

**Section 12A Rezoning Application:**

**To Amend the Notes of the “Comprehensive Development to include  
Wetland Restoration Area” Zone for a Proposed Comprehensive  
Development at Wo Shang Wai, Yuen Long, Lots 77 and 50 S.A in D.D. 101**

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**Supporting Planning Statement  
January 2025**

**Applicant:**

**Profit Point Enterprises Limited**



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### **List of Consultants**

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Scenic Landscape Studio Ltd

WSP Hong Kong Limited

## Executive Summary

- S1. This application is made under section 12A of the Town Planning Ordinance, with regard to the Application Site on the “Approved Mai Po and Fairview Park Outline Zoning Plan No. S/YL-MP/8” (the “OZP”). The Application Site is located at Wo Shang Wai, Yuen Long. Castle Peak Road – Mai Po and San Tin Highway are to the east of the Application Site, while the Site is easily accessible via Mai Po South Road off Castle Peak Road – Mai Po. This application aims to increase the maximum plot ratio (“PR”) from 0.4 (i.e. maximum permissible PR on the OZP) to 1.3 with a maximum building height (“BH”) adjusted from 6-storeys (i.e. maximum building height permissible on the OZP) to not more than 10-storeys (excluding 1 storey of basement), by amending the Notes of the current “Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)” (“OU(CDWRA)”) zone. The current proposal is incorporated with improved design and planning merits, as compared to the previously approved section 16 planning application No. A/YL-MP/344.
- S2. In recent years, a changing context of the overall planning approaches of the New Territories North have evolved, including the implementation of the Northern Metropolis Development Strategy. The Government is actively taking forward the development of the Northern Metropolis and is commissioning a series of local and strategic transport infrastructure projects which would create capacity for the higher development intensity in the area.
- S3. In July 2024, the Town Planning Board (“TPB”) considered and agreed to a new OZP at San Tin, which would materialize the major development node of the “San Tin Technopole” in a new future development context based on closer integration with Shenzhen. In September 2024, the Chief Executive in Council approved the new OZP. The new OZP has defined a new development context in the planning area for **co-existence of development and conservation**, with a focus on driving both **innovation and technology development and quality housing supply** in the district.
- S4. The proposed increase in development intensity is to optimize the development potential of the Site, in view of the future drastic transformation in the development context, emerging trend of increasing development intensity in other nearby sites, major infrastructure development. The Application Site would be able to leverage on the upgrades of the surrounding infrastructure, which would provide capacity to increase development intensity of the Site. The technical assessments have

indicated that with mitigation measures, there would not be any adverse technical impact arising from the proposed development. The ecological function of the completed WRA remains intact and unaffected, while technical assessments have demonstrated that the increased development intensity would have no adverse impact to the surrounding traffic network, sewage capacity, drainage, water supplies, wetland ecology, landscape, visual, air ventilation, and land-use character; while the proposed scheme will continue to uphold its planning intention and function in the Wetland Buffer Area.

- S5. The Applicant is aware of the housing and community facilities shortfall in Hong Kong and the Site has already been intended for residential use with previous planning approvals. The intention now is to better utilize the land resources in view of the surrounding transformations and available infrastructure. The amendments proposed in this application would allow the Application Site to blend in with and strike a good balance between the nearby development intensity of the San Tin Technopole (i.e. plot ratios of 6.5 and building heights of up to 200mPD) and existing surrounding private residential clusters (i.e. around 3-storey houses). It provides a practical option to contribute to housing supply in the Northern Metropolis, while allowing co-existence of optimised development potential and nature conservation.

*(If there is any inconsistency or ambiguity between the English version and the Chinese version, the English version shall prevail)*

## 摘要

- S1. 本申請依據《城市規劃條例》第 12A 條提出，擬議就申請地點將「米埔及錦繡花園分區計劃大綱核准圖編號 S/YL-MP/8」作出修改。申請地點位於元朗和生圍，青山公路-米埔和新田公路位處申請地點以東，由青山公路-米埔經米埔南路便能便捷到達申請地點。申請旨在將申請地點之地積比率由 0.4（即分區計劃大綱圖上的最高許可地積比率）提高至 1.3，最高建築高度由 6 層（即分區計劃大綱圖上的最高許可建築高度）調整至不超過 10 層（不包括 1 層地庫）。與先前獲城市規劃委員會批准的第 16 條規劃申請編號 A/YL-MP/344 相比，擬議發展之設計和規劃優點有所改善。
- S2. 近年來，新界北的整體規劃境況已明顯改變，尤其包括北部都會發展策略的實施。政府正積極推動北部都會的發展，並令速建設一系列本地和跨境策略性運輸交通基礎設施項目，為該區更高的發展能力創造動力。
- S3. 城市規劃委員會於 2024 年 7 月同意在新田制定新的分區計劃大綱圖，旨在與深圳更緊密融合，實現「新田科技城」此主要發展。行政長官會同行政會議於 2024 年 9 月已批准了新的大綱圖，締造一個發展與保護共存的新發展環境，重點是推動該區的創新和科技發展配以優質住房配套供應。
- S4. 擬議之發展密度是為了充分利用申請地點的發展潛力，考慮到未來發展環境轉變、附近其他地點發展密度相應增加的新趨勢、以及主要基礎設施發展所帶來的便利交通。申請地點將能夠利用周邊優化的基礎設施，提高發展能力。各技術評估結果亦顯示擬議發展方案採取緩解措施後不會產生任何不良影響。建成後的濕地保護區生態功能仍然完好無損，同時增加的發展密度不會對周圍的交通網絡、排污能力、排水、供水、濕

地生態、景觀、視覺、空氣流通和土地使用等範疇產生不良影響。擬議方案將繼續維持其在濕地緩衝區的規劃意向和功能。

- S5. 緊於香港的房屋及社區設施短缺，該片土地已在先前的規劃批准下用作住宅用途以為未來房屋土地供應出一分力。現在申請能充份更利用土地資源，並考慮到周圍的規劃環境和基礎設施。本申請方案中建議的修訂將使申請用地與毗鄰的新田科技城（即 6.5 的地積比率和高達 200mPD 的建築高度）以及周圍現有的私人住宅集群（即約 3 層住宅）相互融合協調，特別提供了一個務實而可行的發展機遇，既有助於北部都會區的住房配套供應，又兼顧發展潛力和自然保護。

*(如果英文版本和中文版本之間有任何不一致或不一致，以英文版為準)*

## **1. Introduction**

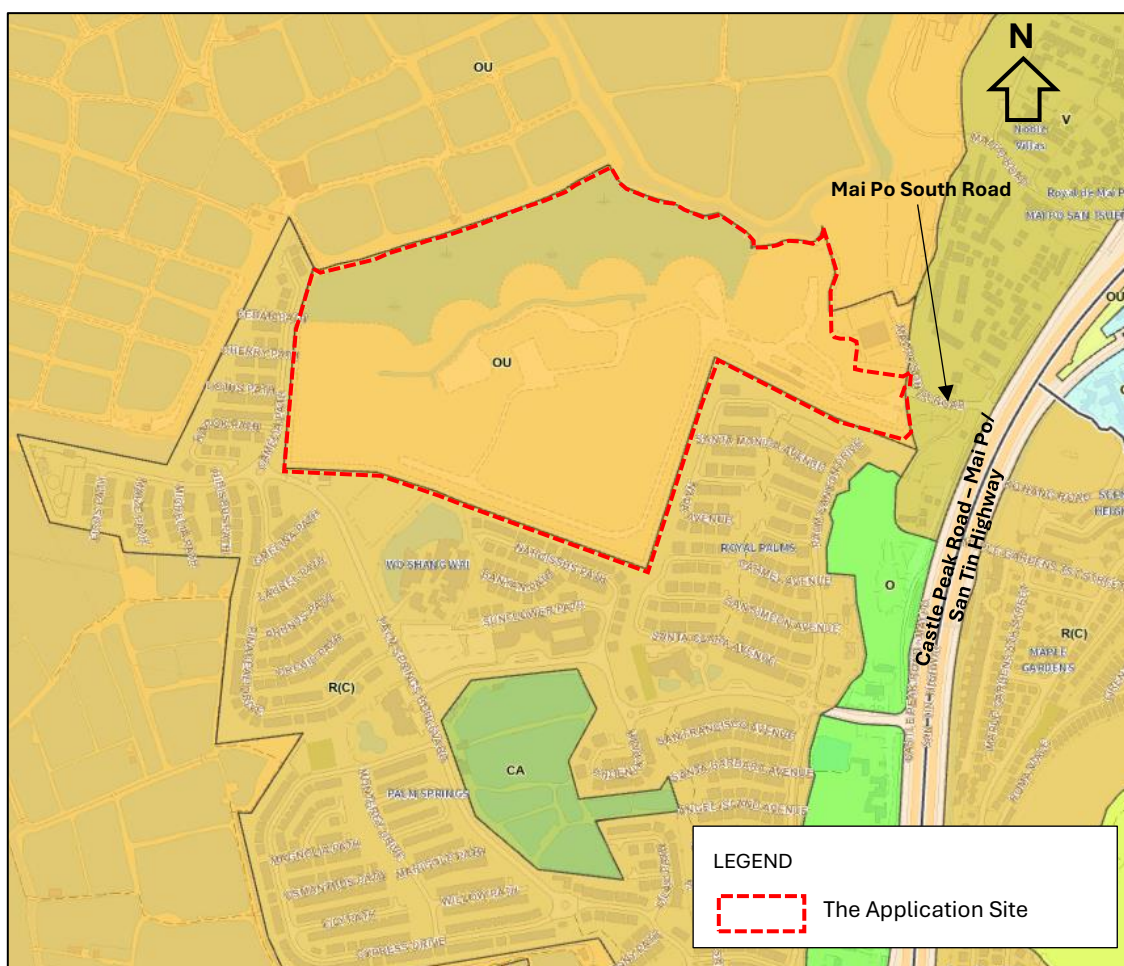
- 1.1 This application is made under section 12A of the Town Planning Ordinance, with regard to the Application Site on the "Approved Mai Po and Fairview Park Outline Zoning Plan No. S/YL-MP/8" (the "OZP"). This application aims to increase the maximum plot ratio ("PR") from 0.4 (i.e. maximum permissible PR on the OZP) to 1.3 with a maximum building height ("BH") adjusted from 6-storeys (i.e. maximum building height permissible on the OZP) to not more than 10-storeys (excluding 1 storey of basement), by amending the Notes of the current "Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)" ("OU(CDWRA)") zone.
- 1.2 This supporting planning statement will provide an overview of rationale and justifications for this rezoning application. The major topics that would be covered include a review of the existing and future development context, relevant planning applications background, proposed scheme, technical feasibility, proposed amendments to the OZP, and planning assessment and justifications.



