

Appendix IV

Replacement pages of the Supporting Planning Statement

1.1.3 To rationalize the proposed “R(B)4” zoning boundary near the proposed ingress / egress, the Application Site (i.e. about 9,261m²) 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 8,896m²).

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-LTY Y/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.

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 8,896m² comprising nine private lots (i.e. Lots 523RP, 714RP, 718RP, 719RP, 721RP, 722RP, 723RP, 724RP and 725 totalling 6,333m²) owned by the Applicant and adjacent Government Land (G-land) (2,563m²) in DD130 in Lam Tei, Tuen Mun. Whilst, the Application Site which is the proposed rezoning boundary covers a land area of about 9,261m², with an additional 365m² of G-land. **Figure 2.5** illustrates the landholding of the Application Site.

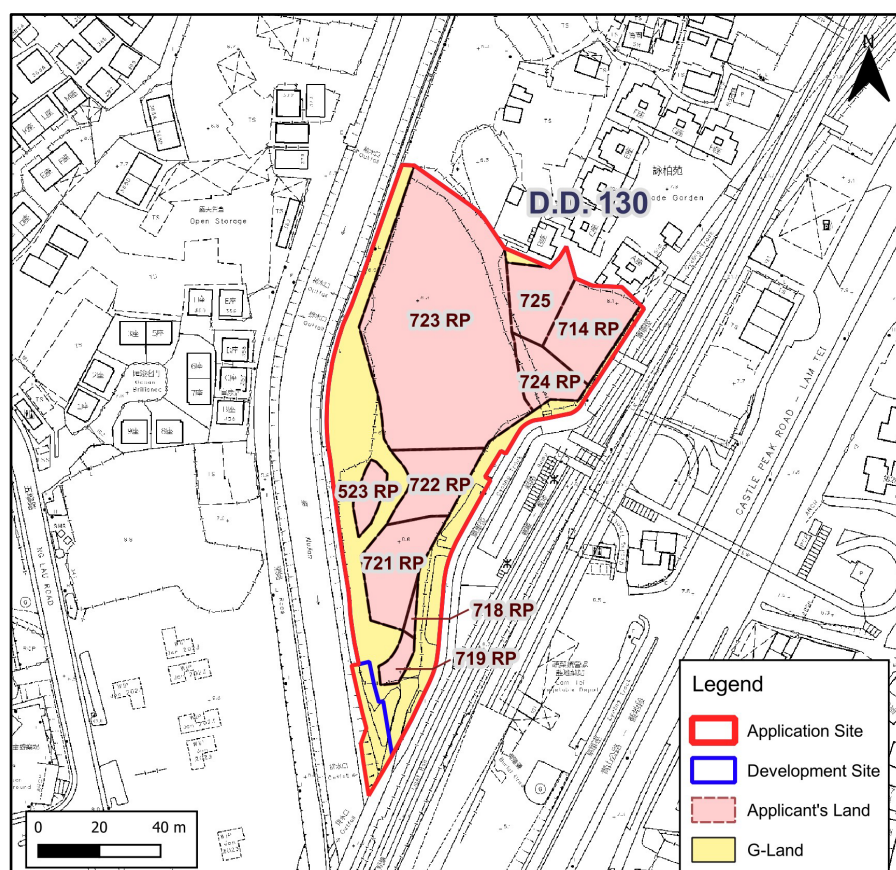


Figure 2.5 Landholding Plan

Table 3.1 Indicative Development Schedule of the Proposed Development

Development Parameters	Proposed Development
Application Site Area (about)	9,261m ²
Development Site Area (about)	8,896m ²
Private Lots (85.7%)	6,333m ²
Government Land (14.3%)	2,563m ²
Proposed Domestic Plot Ratio	5
Proposed Domestic GFA	44,480m ²
Proposed No. of Flats	1,385
Average Flat Size	32.1m ²
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 ²
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.

