Proposed Land Sharing Pilot Scheme for a Site at Various Lots in D.D. 115, Yuen Long, the New Territories (Land Sharing Pilot Scheme Application No. LSPS/002)

Consolidated Report

May 2024

llewelyn davies
In association with

AECOM Asia Company Ltd.
ArchiPlus International (Hong Kong) Ltd.
Ecosystem Ltd.
Ove Arup & Partners Hong Kong Ltd.
Ramboll Hong Kong Ltd.
Urbis Ltd.

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1 Introduction

1.1 Purpose of Submission

1.1.1 This proposal was first submitted to the Land Sharing Office (LSO) of the Development Bureau (DevB) on 3 August 2021 with a view to ascertaining the technical feasibility for a proposed application for public housing and private housing development submitted under the Land Sharing Pilot Scheme (LSPS) (i.e. hereafter referred to as the Proposed Development / Proposed Scheme) at various lots in D.D. 115, Tung Shing Lei, Yuen Long, the New Territories (i.e. hereafter referred to as the Application Site (**Figure 1.1** refers). The Application Site is currently zoned "Residential (Group D)" ("R(D)") on the Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/8 (**Figure 1.2** refers) and majority of this planned housing site was previously approved for a private residential development and the associated road works (Y/YL-NSW/4).

1.1.2 After the submission of the LSPS application, the Applicant has been proactively liaising with various concerned Government departments and LSO and submitted Further Information on 5 October 2021, 2 November 2021, 4 February 2022, 1 March 2022, 17 June 2022 and 5 September 2022 in response to the departmental comments received. Subsequently, the LSPS proposal was endorsed in principle by the Chief Executive-in-Council on 1 November 2022.

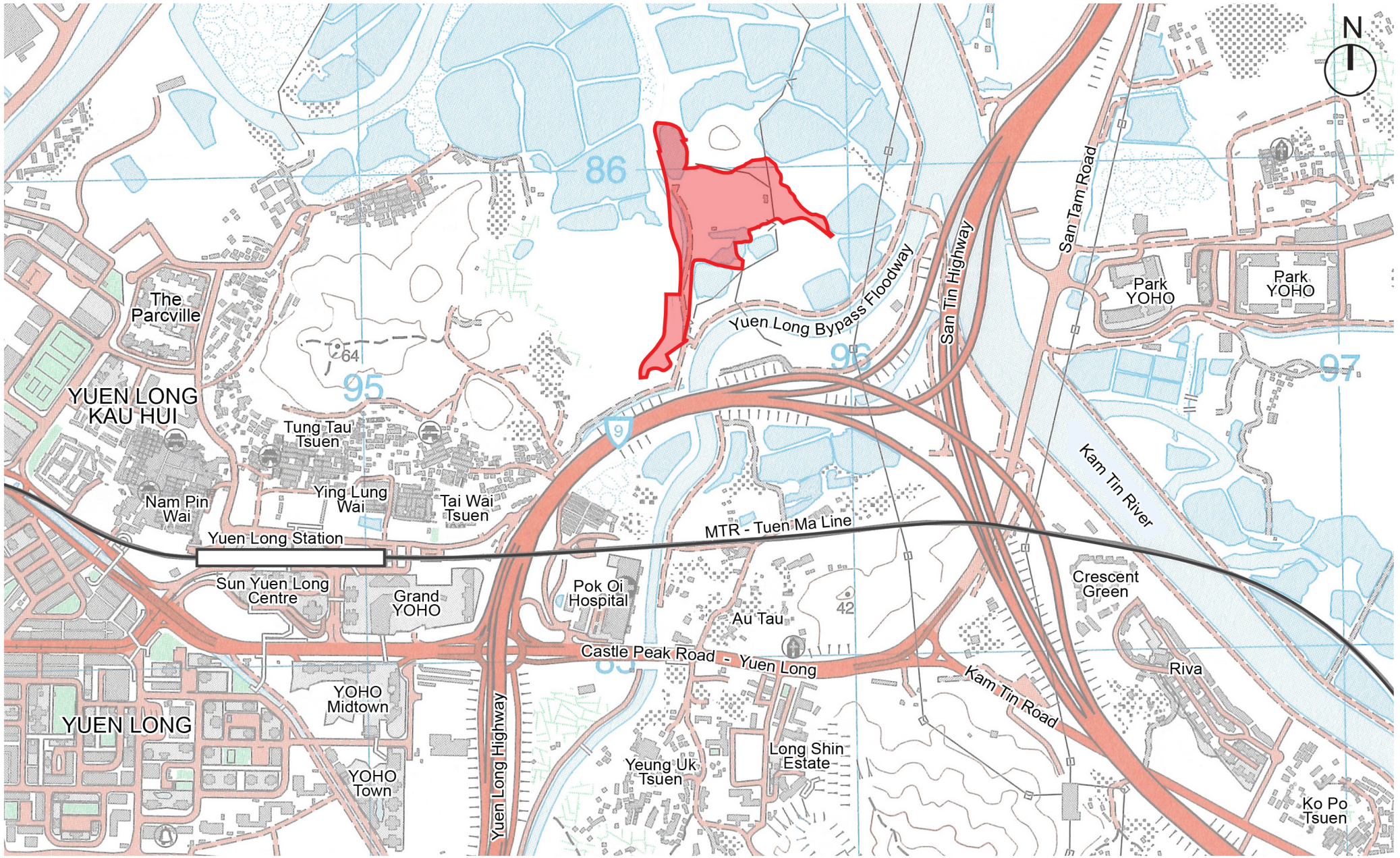
1.1.3 A consolidated report was submitted on 22 December 2023 to facilitate the statutory and land administration procedures referred to as "Stage 3" in paragraph 11 of the LSPS Guidance Note on Applications (GN). Further departmental comments were received in January and April 2024. This current revised consolidated report is submitted to depict the latest schematic design with corresponding updates on technical assessments.

1.2 Report Structure

1.3.1 This proposal includes the following sections:

Section 2: describes and analyses the Application Site, its surrounding context, and reports the land status of the Application Site;

Section 3 depicts the indicative development proposal to be submitted under LSPS;