## 2. The Application Site and Its Surroundings

### 2.1 The Application Site

2.1.1 The Application Site is located at Wo Shang Wai, Yuen Long. Castle Peak Road – Mai Po and San Tin Highway are to the east of the Application Site, while the Site is easily accessible via Mai Po South Road off Castle Peak Road – Mai Po. It is also generally bounded by fishponds to the north, residential developments namely Royal Palms, Palm Springs and Wo Shang Wai Village to the south, and Mai Po San Tsuen to the east. The Site falls under the MP OZP, and is zoned "OU(CDWRA)". A location plan is provided in **Figure 1**.



**Figure 1:** Indicative Location of the Application Site on the OZP

## 2.2 Existing Site Conditions

2.2.1 The Site has been underutilized for years and is currently in a vacant land with wild grass and partly paved. It is capable of speedy implementation as it is ready for construction. **Figure 2** shows the current site condition.



**Figure 2:** Photo of the existing site condition

## 2.3 Site Constraints

2.3.1 The major site constraints of the Site that has restricted its development intensity, include (**Figure 3**):

- a) MTRCL railway protection zone to the east of the Site.
- b) The completed Wetland Restoration Area portion in the Site.
- c) The Wetland Conservation Park to the north of the Site.
- d) The existing low-density private residential developments in the surroundings.

2.3.2 In view of these major site constraints, the residential portion has been designed to a scale and form to be compatible to, and mitigate the impact to the surroundings.

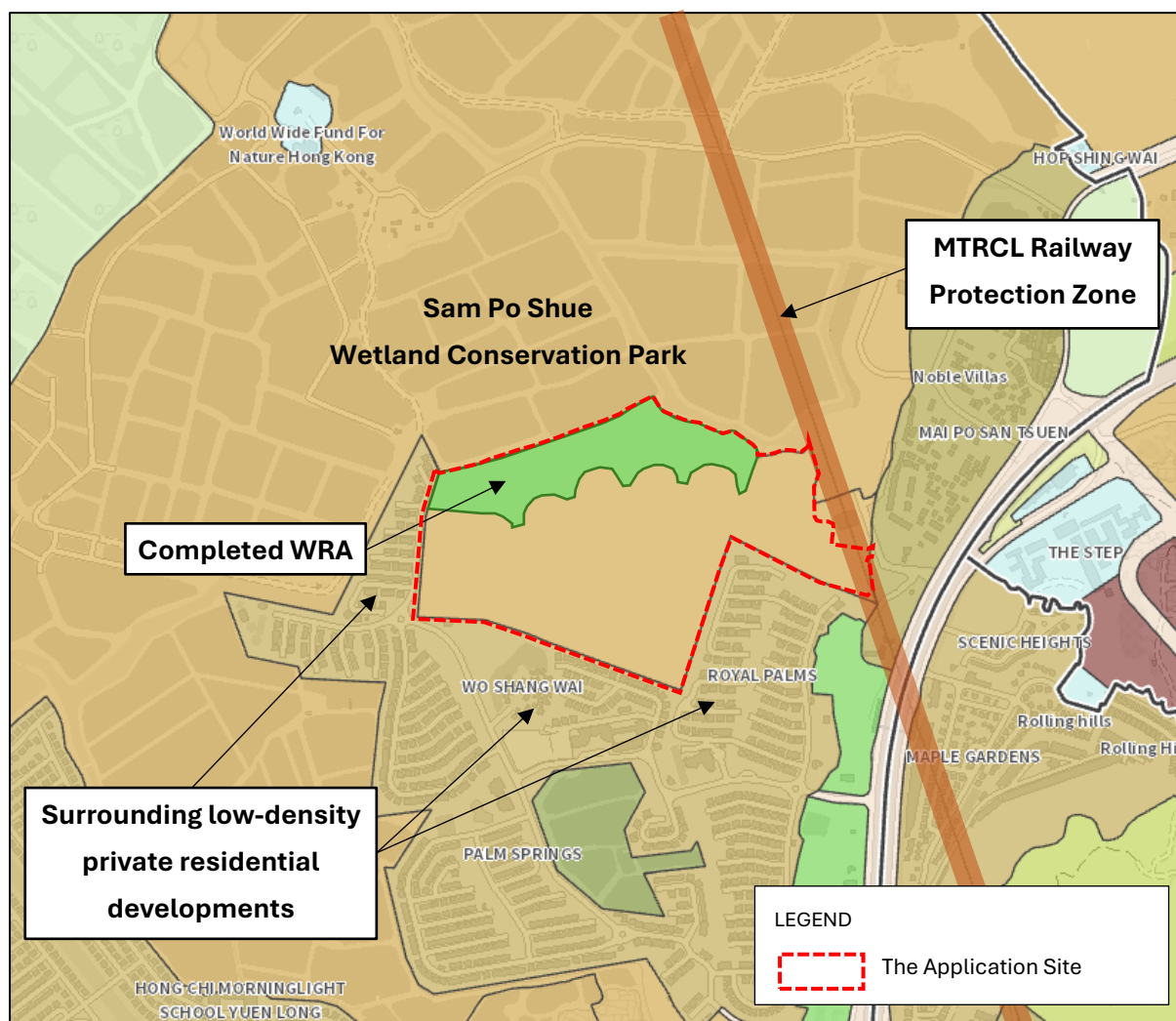


Figure 3: Major Site Constraints

## 2.4 Surrounding Developments

2.4.1 The Site is surrounded by various existing and planned residential developments and villages houses, as well as fish ponds.

2.4.2 To the immediate east of the Site are the MTRCL's Mai Po Ventilation Building for the Express Rail Link (XRL) project and a village cluster called Mai Po San Tsuen. Further to the east are major roads / highway (e.g., Castle Peak Road – Mai Po Section and the San Tin Highway) in the San Tin area. Private residential developments are located next to the Site, including to the west is Palm Springs (West); to the south is the Palm Springs (East), and to the east is Royal Palms. Moreover, there are some existing open storage uses and lorry parking spaces to the further northeast.

2.4.3 To the north of the Application Site is the "Sham Po Shue Wetland Conservation Park" ("WCP"), made up of mainly large areas of continuous fishponds and vegetation.

## 2.5 **Statutory Planning Context**

2.5.1 The Application Site is currently zoned "OU(CDWRA)". The planning intention of the zone states that:

*"This zone is intended to provide incentive for the restoration of degraded wetlands adjoining existing fish ponds through comprehensive residential and/or recreational development to include wetland restoration area. It is also intended to phase out existing sporadic open storage and port back-up uses on degraded wetlands. Any new building should be located farthest away from Deep Bay."*

2.5.2 The Remarks to the Notes states that:

- (a) *Application for permission of use or development... shall be in the form of a comprehensive development scheme to include wetland restoration proposal. An applicant shall prepare a layout plan and other documents showing the following information for consideration of the Town Planning Board:*
- (i) *the proposed land uses, development parameters, the nature, position and heights of all buildings to be erected in the area;*
  - (ii) *an environmental impact study report, including but not limiting to an ecological impact assessment and a visual impact assessment, to examine any possible environmental, ecological and visual problems that may be caused to or by the proposed development or redevelopment during construction and after completion and the proposed mitigation measures to tackle them;*
  - (iii) *landscape proposals;*
  - (iv) *a traffic impact study report to examine any possible traffic problems that may be caused by the proposed development or redevelopment and the proposed measures to tackle them;*
  - (v) *a drainage and sewerage impact study report to examine any possible flooding, drainage, sewerage and associated problems that may be caused to or by the proposed development or redevelopment and the proposed mitigation measures to tackle them;*

- (vi) *programming, phasing, and implementation schedule of each component of the proposed development or redevelopment...*
- (c) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.4 and a maximum building height of 6 storeys including car park.*
- (d) *In determining the maximum plot ratio... any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker’s office and caretaker’s quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*

## 2.6 **Town Planning Board Guideline No. 12C**

- 2.6.1 Town Planning Board Guideline No. 12C for “Applications for developments within Deep Bay Area under Section 16 of the Town Planning Ordinance” applies to the Application Site. The proposed scheme abuts the Wetland Conservation Area (WCA) and is situated within the Wetland Buffer Area (WBA).

## 3. **Relevant Planning Applications Background**

### 3.1 **Previously Approved Section 16 Planning Application No. A/YL-MP/344**

- 3.1.1 The Application Site contains a previously approved S.16 planning application (No. A/YL-MP/344) for proposed comprehensive house and wetland restoration area on 1 March, 2024. The purpose of the S.16 application was to amend the layout of the residential portion in another approved planning application (No. A/YL-MP/229), in response to the rising demand for housing supply in the market trends. The number of flats was increased from 400 to 789 as compared to the A/YL-MP/229 scheme. It would not affect the already completed Wetland Restoration Area (“WRA”) portion within the Application Site. Please find the layouts and the parameter table of the previous approved S.16 planning application (No. A/YL-MP/344) in **Appendix 1**.



