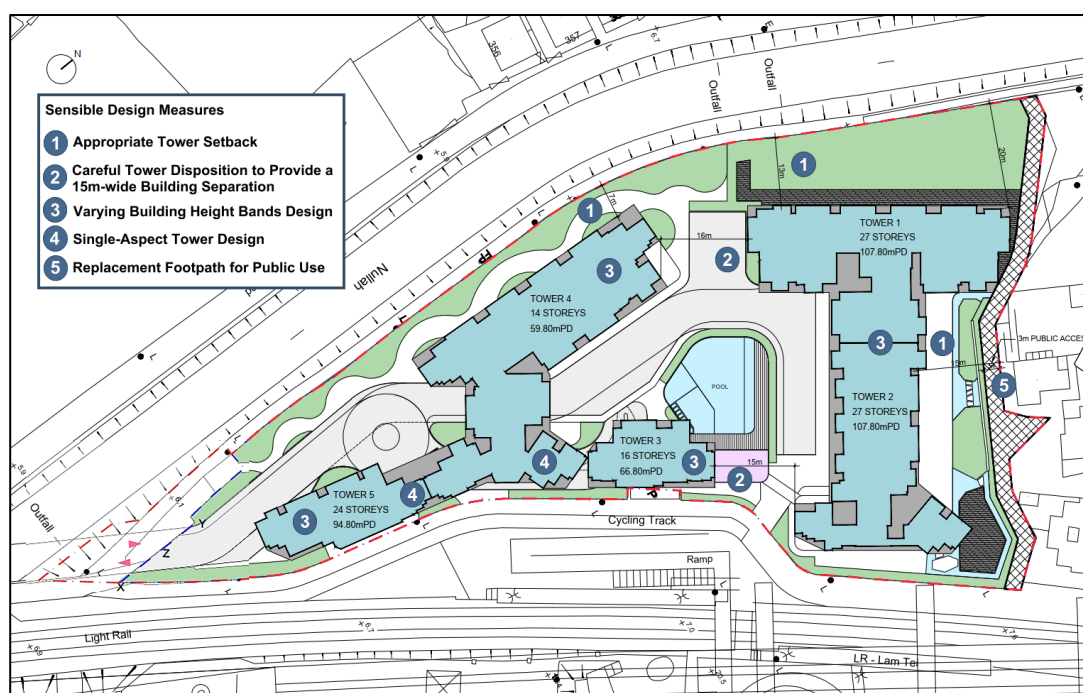
3.2.4 The indicative Master Layout Plan and Section Plans are appended in **Appendix A**.

### **R(B)4” Zoning**

3.2.5 According to the Notes of the OZP, there are three sub-zones (i.e. R(B)1, R(B)2 and R(B)3) under the “R(B)” zoning at present. The Applicant proposes to rezone the Application Site into a new “R(B)4” zoning with the highlighted amendment to the Remarks under the “R(B)” zoning of the OZP as indicated in **Figure 3.1**. The proposed amendment to the Explanatory Statement for “R(B)” zoning is highlighted in **Figure 3.2**. The proposed “R(B)4” zoning boundary is shown in **Figure 3.3**.

### **Careful Tower Disposition to Provide a 15m-wide Building Separation**

3.3.2 On top of building setback, the proposed layout has duly considered maximizing building gaps to create a spacious development and to enhance the air ventilation performance. Building separation of not less than 15m would be provided to enhance E-W wind penetration. A central amenity square containing a swimming pool would be provided for enjoyment. **Figure 3.4** below shows the indicative ground floor plan of the Proposed Development.



**Figure 3.4 Indicative Block Plan**

### **Varying Building Height Design**

3.3.3 Considering the proximity to Light Rail Lam Tei Station and the Tuen Ma Line Railway Viaduct, varying height bands ranging from +59.8mPD to +107.8mPD or 14 to 27 storeys is proposed. The varying BH design would be able to add visual interest to the surrounding.

### **Single-Aspect Tower Design**

3.3.4 In consideration of the railway noise of Tuen Ma Line and Light Rail Transit, the proposed development scheme has incorporated single-aspect tower design to reduce the railway noise impact from the Tuen Ma Line and Light Rail Transit running north-south to the east of the Application Site.

### **Replacement Footpath for Public Use**

- 3.3.5 To continue to facilitate pedestrian movement between the nullah and Castle Peak Road, the Applicant proposes a 3m wide replacement footpath for public use at the northern end within the Application Site adjacent to Lingrade Garden. This will be **opened 24 hours everyday and to be** managed and maintained by the future residential development.