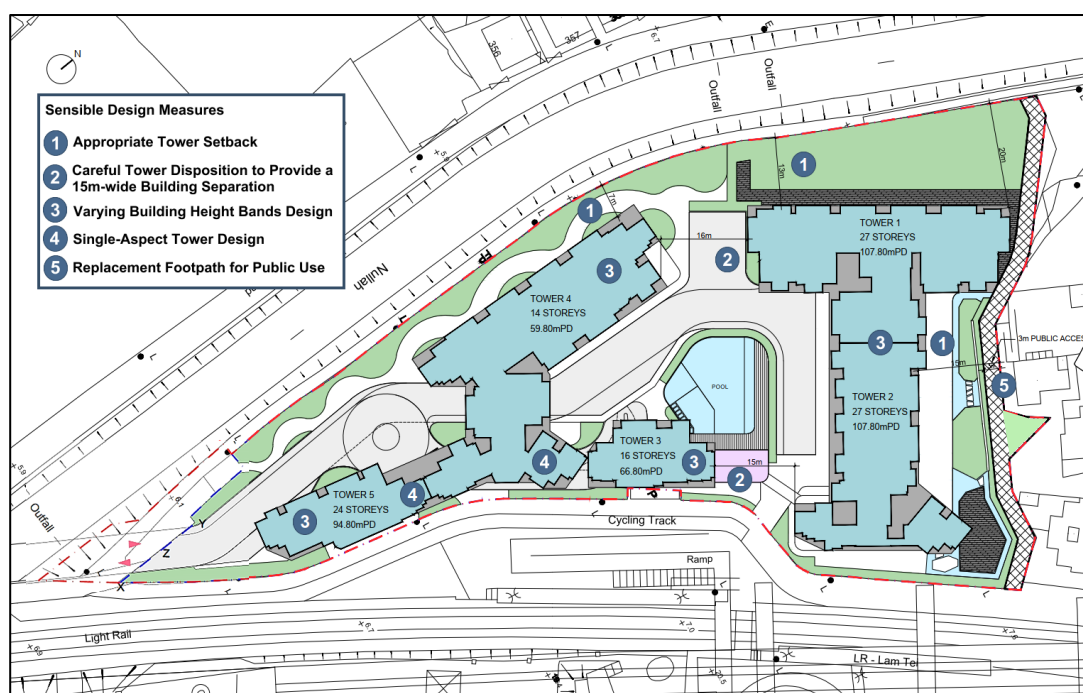


Figure 3.4 Indicative Block Plan

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. **There will also be an approx. 35m² planter at the triangular portion of the footpath to improve the amenity and walking environment.** 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;

4. TECHNICAL CONSIDERATIONS

4.1 Traffic Considerations

4.1.1 In order to assess the potential traffic impact of the Proposed Development on surrounding road network, a Traffic Impact Assessment (TIA) has been carried out (see **Appendix B**). Manual classified counts were conducted at 9 junctions which are located in the vicinity in order to establish the existing traffic flows during AM Peak and PM Peak hours. The studied junctions include: -

- J1: Unnamed Road / Access Road;
- J2: Ng Lau Road / Unnamed Road;
- J3: Na Lau Road / Lam Tei Interchange;
- J4: Tsing Lun Road / Hong Po Road / Lam Tei Interchange;
- J5: Lam Tei Interchange;
- J6: Lam Tei Interchange / Castle Peak Road – Lam Tei;
- J7: Tsing Lun Road / Tsz Tin Road;
- J8: San Hing Road / Ng Lau Road (Southern);
- J9: San Hing Road / Ng Lau Road (Northern);
- J10: T-junction at San Hing Road;
- J11: Ng Lau Road / Castle Peak Road – Lam Tei;
- J12: Hong Po Road / Yan Tin Estate Access Road

4.1.2 Year 2033 has been adopted as the design year in which its peak hour traffic flows at the 9 junctions were assessed with reference to the BDTM, estimated growth from 2031 to 2033 and expected traffic generation by the planned / committed developments in the vicinity. The TIA concluded that the Proposed Development would bring negligible traffic impact to the surrounding road network, hence, it is acceptable in traffic terms.