### 3.2 **Previously Approved Planning Applications**

3.2.1 The previously approved planning applications at the Site are shown in **Table 1** below.

**Table 1: Previously Approved Planning Applications at the Application Site**

<b>Application No.</b>	<b>Applied Use/Development</b>	<b>Approval Date</b>
A/YL-MP/166	Comprehensive development and WRA	19 Sep 2008
A/YL-MP/185	An alternative layout for the comprehensive development and WRA	4 Nov 2011
A/YL-MP/185-1	Minor amendment to the approved development scheme under Application No. A/YL-MP/185	18 Jul 2012
A/YL-MP/229	An alternative comprehensive development scheme with a utility installation (sewerage treatment plant)	27 Feb 2015
A/YL-MP/291	An alternative layout and form of housing which entails a principal residence at the centre of the site	10 Jul 2020
A/YL-MP/344	Proposed comprehensive house and wetland habitat development with filling and excavation of land (amendments to Approved Application No. A/YL-MP/229)	1 Mar 2024

### 3.3 **Section 6(1) Representation No. S/YL-MP/7-R3**

3.3.1 The Applicant submitted a representation to the TPB in May 2024, in respect of the proposed amendments to the Approved Mai Po and Fairview Park OZP. The representation proposed to increase the development intensity from total plot ratio of 0.4 to 1.5, and building height from 6-storeys to 22-storeys, and provide about 5,134 flats in the OU(CDWRA) zone. The proposed representation scheme comprised 80 no. of houses that are 3-storey high, and 47 residential blocks, arranged in a configuration with a stepped building height band with the lowest building height of 6 to 8-storeys closest to the wetland areas, and increases gradually to 12, 18 and 22-storeys that are farthest from the wetland areas at the south of the Site. Please refer to **Appendix 2** for the representation scheme.

3.3.2 The representation was not upheld for the following reasons by Town Planning Board:  
 “The site-specific proposals submitted by the representers are considered

inappropriate to be taken on board as insufficient details are available or the proposals are not supported by any technical assessments. The current land use zonings and the associated Notes and ES for the concerned sites under both STT OZP and MP OZP have already taken into account relevant planning and technical considerations and are considered appropriate"

- 3.3.3 In the TPB Paper No. 10973, Para. 5.3.7.2, the Planning Department also indicated there was a lack of technical assessments to justify the technical feasibility of the proposed increase in development density of the site, and was not compatible to the surrounding low-rise village/ residential developments.
- 3.3.4 In view of the feedback of TPB and PlanD in the process of this Representation, we have taken their advice and proceeded with the current application, with full technical feasibility; an investigation of how the current scheme fits in with the wider planning context of medium-density developments, springing from the new major development nodes (such as STT and NTM New Development Area); the reduction of our original development intensity from total plot ratio 1.5 to 1.3, maximum building height of 22-storeys down to 10-storeys, to ensure the current scheme is compatible to the surrounding developments; and the inclusion of planning merits to demonstrate the benefits the scheme could bring to the community.

#### **4. Land Administration**

- 4.1 After the previous planning approvals, the Applicant applied to the Lands Department for a land exchange under planning permission of application No. A/YL-MP/229, and a land grant was executed on 29 January, 2021.
- 4.2 Under the planning permission of the previous application No. A/YL-MP/229, one of the conditions was (g) – the submission and implementation of a funding arrangement proposal for ensuring the long-term maintenance and management of the Wetland Restoration Area. On 25 January 2021, the Applicant made a one-off lump sum donation to the Environment and Conservation Fund ("ECF"). An agreement between the Applicant and the ECF was made on 26 January 2021. The conservation agent of the Applicant has been carrying out the maintenance and management plan and the funding agreement is fully applicable to this application.

## 5. Environmental Impact Assessment Ordinance

- 5.1 The WRA has been completed under a previously approved application, and its conservation management plan has been implemented and put in place since 2010. The main ecological function of the WRA is to provide habitat for bird species in the surrounding wetland area.
- 5.2 The residential portion in the site is subject to the Environmental Impact Assessment Ordinance (EIAO). Approvals pertinent to EIAO include:
- i. Environmental Impact Assessment (Register No.: AEIAR-120/2008) for the development at the site approved on 31 July 2008.
  - ii. Environmental Permit (No. EP-311/2008) for the construction and operation of the development issued on 9 September 2008, the latest one being 19 December 2017 (EP-311/2008/E).
  - iii. Variations to the Environmental Permit reflecting the approved development schemes have been approved, the latest one being 19 December 2017 (No. VEP-538/2017).
- 5.3 Should this application be approved by TPB, the Applicant shall seek advice from the Environmental Protection Department to confirm the necessity of submitting a revised environmental impact assessment report and apply for the Environmental Permit or variations under the EIAO.

## 6. Development Context

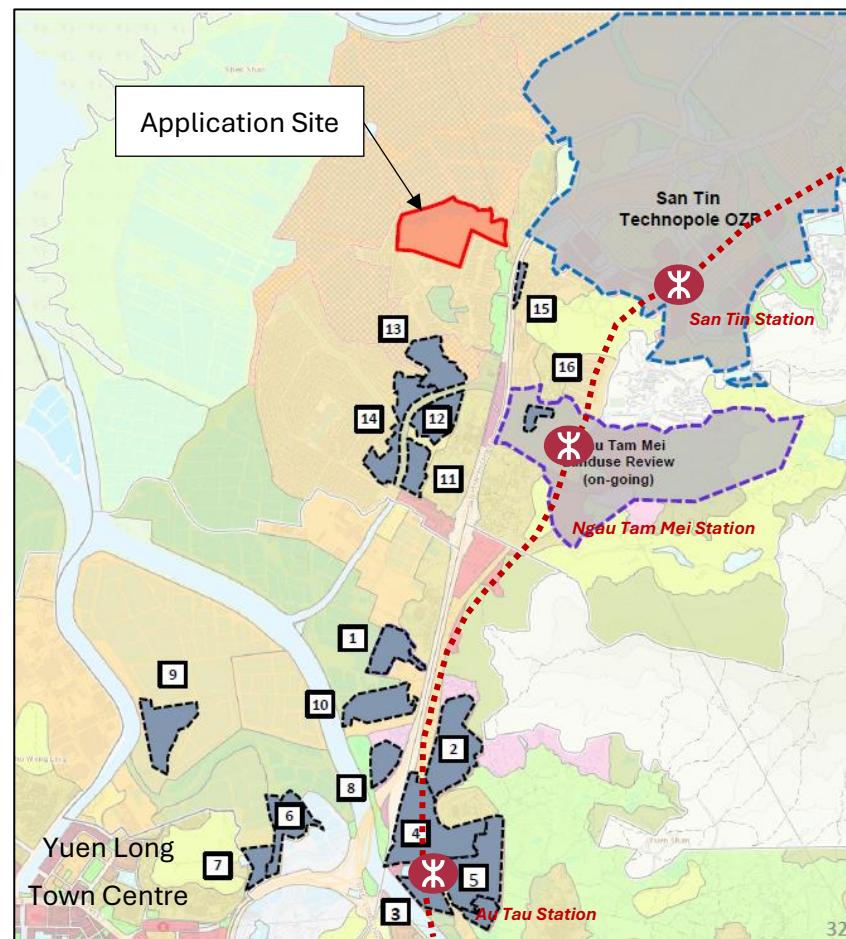
- 6.1 **The Increase in Development Intensity of Comprehensive Residential Developments in the Vicinity**
- 6.1.1 The Northern Metropolis covers a total area of 30,000 hectares, which is about one third of the total area of Hong Kong. It comprises various existing new towns in the New Territories North, some NDAs, and some expanded areas. In the Policy Address 2022, the development of Northern Metropolis is one of the policy priorities as it is the new engine for growth. The Policy Address 2023 further suggested that the Northern Metropolis will become a major hub for Hong Kong to integrate into the overall development of China.



- 6.1.2 Drawing on the policy momentum of the Northern Metropolis Development Strategy, many locations in the vicinity of the Application Site is under-going or has gone through the increase of development intensity and infrastructure upgrade, especially the Northern Link Main Line and the future Northern Metropolis Highway. In recent years, land-use zonings for comprehensive residential developments that are similar to the Application Site, have obtained approval from Government for increased development intensity and have proceeded with implementation of medium to high-density residential and supporting community facilities. Please refer to **Table 2** and **Figure 4** for the locations of the developments.
- 6.1.3 With reference to **Table 2** and **Figure 4**, Item 1 (Application No. Y/YL-NSW/7) (i.e. “Approved Rezoning”) was recently approved by the TPB in November 2023, for upzoning from PR 0.4 to 1.5 and building height restriction increase of up to 15-storeys high, while retaining the original planning intention. The Approved Rezoning also went through the OZP amendment process, as amendment Item E, and was upheld by the TPB in December 2024. The Approved Rezoning site has a similar planning context and the identical zoning of “OU(CDWRA)” as the Application Site. It is in proximity and situated on the west side of the San Tin Highway; within the same Wetland Buffer Area (WBA); at the fringe of a Wetland Conservation Park (i.e. Nam Sang Wai Wetland Conservation Park); and there are low-density houses in proximity to the Approved Rezoning site.
- 6.1.4 With reference to **Table 2** and **Figure 4**, Item 6 (Land Sharing Pilot Scheme at Tung Shing Lei) (i.e. “Approved LSPS”), which comprises public and private housing and associated supporting infrastructures, was endorsed in principle by the Chief Executive in Council in November 2022. Subsequently, it went through the OZP amendment process and was upheld by the TPB in December 2024. The Approved LSPS was to rezone the existing low-density zoning to a high-density zoning in an area of mainly rural character, to allow public and private housing developments with a plot ratio of about 3.23, and building heights of 26-storeys (not more than 100mPD).
- 6.1.5 The surrounding land-use character is under-going major changes and adopting a development model to coincide with the future development context of the NMDS. The Application Site is amid this change, and it is a suitable juncture to follow the development trend and contribute to the socio-economic growth of the New Territories North.