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Location Plan

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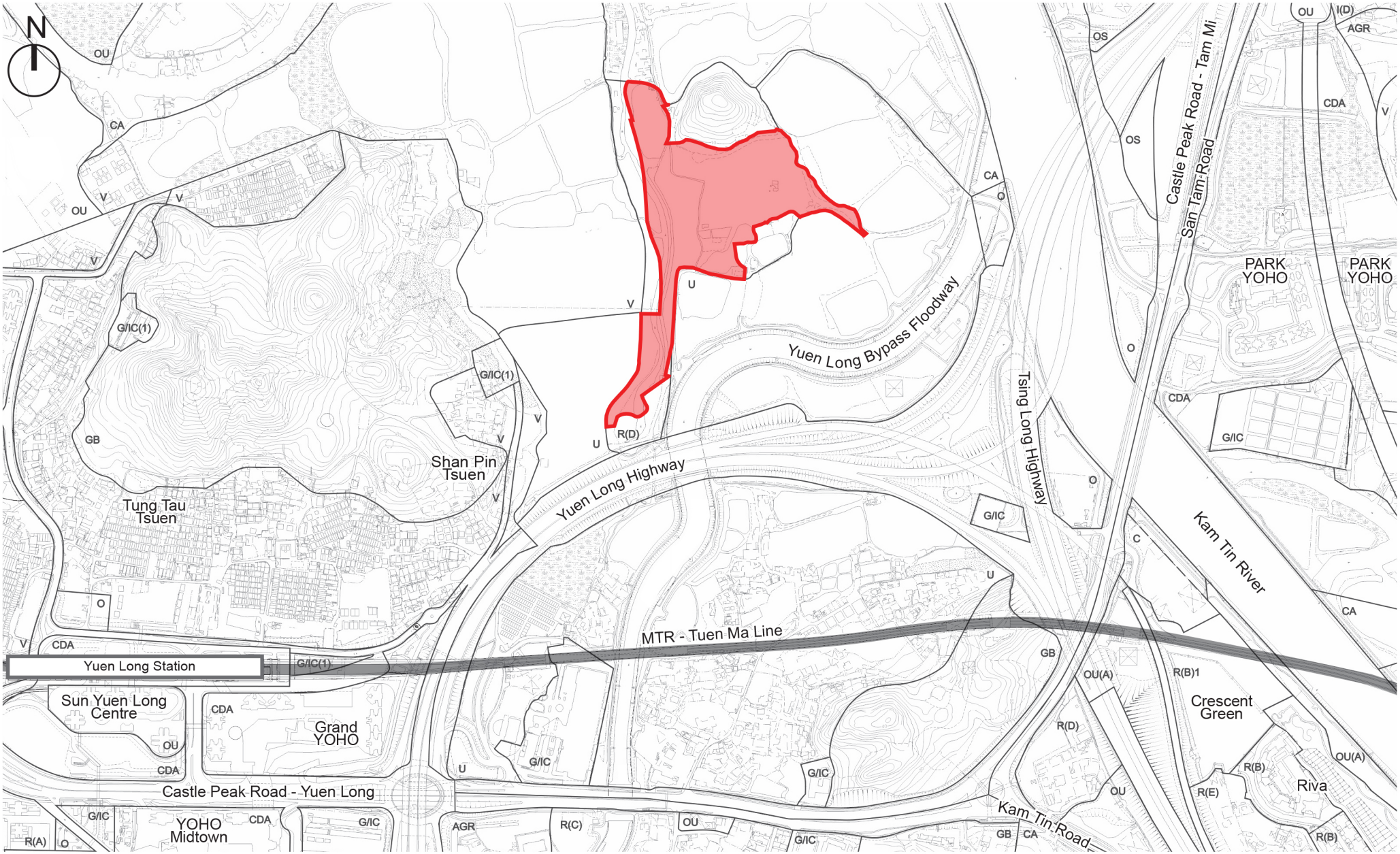

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Extract of Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8

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Section 4: provides the key findings of various technical appraisals on ecological, visual, air ventilation, traffic, environmental and engineering aspects;

Section 5: highlights the justifications and merits for the Proposed Development; and

Section 6: concludes the proposal.

2 SITE AND SURROUNDING CONTEXTS

2.1 Site Location and Context

Site Location

2.1.1 The Application Site is situated only about 1km away from the West Rail Yuen Long Station to the northeast of Yuen Long Town Centre in the NWNT (**Figure 1.1** refers). It is an approved housing site located within the Wetland Buffer Area (WBA) as defined under Town Planning Board Guidelines No. 12C (TPB Guidelines No. 12C) "Application for Developments within Deep Bay Area" (**Figure 2.1** refers), which is less ecologically sensitive than Wetland Conservation Area (WCA).

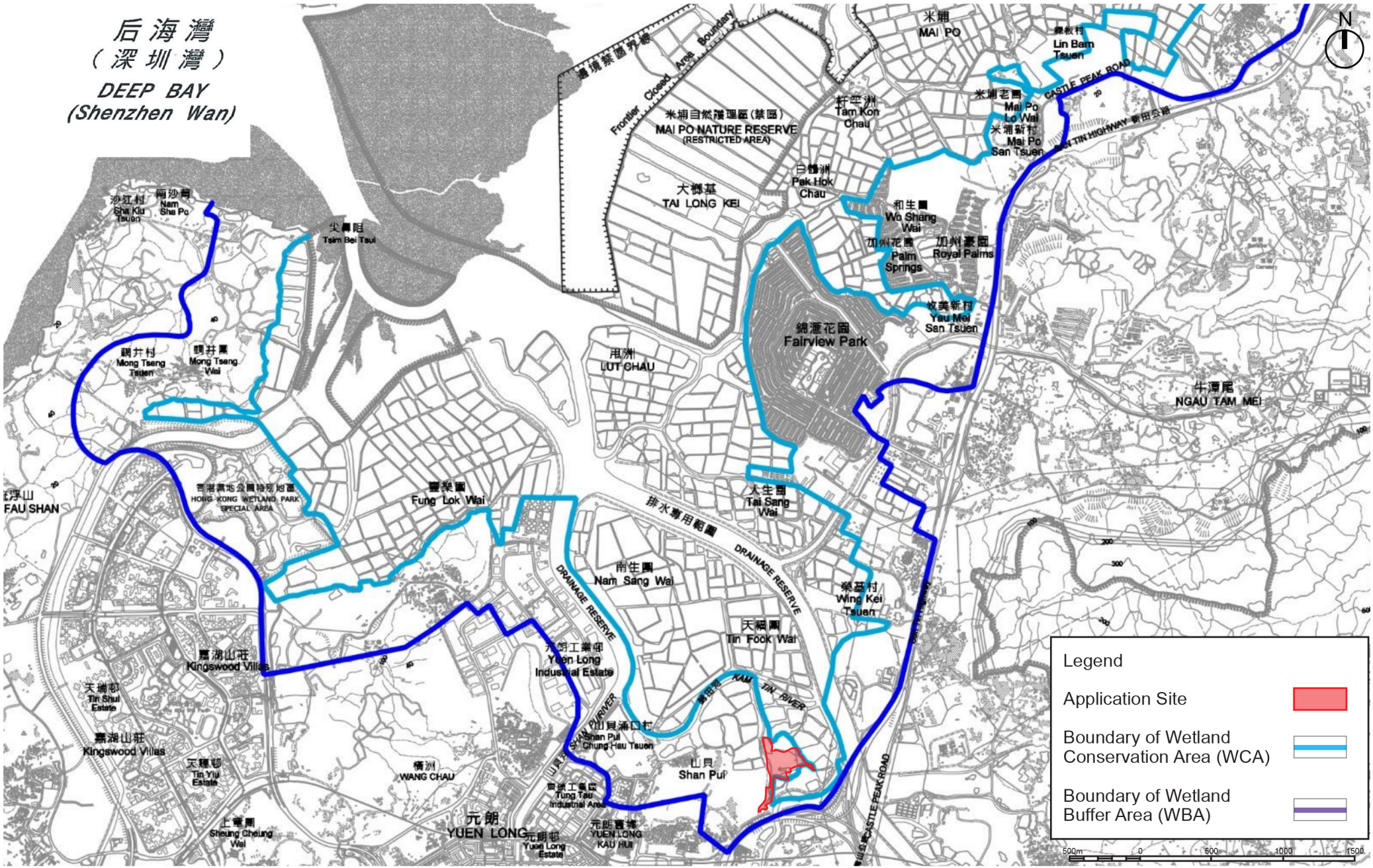
2.1.2 The nature of WBA is to buffer the negative disturbances of developments on the wetlands in the WCA, but not to prohibit development at all. With reference to the recent discussion in the Legislative Council[1], in view of the changing planning circumstances and social needs, the Government is reviewing the planning guidelines relating to the WBA with due regard to the needs for conservation and increase of housing land supply, including but not limited to increasing the maximum permissible plot ratio for residential developments.