### **Optimal Building Bulk**

- 3.3.6 To minimize visual impact to the surrounding and to maximize at-grade open space, car parking spaces are placed within the 2 basement levels. Besides, the Applicant proposes to minimize the ground floor footprint to only underneath the towers as far as practicable.

## **3.4 Landscape Design and Proposal**

- 3.4.1 In formulation of the landscape design of the Proposed Development, the following primary landscape objectives have been considered and adopted:

- To integrate the Proposed Development from a landscape and visual perspective with the existing and planned landscape context;
- To use landscape measures to soften the form of the proposed architectural scheme;
- To provide visual integration, screening and softening effects of the built-form;
- To provide adequate open space for the future residents;
- To maximize opportunities for the planting of new trees and shrubs;
- To provide compensation for the proposed felling of trees required to accommodate the new development.

- 3.4.2 The landscape proposal is summarised as follows.

### **At G/F**

- There will be a major landscape area. To facilitate pedestrian movements at ground level, sculpture with varied height of plantings are proposed along the driveway and pedestrian walkway to maximize the visual amenity and experience for the residents from entrance throughout the Proposed Development;
- One row of tree planting strip with lush shrubs are proposed along the eastern-side of the boundary to act as a buffer from the busy cycling track and the Light Rail track;
- At the north-eastern of the boundary, a public footpath is provided to connect the surrounding residents and Ng Lau Road;



- Water feature is also proposed along the north-eastern edge adjacent to the clubhouse at Towers 1 and 2 to increase the visual interest for the residents from the clubhouse;
- Besides the passive area, an outdoor swimming pool is proposed at the centre near Tower 3 for the residents to exercise and enjoy; and
- To provide a pleasant walking experience, wiggled pedestrian path that co-serves as a jogging path with lush planting is proposed along the western boundary to create an interesting experience.

At 1/F

- 1/F of Towers 1 and 2 will co-serve as a refuge floor and permeable sky-garden. Mix plantings are proposed at the edges to maximize the greenery.

3.4.3 The Proposed Development will provide not less than 1m<sup>2</sup> of communal open space per person. The detailed landscape proposal and the Landscape Master Plan are appended in **Appendix H**.

### **3.5 Tree Preservation and Removal Proposal**

3.5.1 A tree survey was conducted in May 2022 and 224 nos. of trees within the Application Site are identified. There is no endangered tree species identified. The Tree Preservation and Removal Report (TPRR) is appended in **Appendix I**.

3.5.2 Whilst, among the existing trees surveyed, 145 nos. of *Leucaena leucocaphala* are identified. With reference to the Guideline Notes on TPRR for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease of LAO Practice Note 6/2023, trees of undesirable species, such as *Leucaena leucocaphala*, characterized by its aggressive and invasive growing habits and ability to prevent natural succession of native species would not need to be compensated if felled. Therefore, all 141 nos. of *Leucaena leucocaphala* are proposed to be felled without compensatory planting requirement.

3.5.3 Apart from these 154 nos. of trees, another 83 nos. of trees are proposed to be felled either they are dead or due to their unrecoverable health problem, poor condition, and low survival rate after transplanting. There is no endangered tree species identified in the tree survey under the listing in ‘Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)’. Besides, there is no “Champion” trees or “Old and Valuable” trees observed within the Application Site or its periphery. That being said, a compensation ratio of 1:1 will be achieved with 83 nos. of compensatory trees to be provided in the Proposed Development. **Table 3.2** below shows the summary of the tree felling and compensation proposal.

**Table 3.2 Tree Felling and Compensation Proposal**

Description	Nos. / m
Total Trees Surveyed	224 nos.
<i>Leucaena leucocephala</i> Proposed to be Felled	141 nos.
Trees Proposed to be Felled (incl. dead trees)	83 nos.
Aggregated DBH Loss (exclude <i>Leucaena leucocephala</i> )	26.585m
Compensatory Trees	83 nos.
Aggregated DBH Compensated	7.78m
Compensation Ratio • In terms of Quantity	1 : 1

### 3.6 Internal Transport Provision

#### Vehicular Access between the Application Site and Ng Lau Road

- 3.6.1 The unnamed vehicular access road between the Application Site and Ng Lau Road is at present sub-standard of about 6m wide. The section near Ng Lau Road is a suspended concrete structure spanning over the nullah.
- 3.6.2 With reference to the approved scheme, the existing access road and the unnamed road connecting the Proposed Development with Ng Lau Road is planned to be upgraded to a 7.3m wide carriageway with a 2m wide footpath and a 2m wide cycle track. The scheme design report for the planned road and bridge have been submitted to Transport Department, Highways Department, Drainage Services Department and Planning Department for comments in April 2022, which is currently under active liaison.