**Table 2:** Similar Approved Comprehensive Developments in the District

Item No.	Application No.	Type	Zoning	Date Approved	Maximum Parameters	
					PR	Height
1	Y/YL-NSW/7	Private Housing	OU CD(WRA)	2023 November	PR 1.5	15-storeys
2	N/A	Sha Po Public Housing	R(A), R(C)3 & GIC	2023 (agreed by TPB)	PR 6.7	185 mPD
3	A/YL-KTN/663	Private Housing	CDA	2020	PR 1.67	17-storeys
4	A/YL-KTN/118	Park Yoho - Existing Private Housing	CDA	2012	PR 1.25	11 to 17-storeys (62.5 mPD)
5	A/YL-KTN/604	Private Housing	CDA(1)	2019	PR 1.254	12 to 18-storeys
6	N/A	LSPS Tung Shing Lei	R(D)	2022	PR 3.23	26-storeys
7	A/YL-NSW/274	Private Housing	U	2021	PR 2.29	21-storeys (75mPD)
8	Y/YL-NSW/3	Commercial (Hotel)	OS	2016	PR 1.5	11-storeys
9	A/YL-NSW/242	Private Housing	OU CD(WEA) & SSSI(1)	2021	PR 2.76 (based on development site area)	26-storeys
10	A/YL-NSW/241	Private Housing	OU CD (WRA)	2017	PR 0.4	4-storeys
11	A/YL-MP/287	Private Housing	R(D)	2020	PR 0.2	2-storeys
12	A/YL-MP/205	Private Housing	R(D)	2013 2017 EOT	PR 0.2	3-storeys
13	A/YL-MP/247	Private Housing	OU CD(WPA)	2016 2020 EOT	PR 0.2	3-storeys
14	A/YL-MP/341	Light Public Housing	R(C)	2023	PR 0.64	3-storeys
15	A/YL-NTM/310	Private Housing	R(C)	2014	PR 0.48	3-storeys
16	A/YL-NTM/470	Transitional Housing	R(D)	2024	PR 1.29	4-storeys



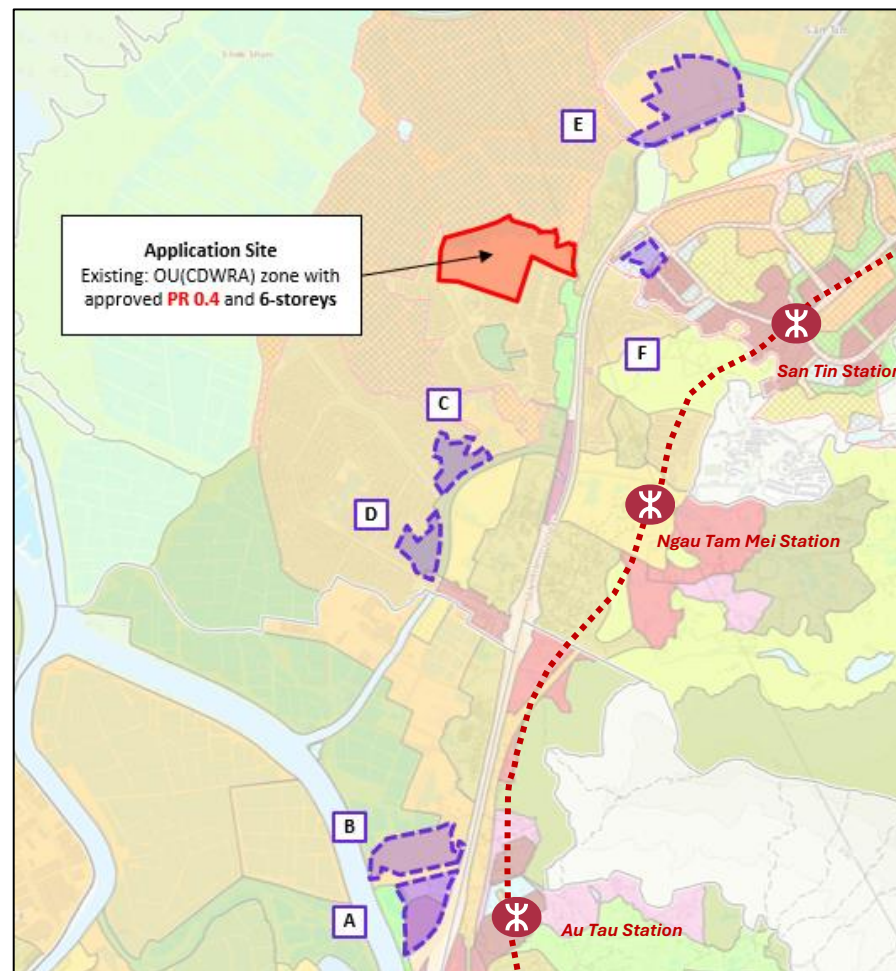
**Figure 4:** Indicative Locations of Similar Approved Comprehensive Developments in the District

## 6.2 **On-going Applications for Upzoning Private Residential Development**

6.2.1 There have been many submitted and on-going applications that are being processed by the TPB, for upzoning private housing sites into medium-density developments in the district. These applications have proposed plot ratios of between 1.23 to 5 and building heights of 16 to 35 storeys. Similar to this current application, many of them have already obtained planning approval for lower-density housing developments. This reveals the development trend in the New Territories North and demonstrates how the underutilized sites in the district could be used for residential developments. A list of submitted and on-going upzoning private residential applications is provided **Table 3** in below. Please refer to **Figure 5** for the locations of the applications.

**Table 3: On-going TPB Applications for Upzoning Private Residential Developments**

Item No.	Application No.	Type	Proposed Zoning	Maximum Parameters	
A	Y/YL-NSW/9	Private Residential	OS, OS & Road	PR 2.7	29-storeys
B	Y/YL-NSW/8	Private Residential	OU (CDWRA)1	PR 2.25	29-storeys
C	Y/YL-MP/8	Private Residential	R(C)1	PR 1.23	16-storeys
D	Y/YL-MP/7	Private Residential	R(C)1	PR 1.28	16-storeys
E	Y/YL-ST/1	Private Residential	OU (CDWRA)1	PR 1.53	18-storeys
F	Y/YL-NTM/5	Private Residential	R(C)	PR 5	35-storeys



**Figure 5: Locations of the On-going Upzoning Applications**

### 6.3 **The High-density Developments of San Tin Technopole**

- 6.3.1 On 8 March 2024, a new draft San Tin Technopole Outline Zoning Plan No. S/STT/1 was gazetted to support the development of the San Tin/Lok Ma Chau area (“STLMC area”) of the San Tin Technopole, which has replaced the previous San Tin OZP. The north-west portion of San Tin Technopole is right adjacent to the Wetland Conservation Park (“WCP”). The development intensity and building height of future developments in the San Tin Technopole will be progressively stepped towards the south-east from 15mPD, 35mPD, 75mPD, to 105mPD and higher. The area will be transformed from rural setting to sub-urban mixed use new town. This standard configuration enables the development intensity closest to the WCP to be at the lowest, and gradually increases to high-density developments further away, so to create a balanced form of development that minimize impact to the WCP, while allowing optimal development potential of the scarce land resources. (**Figure 6**)
- 6.3.2 With reference to the revised Recommended Outline Development Plan (“RODP”) for the land use proposal of the San Tin Technopole published in February 2024, the public and private housing sites will have a domestic plot ratio of 6 to 6.5. There will be high-rise development clusters in the south-western part of the San Tin Town Centre. These housing sites are about 450m away from the Application Site and the area will be transformed into a high-density residential neighbourhood. Similar to the stepped building height profile of the San Tin residential developments, the north-west portion of the Application Site is right next to and directly interfacing with the WCP, hence it will also adopt building height bands that decreases towards the south-east. With the evolving strategic planning context, the proposed increase in plot ratio and building height of the Application Site is deemed appropriate.
- 6.3.3 The Application Site is located at the periphery of the San Tin Technopole, accessible to the San Tin Highway, and is within 1.2km from the planned San Tin MTR Station. While the San Tin Technopole is an example of striving for co-existence of development and conservation, the proposed development is in line with such principle.



To Amend the Notes of the “Comprehensive Development to include Wetland Restoration Area” Zone for a Proposed Comprehensive Development at Wo Shang Wai, Yuen Long, Lots 77 and 50 S.A in DD10