2.1.3 Ho Chau Road, a local access road, links up the Application Site and the adjacent housing site with San Tin Highway, Castle Peak Road and Yuen Long Highway that in turn link up with other areas in the NWNT, as well as with the main urban areas via Route 3.

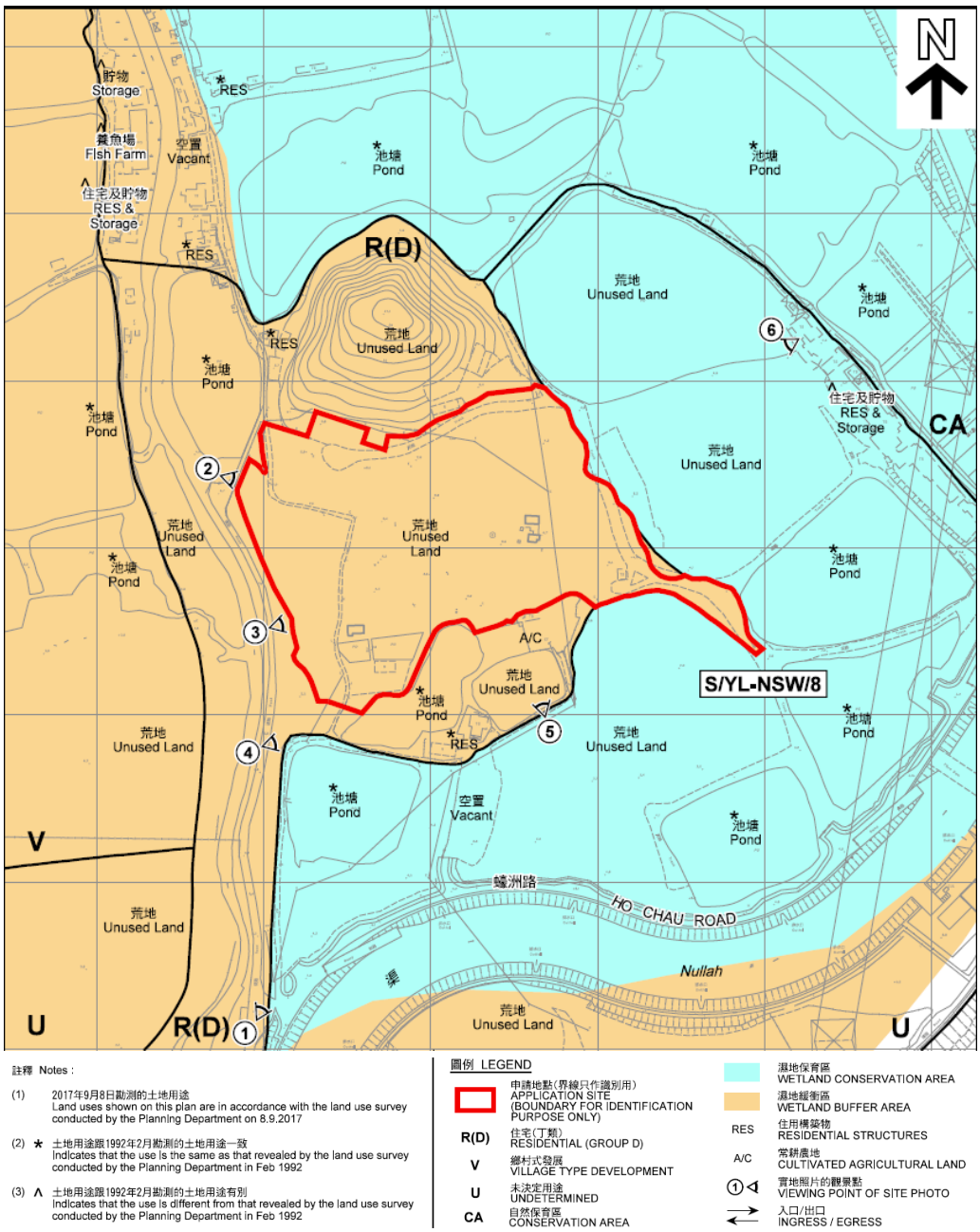
Site Context

2.1.4 Several geographical features of the Application Site are identified, namely (i) a tidal stream along the western edge of the site along the existing village track; and (ii) scattered ponds. With reference to the figure below extracted from the TPB paper of the Approved Scheme, as at September 2017, majority of the "R(D)" zone are unused land while only 2 scattered pond areas are located along the northern and southern edge of the Application Site with a total area of about 6,900m^2 (subject to detailed land survey).

[1] "LCQ8: Wetland Buffer Area" on 24.3.2021 - https://www.info.gov.hk/gia/general/202103/24/P2021032300585.htm



llewelyn davies	Title: Deep Bay Wetland Buffer Area (WBA) and Wetland Conservation Area (WCA) Boundaries (An Extract from Deep Bay Wetland Conservation and Buffer Areas Boundaries Plan No. SRNW-OT99/1)	Checked: DH; Drawn: PW; Rev: 0; Date: May 2024; Scale: N/A; Figure: 2.1	



Extract from Plan Z-2 of the TPB paper of Approved Scheme (Y/YL-NSW/4)

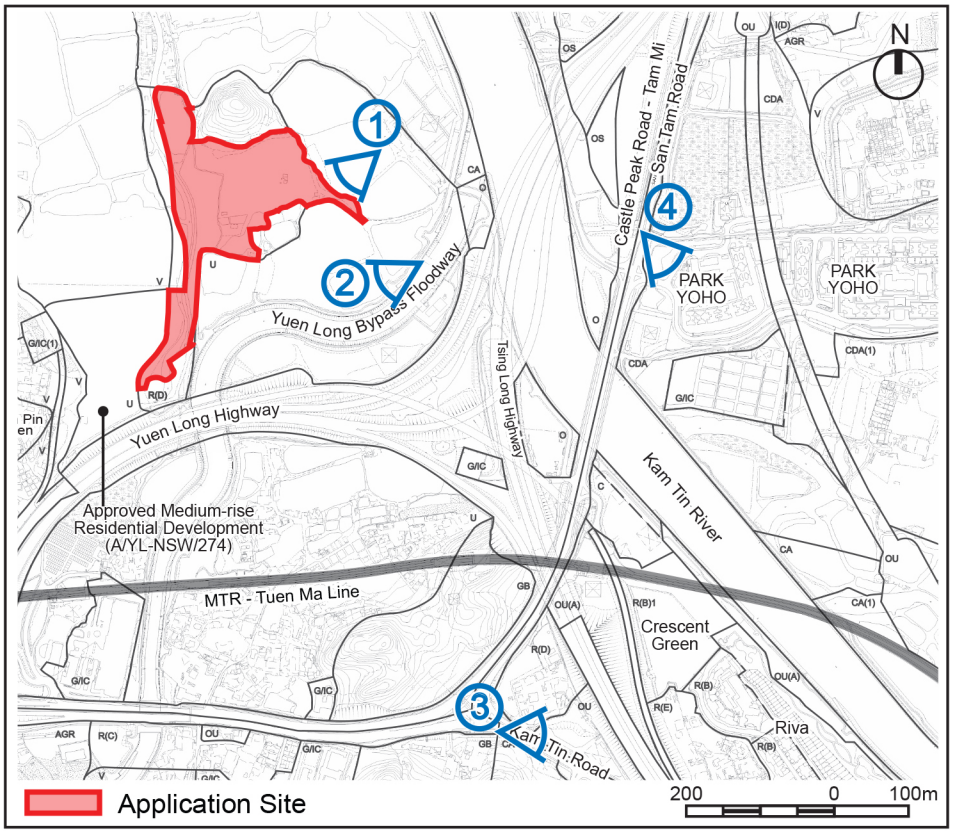
2.1.5 Existing medium-rise development such as Park Yoho, Riva and Crescent Green are located to the further east of the Application Site in the sub-urban area in Yuen Long, while a medium-rise development (A/YL-NSW/274) approved on 26 February 2021 is located to the immediate southwest of the site.