4.2 Environmental Considerations (see Appendix C)

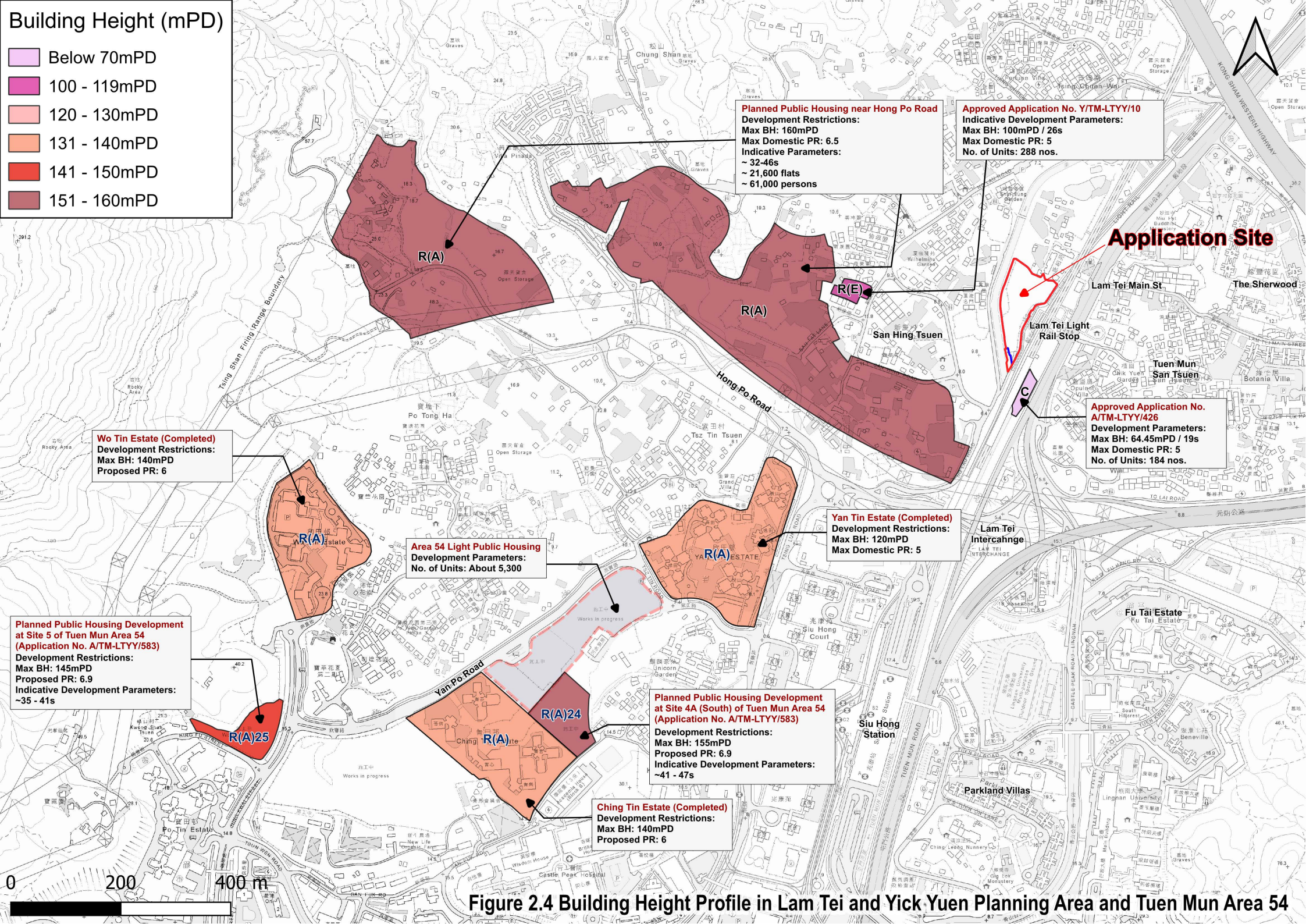
Railway Noise

4.2.1 Railway noise due to Tuen Ma Line and Light Rail Transit on the Proposed Development has been assessed. The cumulative results show that the predicted noise levels at the representative noise sensitive receivers (NSRs) would comply with the relevant noise criteria stipulated in the HKPSG with the implementation of mitigation measures including acoustic window / balcony. Therefore, it is anticipated that the Proposed Development will not be subjected to adverse railway noise impact.

Fixed Noise - Industrial Operations

Building Height (mPD)

- Below 70mPD
- 100 - 119mPD
- 120 - 130mPD
- 131 - 140mPD
- 141 - 150mPD
- 151 - 160mPD



Wo Tin Estate (Completed)
 Development Restrictions:
 Max BH: 140mPD
 Proposed PR: 6

Area 54 Light Public Housing
 Development Parameters:
 No. of Units: About 5,300

Yan Tin Estate (Completed)
 Development Restrictions:
 Max BH: 120mPD
 Max Domestic PR: 5

Planned Public Housing Development at Site 5 of Tuen Mun Area 54 (Application No. A/TM-LTY/583)
 Development Restrictions:
 Max BH: 145mPD
 Proposed PR: 6.9
 Indicative Development Parameters:
 ~35 - 41s