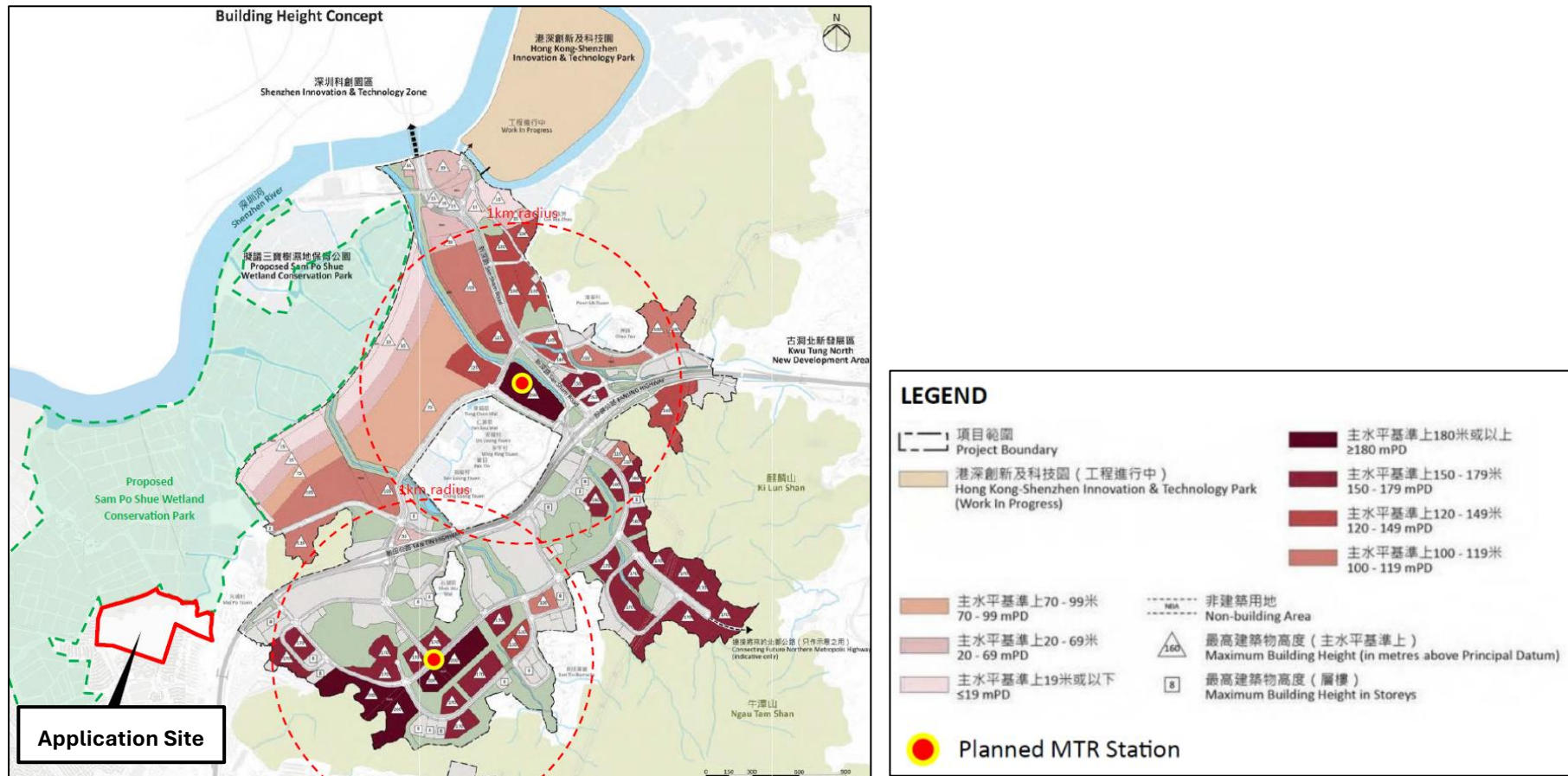


Figure 6: The Correlated Development Context of San Tin Technopole and Application Site<sup>1</sup>

<sup>1</sup> Basemap Source: Building Height Concept Figure 6 of the San Tin Technopole OZP (Draft Explanatory Statement)

#### 6.4 **The Northern Link and Future Developments in Ngau Tam Mei**

- 6.4.1 The planned MTR Northern Link (“NOL”) Main Line will connect the existing Kam Sheung Road Station and the future Kwu Tung Station, with 3 intermediate stations at Au Tau, Ngau Tam Mei and San Tin. It will serve as an important railway network for the Kwu Tung North NDA and San Tin Technopole, which would unleash the development potential around its stations. The Application Site is about 1.3km and 1.5km away from the planned San Tin Station and Ngau Tam Mei Station respectively, and there is enormous potential to extend development near the two new NOL stations.
- 6.4.2 The Government began a study in 2021 to review land uses in Ngau Tam Mei (NTM). It aimed to make better use of the existing brownfield cluster and unleash the area’s development potential created by the planned NTM Station of the NOL. In November 2024, the development proposal of NTM New Development Area was made public by the Government, and the public engagement process was initiated. NTM is earmarked for a University Town, integrated hospital, and new residential developments and supporting facilities, to accommodate a population of about 30,000, as well as new job opportunities.
- 6.4.3 Given the large-scale infrastructure improvements as well as the enhanced accessibility in the northwestern part of Yuen Long, there is an absolute need to up-zone the Site and unleash its great potential for residential development.

#### 6.5 **Research on Private Housing Targets**

- 6.5.1 In the 2023 policy address, Government has identified sufficient land for developing public housing flats to go above the supply target, while major research institutions such as Our Hong Kong Foundation (“OHKF”) have reported that completions of private housing flats beyond the next five years (2028-2032), are expected to decline and is uncertain to meet private housing targets.<sup>2</sup> Jones Lang LaSalle also reported

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<sup>2</sup> Our Hong Kong Foundation (April 2023). Land and Housing Policy Research Report.

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annual private housing completion in the coming years (2026-2028) is expected to decrease by 44% as compared to the previous two years.<sup>3</sup>

6.5.2 According to OHKF, despite an improved predicted average annual completion figure of private housing units in 2023-2027 and the Government’s policy of streamlining statutory and administrative procedures, based on currently known projects, the OHKF suggested that completions in 2028-2032 could tail off and reach only 13,900 units (below the targets). While the Northern Metropolis Development Strategy holds the key to long-term housing supply, there is a lack of supporting infrastructure facilities and this would hinder housing supply. OHKF has repeatedly proposed that the Northern Link is a strategic opportunity to enable Government to proactively increase the development intensity in New Territories to create large-scale urbanization and stimulate economic growth of the New Territories.

6.5.3 Compared with the previously approved S.16 planning applications, the proposed rezoning would provide various types of housing including detached houses, semi-detached houses, and flats of different sizes. The existing development restrictions on the OZP are no longer suitable for meeting the demand for housing and catalysing emerging changes.

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<sup>3</sup> Jones Lang LaSalle (Nov 2023). Hong Kong Residential Sales Market Monitor.

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## **7. Proposed Scheme**

### **7.1 Design Concept of Master Layout Plan**

- 7.1.1 The Applicant aspires to create a sustainable residential development with a quality living environment that is in co-existence and harmony with the wetland and natural areas. The residential portion will contain a medium-density, residential development with a maximum plot ratio of 1.3 and a maximum GFA of about 269,647m<sup>2</sup>. It is comprised of 3-storey houses adjacent to the WRA, and 6 to 10-storeys residential blocks (not more than +42mPD) in the central and southern edge locations, erected over one basement level, including an underground carpark for each phase. It adopts a stepped building height profile with building heights of 6-storeys at the southern boundary, then increases to 10-storeys at the central portions of the Site, and decreases down to 3-storey houses towards the WRA in the north. Supporting clubhouse facilities for residents’ recreational and leisure needs are provided in each phase of the development. It will provide about 3,571 residential flats, with an average flat size of about 74.5m<sup>2</sup>, and accommodate a design population of (about) 9,998.
- 7.1.2 Please refer to **Figure 7** for the Master Layout Plan and **Appendix 3** for the full set of architectural drawings.