2.1.6 The Application Site is largely left vacant. Due to its close proximity to Yuen Long Highway, Yuen Long Bypass Floodway (YLBF) and some village settlements, the Application Site has been exposed to a relatively higher level of human disturbance for a long time already (**Figure 2.2** refers).

The Application Site is currently abandoned as derelict area

View from Ho Chau Road

Residential Developments (Crescent Green , Riva) along the Kam Tin Road



Residential Development (PARK YOHO) view from San Tam Road

llewelyn davies	Title: Site Condition and Surrounding Context	Checked: DH / Drawn: PW	
		Rev: 0 / Date: May 2024	
		Scale: N/A	Figure: 2.2

2.2 Surrounding Context

2.2.1 With its improved infrastructural capacity and accessibility, Yuen Long Town Centre as well as its sub-urban and fringe areas where the Application Site is located have been experiencing gradual transformation. Various existing and planned developments in the areas are listed below (**Figures 2.3 and 2.4** refer):-

- Near West Rail Yuen Long Station
  - To the southwest of the Application Site of just about 1km (equivalent to 13 minutes walking) is the West Rail Yuen Long Station which is clustered with high-rise and high-density residential developments namely Grand Yoho, West Rail Yuen Long Station Topside Development, Yoho Midtown, Yoho Town, etc. The maximum building height and PR of these developments could be up to 45 storeys (175.5mPD) and PR of 5.8 respectively.

- Suburban Area of Yuen Long
  - Extending northward and eastward from the West Rail Yuen Long Station is the sub-urban area of Yuen Long. A number of medium-rise residential developments with building height of about 16-29 storeys and PR of about 3 (e.g. The Parcville, One Regent Place and Long Shin Estate) are developed adjacent to some village settlements. To the northwest of West Rail Yuen Long Station of about 400m-600m are two medium-density residential developments – The Parcville and One Regent Place (both with PR of 3). To the southeast of the station right opposite to Yeung Uk Tsuen is the completed public housing namely Long Shin Estate (with PR of 3) with population intake in 2017.

  - An application for residential and community hub development (Application No. A/YL-NSW/274) situated in WBA to the immediate southwest of the Application Site was also recently approved by TPB in February 2021 with total PR of 2.29 and maximum building height of 19 storeys.

  - Two sites currently zoned “U” and “Green Belt” (“GB”) in Tung Shing Lei and Au Tau respectively have been identified for public housing purpose in the 2017 Policy Address as the “Some 25 Potential Housing Sites to be Made Available in Five Years”. The estimated land availability year of these projects are expected to be beyond 2024-2025 according to the latest public housing programme 2020-2021 to 2024-2025, as they are not listed within the said public housing development programme.

Legend

Application Site

Plot Ratio:

≥ 5.0

2.0 - 3.0

< 2.0

N

Approved Commercial Development: Y/YL-NSW/3

Planned Public Housing Development near Sha Po Tsuen and Mo Fan Heung

Approved Residential Development: A/YL-KTN/604

Approved Residential Development: A/YL-NSW/274

The Parcville

One Regent Place

Shan Pin Tsuen

Yuen Long Highway

Approved Residential Development: A/YL-KTN/663

Park Yoho

Park Yoho

Yuen Long Station Development

Yuen Long Station

Sun Yuen Long Centre

Grand Yoho

Castle Peak Road - Yuen Long

Yoho Midtown

Yoho Town

Tung Shing Lei

Potential Public Housing (Land Available Beyond 2024-25)

Long Shin Estate

Potential Public Housing (Land Available Beyond 2024-25)

Crescent Green

Riva

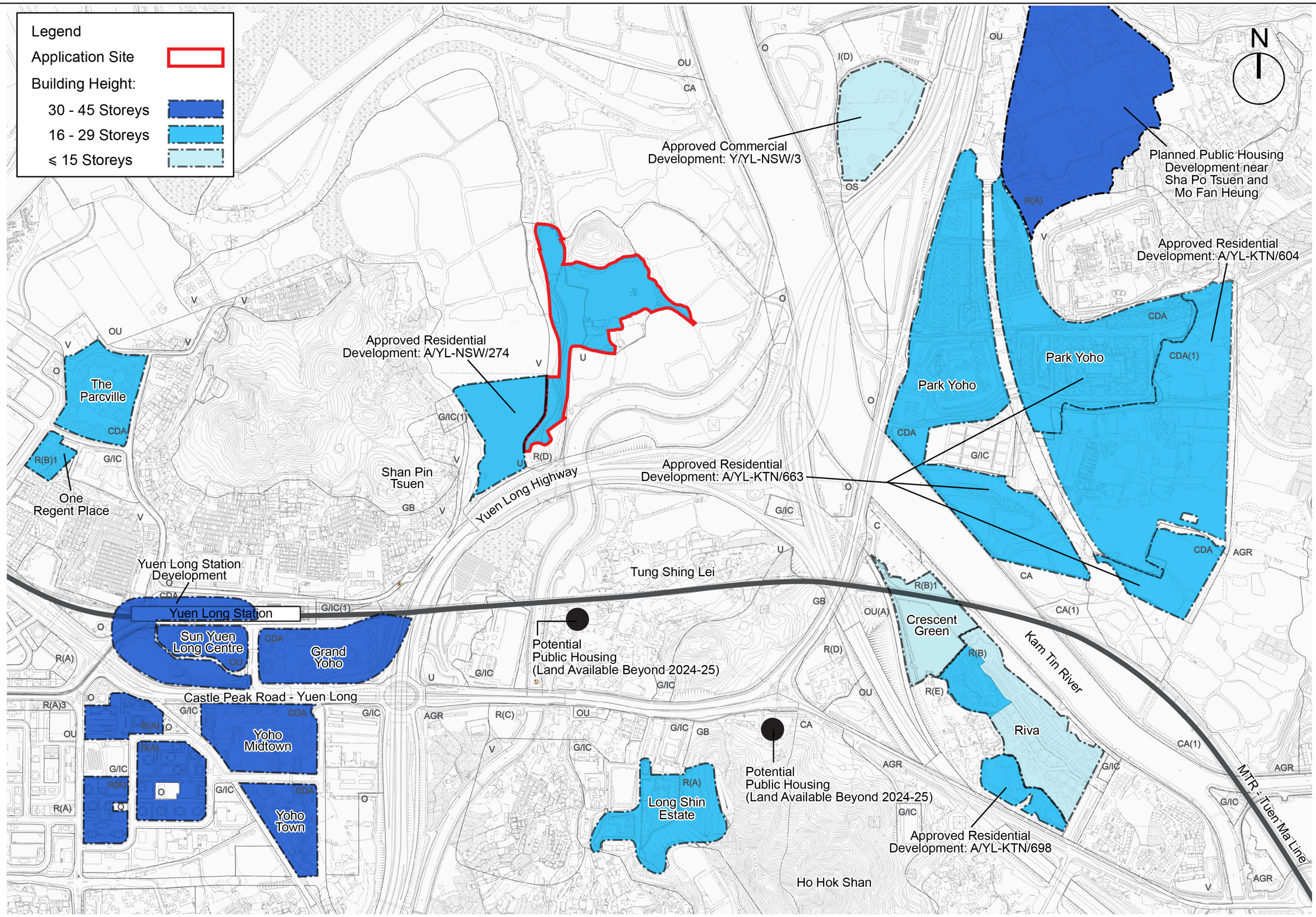
Kam Tin River

Approved Residential Development: A/YL-KTN/698

MTR - Tuen Ma Line

Ho Hok Shan

llewelyn davies	Title: Plot Ratio Profile of Surrounding Developments	Checked: DH	Drawn: PW
		Rev: 0	Date: May 2024
		Scale	Figure: 2.3



llewelyn davies	Title: Building Height Profile of Surrounding Developments	Checked: DH	Drawn: PW
		Rev: 0	Date: May 2024
		Scale:	Figure: 2.4