#### Public Transport

- 3.6.3 The Application Site is well served by public transport. The Light Rail Lam Tei Station is located within five minutes walking from the Application Site. The Light Rail Transit also functions as a feeder service to the Tuen Ma Line with key interchange at Siu Hong Station about 700m from the Application Site. The Tuen Ma Line connects the Northwest New Territories with Kowloon and Hong Kong through interchanging at Mei Foo, Nam Cheong or Hung Hom Stations. Furthermore, there are more than 30 nos. of franchised bus and Green Mini Bus routes serving within 500m radial coverage (i.e. about 10 minutes walking distance) of the Proposed Development.

### Parking Provision

3.6.4 The proposed parking provision complies with the high-end requirement of the Hong Kong Planning Standards and Guidelines (HKPSG), which the car, motorcycle and bicycles parking spaces will be provided in the two basement levels while the loading / unloading bays will be provided at ground level for the use of future residents. **Table 3.2** below shows the internal transport provision.

**Table 3.2 Internal Transport Provision**

Type of Facilities	Required Provision	Proposed Provision
Private Car Parking Space	153 – 247 nos.	247 nos. <sup>(1)</sup>
Motorcycle Parking Space	18 nos.	18 nos.
Goods Vehicle Loading / Unloading Bay	5 nos.	5 nos.
Bicycle Parking Space	277 nos.	277 nos.

Remarks:

(1) Including 3 accessible car parking spaces

## **3.7 Implementation**

3.7.1 While the Applicant has applied to LandsD on relevant lease administration procedures concerning the approved scheme, with the strong commitment of the Applicant’s in contributing to increasing housing supply in the territory, the Proposed Development is targeted to be completed by 2030. Relevant lease administration procedures associated with the current scheme would be immediately followed if granted approval from the TPB.

#### **4.4 Engineering Considerations**

##### Drainage

- 4.4.1 A Drainage Impact Assessment (DIA) has been conducted to evaluate the potential impact of the Proposed Development to the surrounding drainage system (see **Appendix E** for more details.)
- 4.4.2 U-channels are proposed along the boundary of the Proposed Development and underground carpark to collect the surface runoff, which will be stored temporarily in the proposed stormwater storage tank (i.e. approx. 160m<sup>3</sup>) before discharging to the nullah via a pump. As a new drainage system will be provided for the Proposed Development, the existing catchpits and the two 300DN pipes currently serving the Application Site are proposed to be demolished.
- 4.4.3 Upon the implementation of the proposed drainage system, the Proposed Development would not result in insurmountable impact to the drainage system in the vicinity.

##### Sewerage

- 4.4.4 A Sewerage Impact Assessment (SIA) has been conducted to evaluate the potential impact of the Proposed Development to the surrounding sewerage system (see **Appendix F** or more details.)
- 4.4.5 Since there is no public sewerage system available for the Proposed Development, on-site treatment will be required. Connection to the public sewer will be a long-term option upon availability of trunk sewer connecting to the Application Site.
- 4.4.6 An on-site treatment with Membrane Bioreactor (MBR) (i.e. approx. 1,254m<sup>2</sup>) will be used to treat effluent from the Proposed Development, which the treated effluent will be temporarily stored in the stormwater storage tank before discharging to the nearby nullah. Relevant statutory guidelines and regulations will be followed and detail design of the MBR unit will be provided in the subsequent stages.
- 4.4.7 With the sewage treatment plant and proposer maintenance in place, it is concluded that the Proposed Development will not impose any adverse sewerage impact to the surrounding sewerage system.

### Water Supply

- 4.4.8 A Water Supply Impact Assessment (WSIA) has been conducted to evaluate the potential impacts on the existing fresh water and salt water supply facilities as a result of the Proposed Development (see **Appendix G** for more details).
- 4.4.9 Considering the existing fresh water and salt water mains in the vicinity, a freshwater main of DN200 is proposed to tee-off from the existing **DN450** fresh watermain at the junction of Ng Lau Road while a salt watermain of **DN100** is also proposed to tee-off from the existing DN250 salt watermain at the same location. Both proposed mains would run along the planned road and the utility trough of the planned crossing bridge before entering the water meter room of the Proposed Development.
- 4.4.10 Since the Proposed Development is located similar to the existing ground level, no additional pumping is required for providing sufficient residual head. While the existing residual heads for both fresh water and salt water systems are considered sufficient for the proposed connection as measured by Water Supplies Department (WSD). Street fire hydrants are proposed within the Proposed Development, subject to further liaison with WSD in subsequent stages.
- 4.4.11 With the proposed fresh water and salt water systems and proper maintenance in place, the WSIA concludes that the Proposed Development would not result in insurmountable impacts on the surrounding waters supply system.