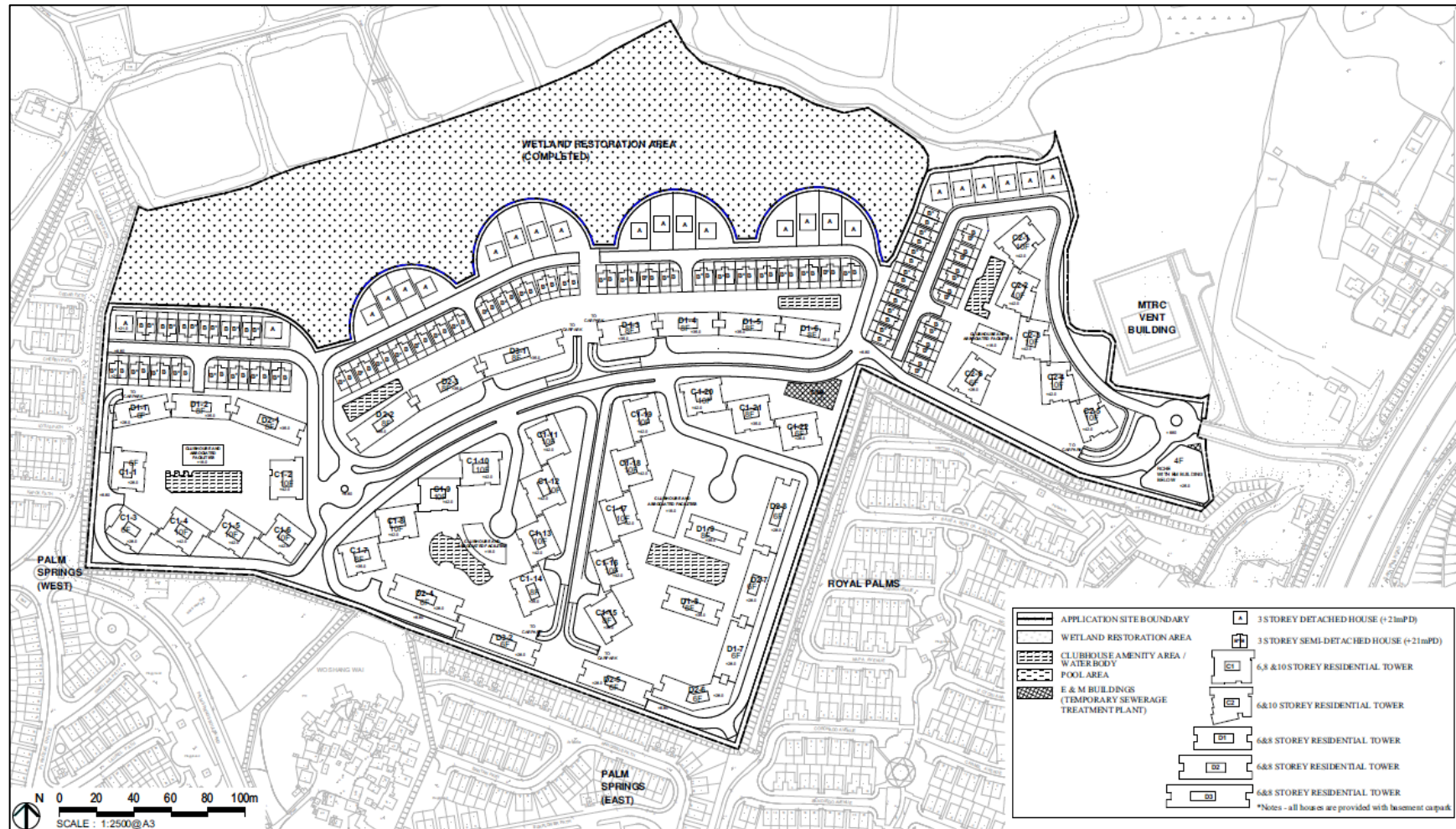


Figure 7: Master Layout Plan of the Proposed Development

## 7.2 **Indicative Development Parameters**

7.2.1 The indicative development parameters are provided in **Table 4** below.

**Table 4: Indicative Development Parameters**

<b>Application Site Area (about)</b>	<b>207, 408 m<sup>2</sup></b>
<b>Areas of the Site (about)</b>	
Wetland Restoration Area	47,400 m <sup>2</sup>
Communal Open Space	21,203 m <sup>2</sup>
Communal Landscape and Communal Perimeter Landscape	39,072 m <sup>2</sup>
Private Garden	15,444 m <sup>2</sup>
<b>Residential Portion</b>	
Total Plot Ratio (about)	1.30
Domestic Plot Ratio (about)	1.28
Non-Domestic Plot Ratio (about)	0.02
Total GFA (about)	269,647 m <sup>2</sup>
Maximum Domestic GFA (about)	265,847 m <sup>2</sup>
Maximum Non-Domestic GFA (about) <sup>4</sup>	3,800 m <sup>2</sup>
Site Coverage (not more than)	25%
Total Number of Units (about)	3,571
Average Unit Size (Approx.)	74.5 m <sup>2</sup>
Ancillary Recreational Facilities (Clubhouse GFA) (about)	11,581 m <sup>2</sup>
Estimated Population (about)	9,998 *
<b>Building Height (about)<sup>5</sup></b>	
3-storey House (128 nos.)	+21 mPD
6-storey Residential Tower (12 nos.)	+28 mPD
8-storey Residential Tower (15 nos.)	+35 mPD
10-storey Residential Tower (20 nos.)	+42 mPD
Clubhouse (2-storey) (4 nos.)	+16 mPD

<sup>4</sup> Non-domestic GFA includes RCHE only, and excludes clubhouse and E&M.

<sup>5</sup> Rounded up to the nearest integer. Please refer to Appendix 1 for the exact figures.

Residential Care Home for Elderly cum E&M Building (4-storey)	+25 mPD
E&M Building (TSTP)	+12 mPD
<b>Residential Car Parking Provisions<sup>#</sup></b>	
Residential	2,134
Visitors’	235
Accessible Parking Space	27
Motorcycle Parking Space	212
Loading / Unloading Bay for Heavy Good Vehicles	47
Bicycle Parking Space	173
<b>RCHE (100-places) Car Parking Provisions</b>	
Ancillary Private Car Parking Space	1
Loading Bay for Light Good Vehicles	1
Taxi/Private Car Pick-up/Drop-off Space	1

Remarks:

# Over-provided.

\* Based on person per flat-ratio of 2.8.

### 7.3 **Communal Open Space and Landscaping**

7.3.1 The scheme has dedicated a large proportion of area (i.e. about 47% land area of the residential portion) for communal open space, landscaping, and gardens. There are pockets of landscaped open spaces scattered around the site, encouraging residents to enjoy the outdoors, creating visual interest and a lush walking environment. There will be communal landscaping along the internal roads, the perimeter of the Site and the pedestrian pathways.

### 7.4 **Responsive Building Heights on Visual Amenity**

7.4.1 The proposed scheme contains building heights arranged to ensure the buildings do not disrupt surrounding visual or landscape character. It emphasizes sustainable development, architectural quality, and effective use of land use, maintaining liveability and aesthetic coherence.

- (a) Responsive building heights, where disposition and orientation of proposed blocks are designed to minimize the potential impact on the visual amenity of the wetlands and fishpond areas to the north and west.
- (b) The proposed architectural scheme adopts a staggered layout which creates a visually more interesting form, introducing different planes and areas of light and shade which serve to break-up the visual mass or bulk of the proposed development.
- (c) Introduction of three visual corridors, and building separation to break up the combined development frontage and avoid potential wall effect.
- (d) Location of car parking in the basemen to maximize the area available for landscaping amenities.

## 7.5 **Visual and Breezeway Corridors**

7.5.1 The orientation and disposition of the residential buildings are arranged to provide sufficient space in between to allow three visual and breezeway corridors, running north-south across the site to the surroundings. These corridors contribute to the favourable air ventilation at pedestrian level of the development, and enhance the comfort and health of residents and visitors. These visual and breezeway corridors are made up of the following:

- (a) At least 20m-wide building separations to allow air ventilation between domestic blocks at the eastern side of the proposed scheme.
- (b) At least 25-m wide building separations to allow air ventilation between residential towers at the centre of the proposed scheme.
- (c) At least 15m-wide building separations to allow air ventilation between residential towers at the southern side of the proposed scheme.
- (d) At least 15m-wide building separations to allow air ventilation between domestic blocks at the western side of the proposed scheme.

## 7.6 **Cycling Facilities**

7.6.1 The proposed development will promote the sustainable traveling mode of cycling to its residents and visitors. There will be a total of 173 bicycle parking spaces provided in the Site, and the existing and planned cycling network of the North West New Territories can be accessed at the entrance of the site via Mai Po South Road.

## 7.7 **Residential Care Home for the Elderly**

7.7.1 The proposed development would provide a 100-place Residential Care Home for the Elderly (RCHE) and supporting facilities, in a 4-storey building at the east of the Site, next to the access road. The RCHE cum E&M Building would be designed to comply with the specifications and requirements under the planning standards and relevant regulations. The RCHE would cater to the shortfall against the planned provision for such community facilities in the wider context.

## 7.8 **Internal Roads or Driveways**

7.8.1 The entrance of the Site on the access road connecting to Castle Peak Road – Mai Po will be an east-west two ways main driveway running through the Site, which also serves as the Emergency Vehicular Access. It will lead to access ramps to the basement carpark. The internal driveways are aligned to branch out and serve the frontages of the houses, residential, and other buildings for drop off movements.

## 7.9 **Basement Carparking**

7.9.1 The carpark will be underground in the basement level, and will be extended to serve all the houses and residential buildings in the Site. Internal transport facilities including car parking spaces and loading/unloading bays have been increased in accordance with the changes in unit sizes and numbers. The provision is in accordance with the Hong Kong Planning Standard and Guidelines (“HKPSG”). The Basement Carpark Plan is provided in **Appendix 3**.

## 7.10 **Preliminary Phasing Plan**

7.10.1 The development will be constructed and occupied in six phases. This is indicated in **Figure 8**. The anticipated completion year of the entire development (including all the phases) is 2031.



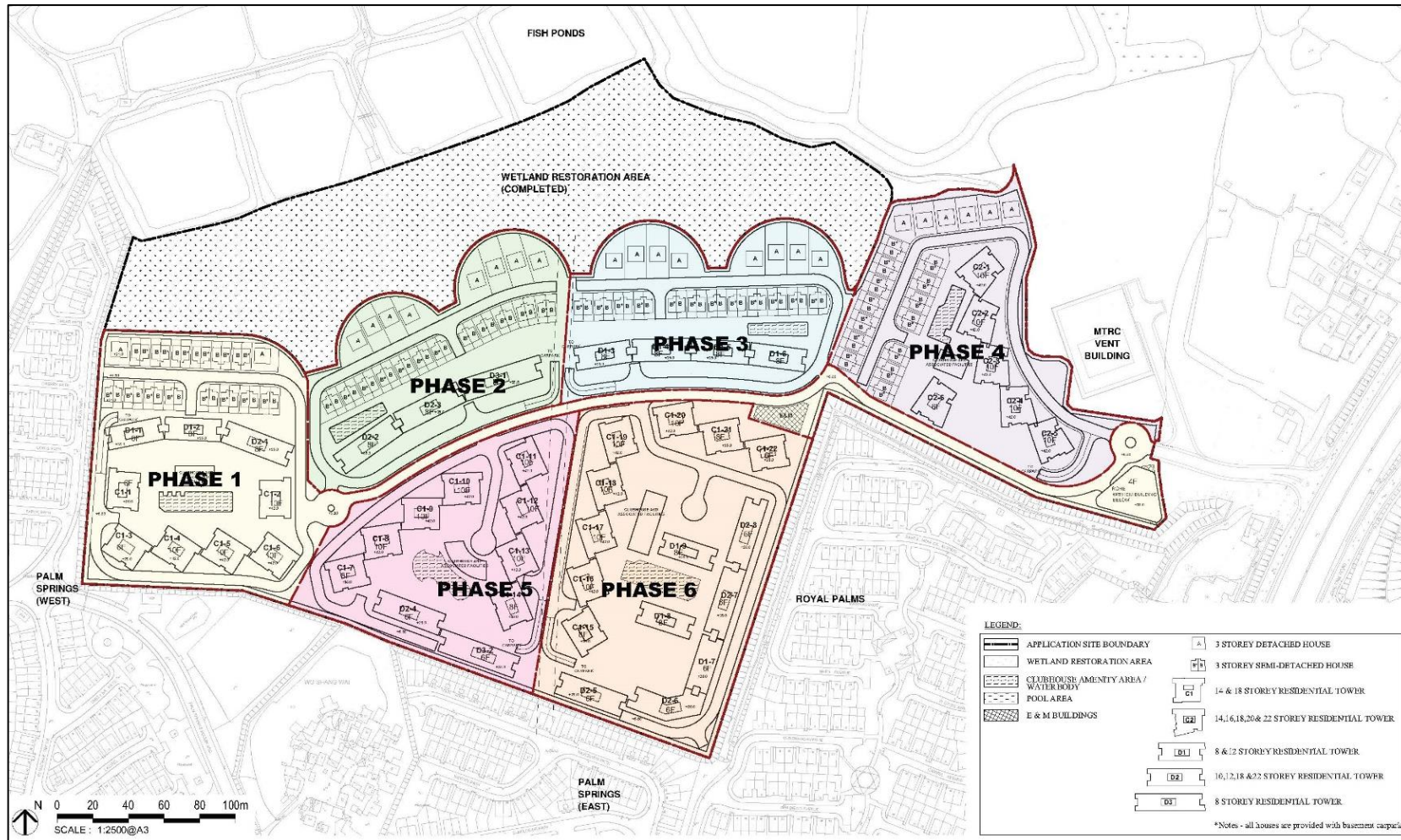


Figure 8: Preliminary Phasing Plan

## 8. Technical Feasibility

### 8.1 Environmental Assessment

8.1.1 Reference is made to the Environmental Assessment in **Appendix 4** which provides environmental considerations including air quality, noise, water quality and waste of the proposed development. With the implementation of mitigation measures during both the construction and operation phases, there will be no adverse environmental impacts as a result of the proposed development.