- Fringe of Yuen Long Near Kam Tin
  - Further away from the West Rail Yuen Long Station to the northeast, east and southeast of the Application Site are some medium-rise developments. To the northeast of the Application Site across Kam Tin River is a site involved in another rezoning application. In 2016, TPB approved to rezone this site from "Open Storage" ("OS") to "Commercial" ("C") to facilitate a hotel development (Application No. Y/YL-NSW/3) with a PR of 1.5 and a building height of 8 storeys above a 2-storey podium.

  - Further to the east and southeast of the Application Site along the two banks of Kam Tin River is another cluster of medium-rise developments. A residential development namely Park Yoho within a "CDA" zone is under an approved Application No. A/YL-KTN/663 for a comprehensive residential and commercial development approved in May 2020, of which the Phase 1 Development with a PR of about 1.0 and a maximum building height of about 16 domestic storeys had been largely completed in 2017. To the immediate south of Park Yoho is a "CDA(1)" zone which has been recently approved for residential use with a maximum building height of 17 storeys and PR of about 1.2 (Application No. A/YL-KTN/604). Further to the south of Park Yoho across Kam Tin River are newly completed residential development called Riva (with a building height up to 23 storeys and a PR of about 1.0) and two planned residential developments – one within the "R(E)" zone under Application No. A/YL-KTN/698 approved by the Board in September 2020 with a maximum building height of 16 storeys and PR of 1.44, while another development namely Crescent Green within "R(B)1" zone with a maximum building height of 13 storeys and PR of 1.2.

  - A planned public housing site development with GIC provision is also located to the northern side of Park Yoho in Sha Po. According to RNTPC Paper No. 9/22, a development site area of about 11.8 ha. will be dedicated for the proposed public housing development with total maximum PR of 6.7 (including domestic PR 6.5 and non-domestic PR 0.2) and maximum building height of 185mPD, accommodating 16,300 units. The development intensity at fringe of Yuen Long at Kam Tin has been substantially increased.

2.2.2 The Application Site is an approved private residential site next to the existing road and immediately available for housing development. With its surrounding land use and planning context mentioned above, the Application Site is found to be situated in a medium-density development zone in the suburban area near the existing high-density Yuen Long Town and railway station (**Figures 2.3 and 2.4** refer). Obviously, the site is a logical extension of the Yuen Long Town and has a great potential to be better utilised for more housing supply.

2.3 Land holding

2.3.1 The Applicant has secured all private lots within the Application Site, ensuring that the implementation of the project would be carried out in a timely fashion. Subject to the approval of a new zoning and the relevant development parameters by the TPB, the site is readily set for the proposed medium-rise development. The Landholding Plan of the Application Site is shown in **Figure 2.5** and the Landholding Schedule is shown in **Table 2.1** below.

Table 2.1 Landholding Schedule within the Application Site

Land Lots	Site Area (about)
Private Lots under Applicant's Ownership	37,591m^2 (1) (67.6%)
Government Land	17,992m^2 (32.4%)
Total Area	55,583m^2 (100%)

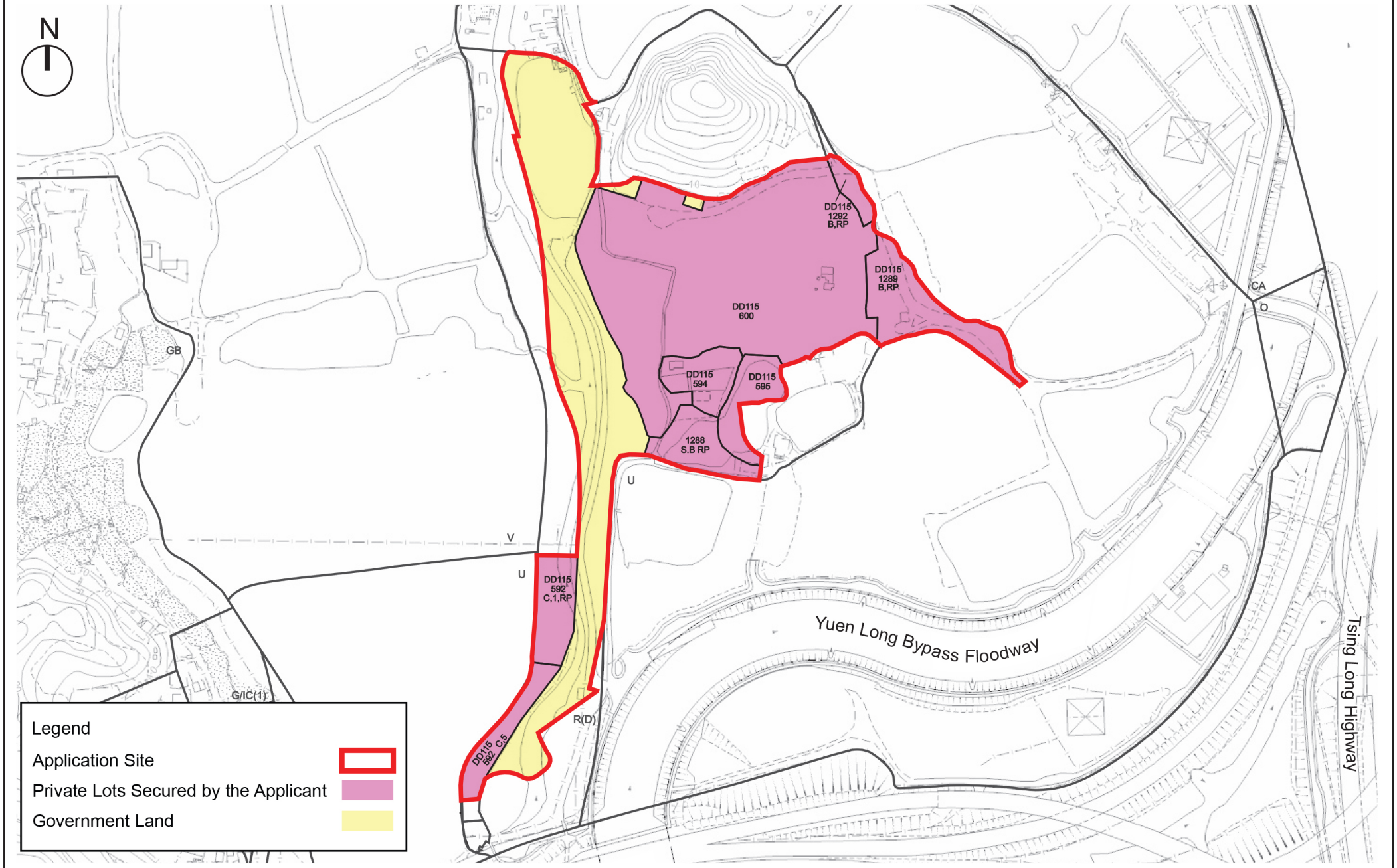
Remarks:
(1) Including area of about 603m^2 of private land to be designated for provision of public access road under the current scheme.