Planned Public Housing Development at Site 4A (South) of Tuen Mun Area 54 (Application No. A/TM-LTY/583)
 Development Restrictions:
 Max BH: 155mPD
 Proposed PR: 6.9
 Indicative Development Parameters:
 ~41 - 47s

Ching Tin Estate (Completed)
 Development Restrictions:
 Max BH: 140mPD
 Proposed PR: 6

Planned Public Housing near Hong Po Road
 Development Restrictions:
 Max BH: 160mPD
 Max Domestic PR: 6.5
 Indicative Parameters:
 ~ 32-46s
 ~ 21,600 flats
 ~ 61,000 persons

Approved Application No. Y/TM-LTY/10
 Indicative Development Parameters:
 Max BH: 100mPD / 26s
 Max Domestic PR: 5
 No. of Units: 288 nos.

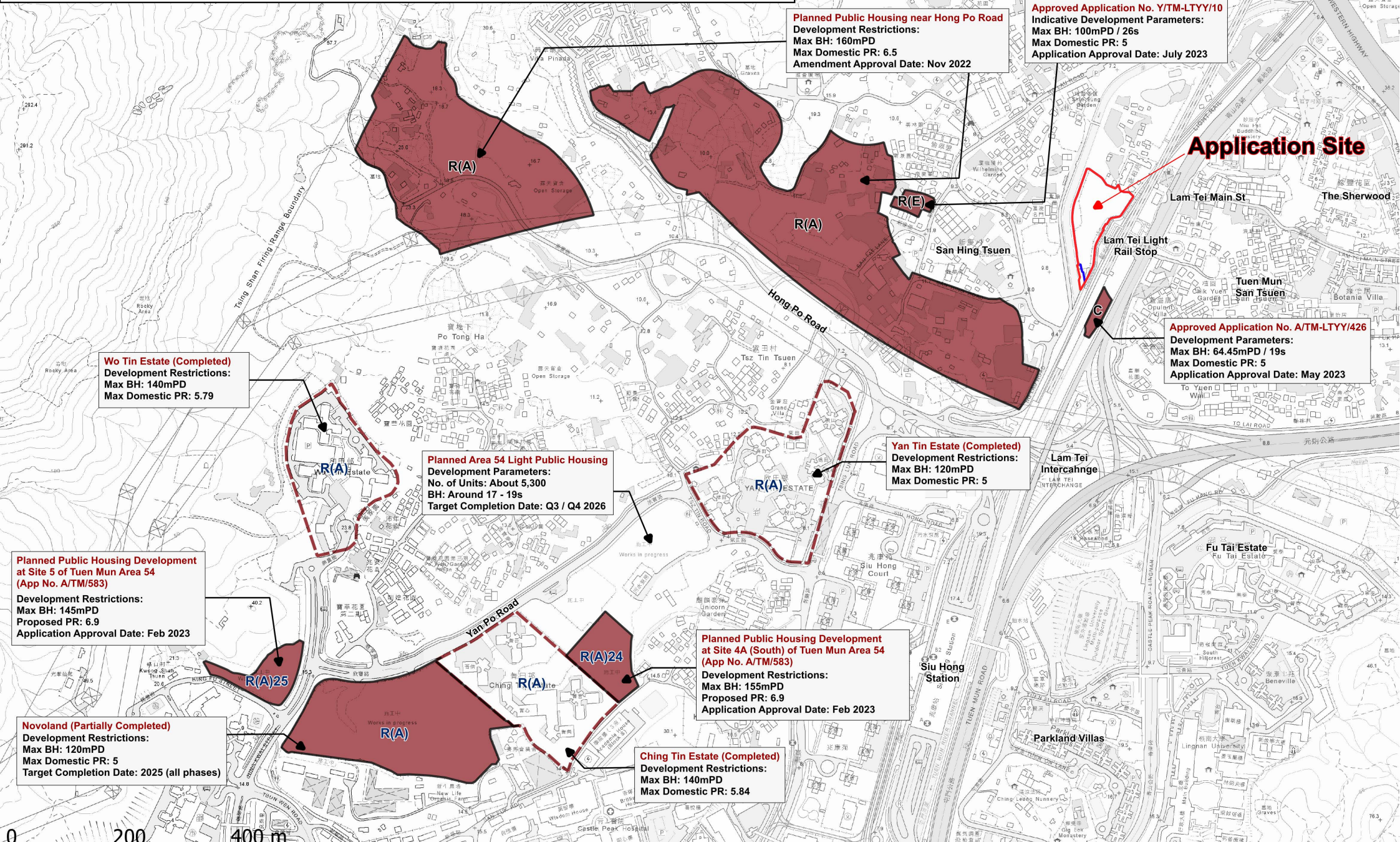
Approved Application No. A/TM-LTY/426
 Development Parameters:
 Max BH: 64.45mPD / 19s
 Max Domestic PR: 5
 No. of Units: 184 nos.