### 8.2 Drainage Impact Assessment

8.2.1 The Drainage Impact Assessment in **Appendix 5** demonstrates that the drainage facilities will be of sufficient capacity to cater for the stormwater runoff. In case of unexpected rainfall events, water retention facilities are put in place to ensure there will not be runoff to the wetland portions of the site. The drainage system of the WRA will remain independent from that of the residential component.

### 8.3 Sewerage Impact Assessment

8.3.1 The Sewerage Impact Assessment in **Appendix 6** concludes that the sewerage system within the Application Site will be designed to facilitate the future connection to the San Tin/ Lok Ma Chau (STLMC) Effluent Polishing Plant (EPP), which is targeted to come into commission in 2031 to meet the anticipated first population intake. This is according to the approved EIA-302/2023 of the STLMC Development Node, STT OZP, and strategic government policy documents. No adverse sewerage impact will be incurred because of occupation of the Application Site. In case there is program mismatch, the Applicant has provided two contingency options in the assessment, including a Temporary Sewage Treatment Plant (TSTP)<sup>6</sup> to treat and discharge the effluent into the Mai Po Tributary; or a pipe connection to the public network of the Yuen Long Sewerage Treatment Works. The proposed connection to the EPP and contingency options would be explored with the relevant Government departments.

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<sup>6</sup> Considering the minor structure of the TSTP, there is no need to demolish the structure when decommissioned.

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#### 8.4 **Water Supplies Impact Assessment**

8.4.1 The Water Supplies Impact Assessment in **Appendix 7**. The proposed development is required to connect to existing or planned water supply networks in the surroundings. The Applicant has proposed to connect to the surrounding public water supply network in two options of alignment and connection. The two options would be explored with the relevant Government departments.

#### 8.5 **Ecological Impact Assessment**

8.5.1 The Ecological Impact Assessment in **Appendix 8** indicated that since there are no changes proposed to the WRA or at the boundary between the residential portion and WRA, no additional direct impact to the ecological function and area of the WRA is anticipated. The WRA has also been implemented as buffer area between the residential development and the WCA; no additional impact is anticipated to the fauna species of conservation importance in the WCA. The WRA has also been functioning for over a decade, providing habitat to wildlife, and has integrated with the ecology of the surrounding wetlands. It has brought overall ecological gain to the conservation areas in the surrounding.

8.5.2 The proposed taller buildings have been considered carefully the alignment and orientation. More than 50m setback from the nearest WCA at the eastern part of Application Site is proposed while including the WRA and Palm Springs, there are more than 100m setback between the taller buildings and the WCA to the north and to the west. No significant adverse ecological impacts are anticipated due to the proposed amendments. With the implementation of all the mitigation measures, no adverse impact to the wildlife and ecological function and area of the WRA and WCA is anticipated.

#### **Extra Ecological Merits**

8.5.3 In addition, the project team has explored extra ecological merits of the proposed development, including (**Figure 9**):

- (a) Wildlife viewing points, with vegetation screening, at the edge and outside of the WRA, and at the roof-top of the residential blocks, to raise the public awareness and education of biodiversity in the wetlands of this area.

- (b) Landscape gardens and ponds with recreational walk/ nature trail are introduced to create potential ecological habitat. Butterfly garden and lily pond garden are proposed with native vegetation, fruit trees and flowering plants to provide as an education area for ecological biodiversity (including birds).
- (c) Blue and green linkage is strengthened through enhanced streetscape planting, and heavy standard trees lining the internal roads.
- (d) A 5m buffer planting within the residential portion of the Site, with 1 to 2 rows of trees to screen residential development and prevent disturbance to the WRA. This is an increased buffer planting area compared to the previous approved s16 scheme, with a 2.5m buffer planting within the residential portion.
- (e) Only low-rise buildings adjacent to the WRA and within 50m buffer from the nearest fishponds (i.e. land zoned as Conservation Area) so that the proposed development would not lead to adverse ecological impacts.

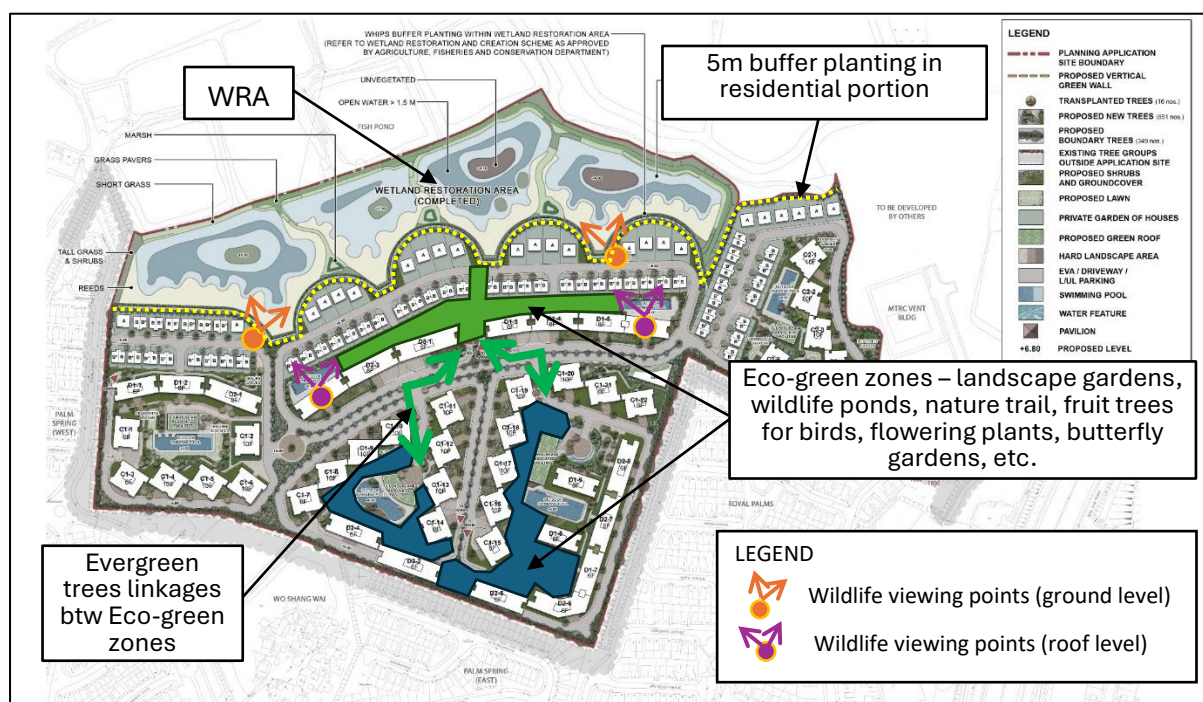


Figure 9: Extra Ecological Merits of the Proposed Scheme (indicative)

## 8.6 **Traffic Impact Assessment**

8.6.1 The Traffic Impact Assessment in **Appendix 9** concludes that the traffic generated by the proposed development can be absorbed by the future road improvements of the San Tin Technopole. In case of program mismatch, sensitivity tests have been carried out to demonstrate with proper mitigation, including road and junction improvement works, that there would not be adverse impact to the traffic network. Particularly, with appropriate bus service enhancements and planned junction improvement at Fairview Park Interchange, the proposed development would not cause any adverse traffic impact to the road network.

## 8.7 **Visual Impact Assessment**

8.7.1 The Visual Impact Assessment in **Appendix 10**, concludes that the proposed development, in general, will not result in adverse visual impacts in the existing and future development context. In fact, it is envisaged that the proposed development would be compatible in scale, form and building height to the future development context of the nearby San Tin Technopole; intermixed with high, medium, and low-density developments.

## 8.8 **Air Ventilation Assessment**

8.8.1 The Air Ventilation Assessment in **Appendix 11** concludes that the proposed scheme of medium-density development, compared to the approved low-density baseline scheme, will result in overall enhanced air ventilation performance.

## 8.9 **Tree Preservation and Removal Proposal**

8.9.1 A Tree Preservation and Removal Proposal is included in the Landscape Master Plan in **Appendix 12**. The 1,200 new trees as approved from the previous planning applications are proposed to be planted.

## 8.10 **Landscaping, Private Open Space and Greenery**

8.10.1 The open spaces and greenery of the proposed development are accompanied by the Landscape Master Plan (LMP) in **Appendix 12** and shown in **Figure 10**.

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8.10.2 The landscaping design ensures that the proposed development will sensitively integrate into the surrounding areas through naturalistic interface treatments and minimizes any visual impact. The LMP will adopt the following design features:

- (a) Landscaped open space to create an attractive, lush landscape setting for the buildings and to provide visual and airflow permeability. These open spaces will be punctuated by tree clusters throughout the Site as a strong node and visual landmark within the development.
- (b) Communal gardens with outdoor activity areas, children play area and fitness area for the recreational enjoyment of residents and their visitors.
- (c) Green roofs and vertical greens are proposed at various locations to enhance existing greenery.
- (d) Landscape gardens and ponds with recreational walk/ nature trail are introduced to create potential ecological habitat. Butterfly garden and lily pond garden are proposed with native vegetation, fruit trees and flowering plants to provide as an education area for ecological biodiversity (including birds).
- (e) Blue and green linkage is strengthened through enhanced streetscape planting, and heavy standard trees lining the internal roads.
- (f) The perimeter of the Site will be mass planted with fast-growing trees and shrubs to rapidly create a landscape greenbelt buffer between the development and adjacent areas. A 3m wide landscape buffer zone has been allocated at the perimeter of the Site. The design of the boundary wall will be designed to minimize potential visual impacts.
- (g) The clubhouse will be landscaped to provide a relaxed, resort-like atmosphere and will incorporate shade trees, ornamental shrubs and groundcovers, as well as buffer planting around the edges of the Site.