2.3.2 In fact, if excluding some constrained areas / existing topographical features (such as ponds) within the Application Site, the proportion of private lots that are more readily set for development would be even much higher. Please refer to **Table 2.2** below.

Table 2.2 Landholding Schedule within the Application Site (excluding constrained areas / existing topographical features)

Land Lots	Site Area (about)
Private Lots under Applicant's Ownership (1)	35,327m^2 (70.3%)
Government Land (2)	13,356m^2 (29.7%)
Total Area	48,683m^2 (100%)

Remarks:
(1) Exclude pond area of about 2,264m^2 within land under Applicant's ownership (subject to detailed land survey)
(2) Exclude pond area of about 4,636m^2 (subject to detailed land survey)



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Title

Landholding Plan

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Rev	0	Date	May 2024
Scale	N/A	Figure	2.5

3 THE PROPOSAL

3.1 Overall Parameters of the Proposal

3.1.1 An indicative scheme is prepared to ascertain the technical feasibility of the Proposed Development. The proposed site boundaries of respective portion are demarcated in **Figure 3.1** while the Indicative Block Plan, Floor Plans and Section Plans are attached in **Figures 3.2 to 3.7**. The calculation of development site area, increased domestic GFA and no. of units as per the technical notes of LSPS is in **Attachment A** of the current submission.

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Site Demarcation Plan

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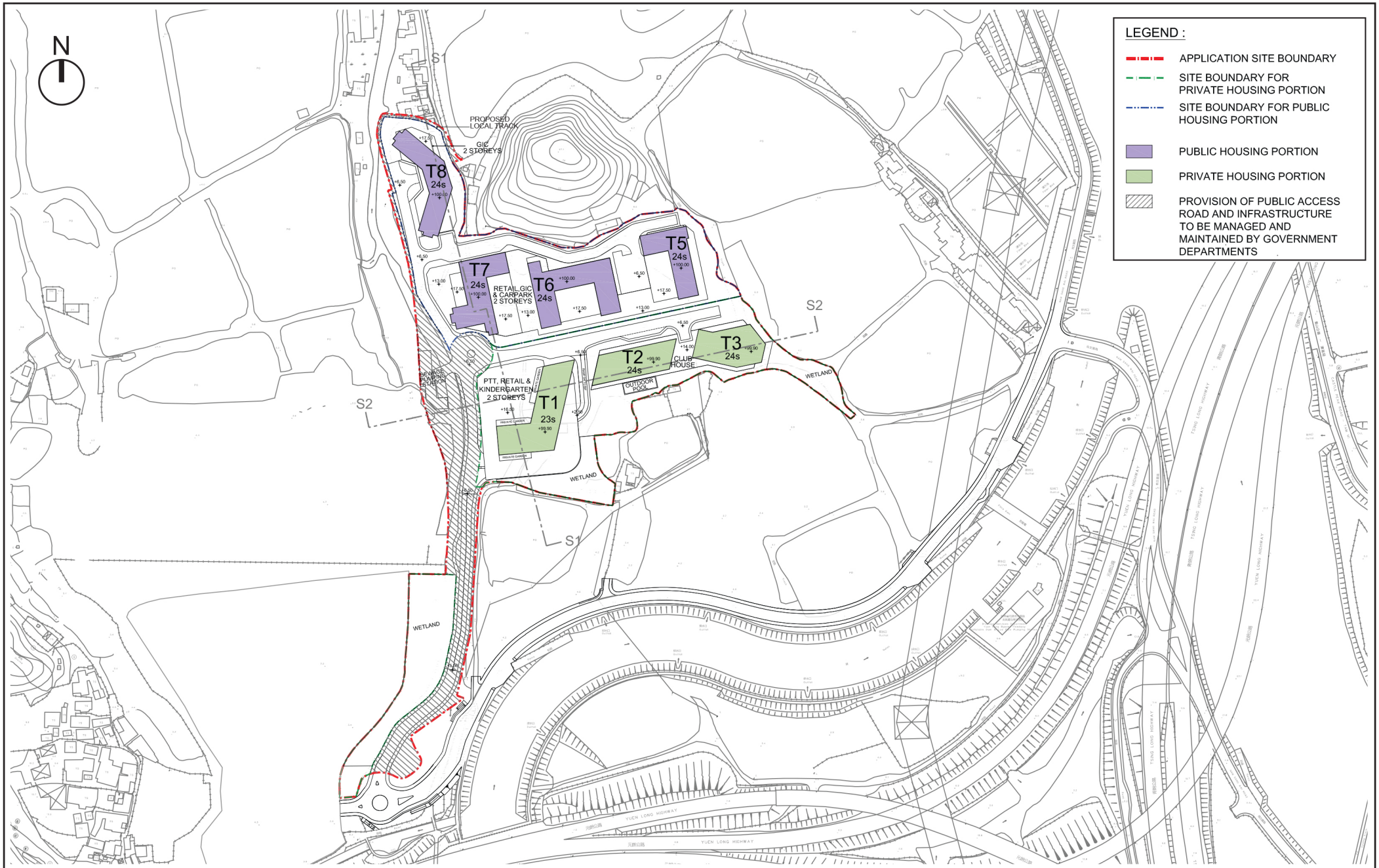
Scale	N/A	Figure	3.1



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Title

Indicative Block Plan

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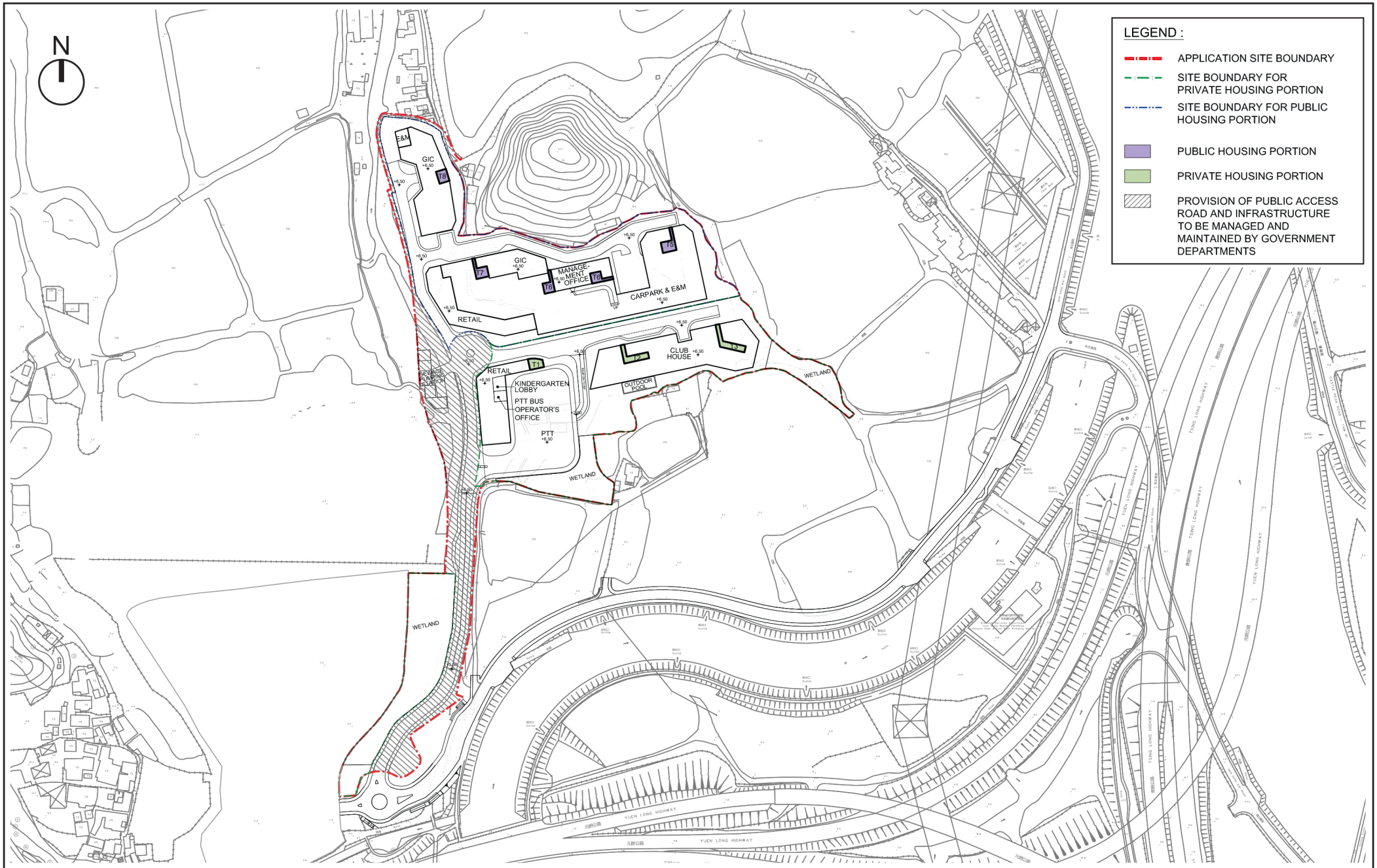
Rev	0	Date	May 2024
Scale	N/A	Figure	3.2