0 200 400 m

Figure 2.4 Building Height Profile in Lam Tei and Yick Yuen Planning Area and Tuen Mun Area 54

Legend

- Applications / Amendments Approved and Developments to be Completed After Sept 2021
- Applications Approved / Developments Completed Before Sept 2021



Planned Public Housing near Hong Po Road
 Development Restrictions:
 Max BH: 160mPD
 Max Domestic PR: 6.5
 Amendment Approval Date: Nov 2022

Approved Application No. Y/TM-LTY/10
 Indicative Development Parameters:
 Max BH: 100mPD / 26s
 Max Domestic PR: 5
 Application Approval Date: July 2023

Application Site

Wo Tin Estate (Completed)
 Development Restrictions:
 Max BH: 140mPD
 Max Domestic PR: 5.79

Planned Area 54 Light Public Housing
 Development Parameters:
 No. of Units: About 5,300
 BH: Around 17 - 19s
 Target Completion Date: Q3 / Q4 2026

Yan Tin Estate (Completed)
 Development Restrictions:
 Max BH: 120mPD
 Max Domestic PR: 5

Approved Application No. A/TM-LTY/426
 Development Parameters:
 Max BH: 64.45mPD / 19s
 Max Domestic PR: 5
 Application Approval Date: May 2023

Planned Public Housing Development at Site 5 of Tuen Mun Area 54 (App No. A/TM/583)
 Development Restrictions:
 Max BH: 145mPD
 Proposed PR: 6.9
 Application Approval Date: Feb 2023

Planned Public Housing Development at Site 4A (South) of Tuen Mun Area 54 (App No. A/TM/583)
 Development Restrictions:
 Max BH: 155mPD
 Proposed PR: 6.9
 Application Approval Date: Feb 2023

Novoland (Partially Completed)
 Development Restrictions:
 Max BH: 120mPD
 Max Domestic PR: 5
 Target Completion Date: 2025 (all phases)

Ching Tin Estate (Completed)
 Development Restrictions:
 Max BH: 140mPD
 Max Domestic PR: 5.84

Figure 5.1 Location Plan Showing Planned / Committed and Completed (in 5 Years) Developments in the Vicinity

5.4 The Proposed “R(B)4” Zoning Will Not Affect the “R(B)1” Zone or Set an Undesirable Precedent

5.4.1 Although the Application Site is currently part of a 4.04ha “R(B)1” zone on the approved OZP, its southern end location and being separated by a “G/IC” site and an existing development (namely Lingrade Garden) make it physically standalone from the rest of the undeveloped “R(B)1” zone, as indicated in **Figure 3.3**. It should also be noted that the Application Site is one of two sites in the entire “R(B)1” zone that has vehicular access and

hence is distinguished from the landlocked sites, which justifies a higher density (i.e. PR 5) residential development. Hence the delineation of the Application Site would not affect the planning intention of the “R(B)1” or set an undesirable precedent.

5.5 Reprovision of a Footpath within the Application Site for Public Use

5.5.1 At present, there is a footpath on the Applicant’s landholding that is heavily used by the locals as a short-cut between San Hing Tsuen and Castle Peak Road. The Applicant has incorporated a 3m wide replacement footpath, **together with an approx. 35m² planter**, for public use along the northern boundary of the Application Site to be constructed at the Applicant’s cost. The future residential development will be responsible for the long-term management and maintenance of the footpath.

5.6 The Proposed Development is Technical Feasible and No Insurmountable Impacts are Anticipated

5.6.1 The Proposed Development has proven to be technical feasible in terms of traffic, visual, landscape, environmental, air ventilation, drainage, sewerage, and water supply. With necessary improvement and mitigation measures proposed, there would be no insurmountable technical impacts to the surroundings.