8.10.3 In accordance with the open space requirement in the Hong Kong Planning Standard and Guidelines, 1m<sup>2</sup> of open space per person is required. Not less than 9,998m<sup>2</sup> open space will be provided for designed population of 9,998 residents. The total open space achieves the required provision. In accordance with the requirement of PNAP APP-152, an area of not less than 30% of the total greenery will be provided for the proposed development.



To Amend the Notes of the "Comprehensive Development to include Wetland Restoration Area" Zone for a Proposed Comprehensive Development at Wo Shang Wai, Yuen Long, Lots 77 and 50 S.A in DD10



Figure 10: Landscape Master Plan of the Proposed Development

## 9. Proposed Amendment to the OZP

9.1 The proposed amendment to the Plan to meet this proposal at the Application Site would not require any changes to the existing zoning of “OU(CDWRA)” in the OZP per se (note that the “OU(CDWRA)” zone in the OZP only contains the Application Site). As such, the change required to meet our proposal is to update the Notes of the OZP, in the “OU(CDWRA)” zone, Remarks (c) and explanatory statement para. 9.9.3, as follows (with changes shown in bold, strikethrough, and highlighted texts):

- Remarks (c): No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to ‘New Territories Exempted House’) shall result in a total development and/or redevelopment in excess of a maximum plot ratio of ~~0.4~~ **1.3** and a maximum building height of ~~6 storeys including car park~~ **10 storeys excluding 1 storey of basement for car park**, or the plot ratio, site coverage and height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area (IDPA) plan for Mai Po and Fairview Park, whichever is greater.
- Explanatory Statement, Paragraph 9.9.3: To be in line with the rural setting which is mainly village houses, to minimize visual impact and to take into account the capacities of local road network and infrastructure in this area, development or redevelopment shall not result in a total development or redevelopment intensity in excess of a total plot ratio of ~~0.4~~ **1.3** and a maximum building height of ~~6 storeys including car park~~ **10 storeys excluding 1 storey of basement for car park**. Minor relaxation of the plot ratio and/or building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 8.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

## **10. Planning Assessment and Justifications**

### **10.1 Proposed Amendments would continue to Comply with the Planning Intention of “OU(CDWRA)”**

10.1.1 The proposed amendment to the notes of the “OU(CDWRA)” zone, only involves relaxation of PR and BH restrictions without changing the planning intention of the subject zone. The planning intention would continue to be to develop comprehensive residential development to include wetland restoration area as a means of incentive for the restoration of degraded wetlands adjoining existing fishponds. The completed WRA would continue its ecological function, while the residential portion continues to be designated for residential land use. The current proposal is to increase the development intensity of the residential portion to an acceptable level, which is compatible with the surroundings; technically feasible, with no adverse impact to the site and surroundings; and provides planning merits that benefit the community.

### **10.2 In Line with the Northern Metropolis Development Strategy**

10.2.1 The strategic development context of the Northern Metropolis is already planned, and higher density developments are emerging in the land-use character. The whole area would undergo major changes in development land-use and infrastructure upgrade, and the integration with the bordering city of Shenzhen will become more apparent. Along these lines, the increase of development intensity of suitable locations in the Wetland Buffer Area should be supported, especially when a recent and nearby case (No. Y/YL-NSW/7) has been approved by the Board, and completed the OZP amendment process.

10.2.2 The overarching trend of “co-existence of development and conservation” will be evident throughout the landscape, and as shown in the exemplar case of the San Tin Technopole, this is the most appropriate and forward-planning approach to create a balanced development model in the North New Territories area.

10.3 **Conform to Development Trend of Upzoning Comprehensive Developments in the Area and Infrastructure Upgrades of San Tin Technopole**

10.3.1 As mentioned, the future development context is transforming from low-density rural setting to high-density developments, supported by major infrastructure upgrades and supporting facilities. The proposed development is targeted for completion at a period that would coincide with the available infrastructure capacity that is planned at San Tin Technopole.

10.3.2 There have been many similar approved comprehensive residential developments in the nearby area of the Application Site, reflecting the impetus for appropriate development intensity of higher density developments is coming into place, led by the large-scale transport infrastructural projects in the area. The proposed private housing scheme has a comparable development intensity to the planned/committed developments in the vicinity, and will help capture the benefit to be brought by the NOL.

10.4 **Compatible to its Surrounding Planning Context**

10.4.1 The proposed increase in development intensity is compatible with the existing surrounding land uses. The accompanying technical assessments have demonstrated that there will not be any adverse impact to the wetland ecology of the SPS WCP, and the proposed scheme complies with the principle of no-net-loss in wetland. The increased development intensity of the residential portion is insignificant as it would not create negative off-site disturbance impact, or lead to both loss in area and function of the existing wetland and fish ponds, and the conservation of continuous and adjoining fish ponds is maintained.

10.4.2 The proposed scheme is also compatible in scale and land-use to the surrounding low-to medium-density housing neighbourhood on the west side of the San Tin Highway. In view of the significant future transformations in built environment and infrastructure that would be brought about with the major development nodes on the east side of the San Tin Highway, the proposed scheme is suitably positioned within this high-density, intermixed with medium and low-density development context.



## 10.5 **Compliance with Town Planning Board Guideline No. 12C**

10.5.1 The proposed scheme is in compliance with the Guideline, as supported by the technical assessments and discussed in this Planning Statement, as follows: -

- (a) Proposed changes in layout of the internal road, landscaping, and number of houses (not abutting the WRA) are not anticipated to have any impact on the WRA and the wetlands in the WCA.
- (b) The approved and completed WRA component will not be affected by this application and will continue to meet the requirements of this Guideline.
- (c) The proposed scheme is compatible with the surrounding land uses in terms of the relationship with the rural and wetland setting, and the visual and landscape quality of the area.
- (d) The proposed scheme has carefully considered environmental impacts in terms of noise, air and water qualities, traffic, drainage and sewerage impacts, provision of infrastructure and visual impact.
- (e) The Sewerage Impact Assessment concludes that the proposed scheme will not add to the pollution loading of the Deep Bay Area.
- (f) The proposed scheme complies with the principle of "no-net-loss in wetland" as it does not lead to both loss in "area" and "function" of the existing wetland and fish ponds, and the conservation of continuous and adjoining fish ponds is maintained.
- (g) The proposed scheme complies with the planning intention of the WBA, which is "to protect the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds."

## 10.6 **The Dire Need to Provide Private Housing Supply in the Next 5 to 10 Years**

10.6.1 The report published by the OHKF found that the private housing supply in the coming decade would tail off. Therefore, the proposed development would provide private flats to offer an alternative private housing supply to help alleviate the over-inflated property prices. The proposed scheme is in line with contributing to this demand for private housing and the Site is immediately available for development.

10.6.2 Moreover, the proposed development provides additional private housing supply to support the proposed I&T development in San Tin Technopole. It helps to diversify housing choices for future residents, including medium-rise apartments and low-rise houses. As the site is at the fringe neighbourhood of the San Tin Technopole, it should be utilised to generate more housing supply to echo with the vision of the NMDS and to achieve “balanced living and working opportunities” as desired by the Government. The recent amendment of the San Tin Technopole OZP has raised comments from the representations and Board members on the importance of creating more private housing supply in the area to attract professional talents and to diversify the housing options and supporting facilities. In response, the Government indicated that there may be potential to adjust the public to private flat production ratio for a higher proportion of private housing, subject to changing planning circumstances, social aspirations, and development needs.

#### 10.7 **The Planning Merits of the Proposed Private Housing Scheme**

##### Compared to the Previously Approved S16 Application No. A/YL-MP/344

10.7.1 The current proposed scheme is a medium-density development with 3,571 private flats, which would contribute a greater number of flats to the medium and long-term private housing supply. The building disposition and form would also contribute to better air ventilation at the pedestrian level, enhancing the comfort and well-being of residents and visitors.

10.7.2 The current proposed scheme would contain ecological merits, in the form of abundant landscaped gardens, ponds and nature trails, and wildlife viewing points. These would contribute to the public education and awareness of wetland and biodiversity conservation of residents and visitors.

10.7.3 The current proposed scheme would contain a RCHE that would cater to the demand for such community facilities in the district-wide context. It is anticipated that there would be an insufficient supply of such facilities in the future planning provision of the district.

##### Compared to the Existing Site Conditions

10.7.4 The increased development intensity of the proposed private housing development will optimize the scarce land development potential at the existing site, and provide

quality private housing to contribute to the long-term housing supply shortage. The site is currently vacant, ready for construction and does not require resumption of land. In its current state, it would be capable of speedy implementation.

#### **10.8 No Insurmountable Technical Issues**

10.8.1 The technical assessments have demonstrated that the proposed scheme is technically feasible. It has taken into account various constraints including environmental, ecological, infrastructure capacities and urban design considerations. There are no insurmountable technical issues, and contingency scenarios for program mismatch with government developments have been provided.

### **11. Conclusion**

11.1 The Applicant has obtained planning permissions from TPB for low-density residential developments. The clear trend of increasing development intensity in the area and the materialization of the San Tin Technopole, have revealed a significant opportunity for upzoning at the Site. This application aims to better utilize the scarce development potential of the Site in response to evolving strategic planning context in the area and to increase private housing supply while striking a balance for conservation of the wetland areas. Given the proximity to the San Tin Highway, and high-density developments and infrastructure upgrades of STT OZP, it is proper to increase the development intensity of the Application Site.

11.2 The proposed medium-density private housing at the Application Site is suitable, compatible and technically feasible at its location and to the future planning context. It will enable the private sector to take an active part in the provision of housing to meet the long-term housing shortfall and bring the application site in line with the nearby San Tin Technopole in an integral manner from area planning perspectives.

11.3 Therefore, the Board is invited to favourably consider the proposed amendment to OZP as put forward in this planning application.