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Title

Indicative Ground Floor Plan

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Title

Indicative First Floor Plan

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Rev	0	Date	May 2024
Scale	N/A	Figure	3.4

N

LEGEND :

- APPLICATION SITE BOUNDARY
- SITE BOUNDARY FOR PRIVATE HOUSING PORTION
- SITE BOUNDARY FOR PUBLIC HOUSING PORTION
- PUBLIC HOUSING PORTION
- PRIVATE HOUSING PORTION

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Title

Indicative Basement Floor Plan

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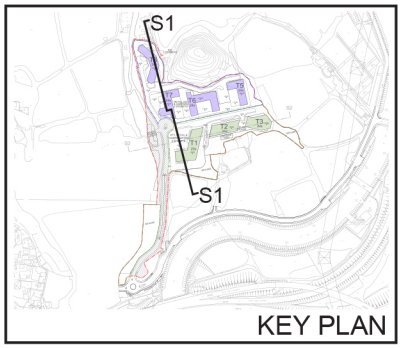
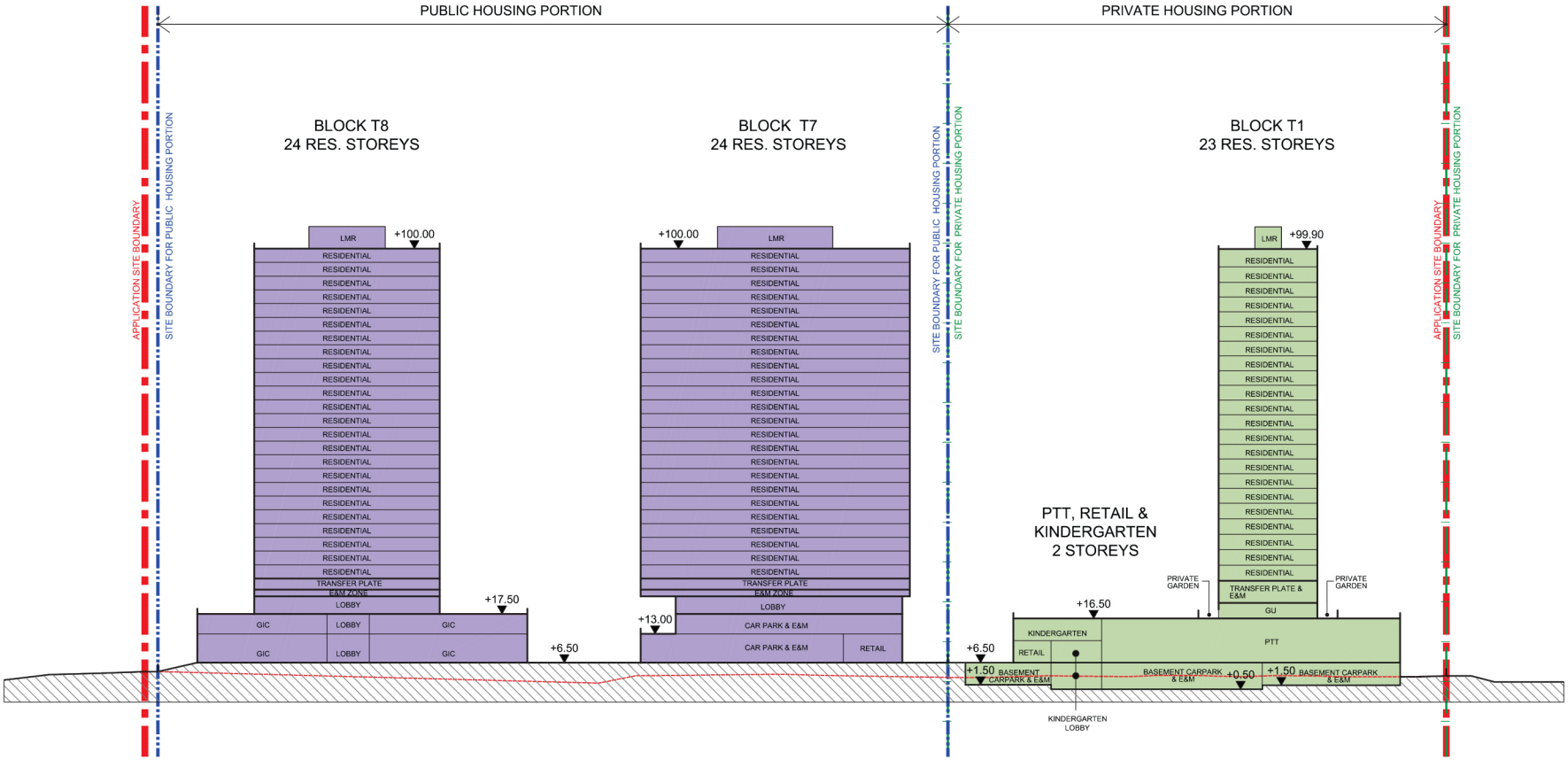
Rev	0	Date	May 2024
Scale	N/A	Figure	3.5



LEGEND

EXISTING SITE LEVEL



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Title

Indicative Section S1

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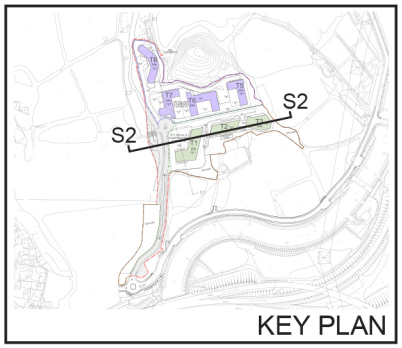
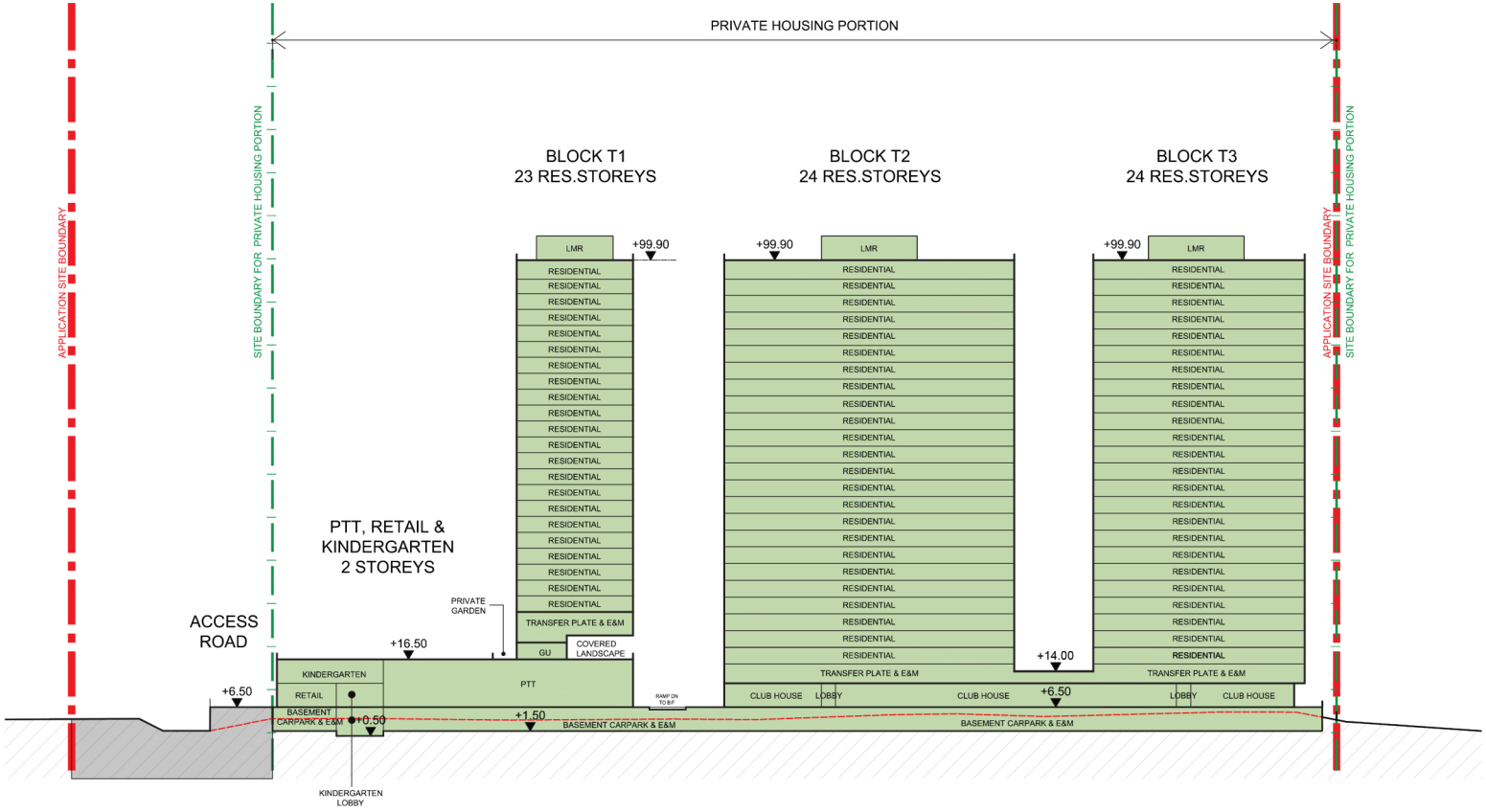
Scale	N/A	Figure	3.6



LEGEND

EXISTING SITE LEVEL



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		Rev: 0	Date: May 2024
		Scale: N/A	Figure: 3.7

3.2 Public Housing Portion

3.2.1 The development schedule of the public housing portion is shown in **Table 3.1** below. The proposed design of public housing portion is notional and subject to detailed design by the Housing Authority.

Table 3.1– Development Schedule of Public Housing Portion

Development Schedule of Public Housing Portion	
Development Site Area	About 21,375m^2 ^
Total GFA - Domestic Portion - Non Domestic Portion	About 95,100m^2 - About 93,400m^2 (1) - About 1,700m^2 #
Equivalent Total PR - Domestic Portion - Non Domestic Portion	About 4.45 (2) - About 4.37 (2) - About 0.08 (2)
Domestic Portion	
Domestic GFA	About 93,400m^2
Maximum Building Height	Not more than 100mPD
No. of Residential Storeys	Not more than 24 storeys (3) *
No. of Residential Towers	4 * (Tower 5 – Tower 8)
No. of Units	1,868 units
Average Flat Size	About 50m^2 (4)
Anticipated Population	About 5,231 person (5)
Local Open Space	Not less than 5,231m^2 (6)
Non-Domestic Portion – Retail, Management Office, G/IC and Ancillary Car Parking Facilities	
Maximum Building Height	Not more than 17.5mPD *
No. of Storeys	Not more than 2 storeys *
Retail Facilities	
Retail GFA	About 1,200m^2
Management Office	
Management Office GFA	About 500m^2
G/IC Facilities (8)(9)	
G/IC GFA (7) <u>Social Welfare Facilities Requested by SWD:</u> - Neighbourhood Elderly Centre (NEC) - One team of Home Care Services (HCS) for Frail Elderly Persons (4-team size non-kitchen based)	About 4,670m^2

Ancillary Car Parking Facilities (7)	
Domestic & Retail Car Park GFA	About 12,980m^2
G/IC Car Park GFA	N/A (Open Carpark on Ground Floor)

Remarks:

(1) The actual domestic GFA shall be 93,400.3m^2 (i.e. 70% of the total increased GFA of current LSPS application). It is rounded to whole number as 93,400m^2 for reference.
(2) Based on the development site boundary of the public housing portion
(3) Excluding above ground car park, GIC, lobby and transfer plate floor
(4) Average flat size of 50m^2 formulated in accordance with Paper No. DEVB(PL-CR)1-55/127/1 – Legislative Council Brief Land Sharing Pilot Scheme
(5) Person per flat ratio of 2.8 adopted as per LSPS-TG 1
(6) Not less than 1m^2 per person
(7) GFA for both G/IC Facilities and Ancillary Car Parking Facilities are exempted from GFA and PR calculation.
(8) Area equivalent to about 5% of the total attainable domestic GFA of the public housing portion has been set aside for the provision of welfare facilities as per Policy Address 2020
(9) Including SWD's suggested Neighbourhood Elderly Centre (about 328m^2 of NOFA or about 722m^2 of GFA); One team of Home Care Services (HCS) for Frail Elderly Persons (4-team size non-kitchen based) (about 257m^2 of NOFA or about 565m^2 of GFA). The final GFA and layout will be subject to detailed design of the relevant government departments.

& Net site area of public housing portion will be subject to further study for site formation scheme

* For reference only, subject to future design

\# Social welfare facilities and aboveground carpark GFA are accountable under Building Ordinances and can be exempted from GFA and PR calculation under planning requirement

3.2.2 The residential towers of the public housing are located at the northern portion of the Application Site. With a maximum domestic PR of 4.37 and building height of 24 residential storeys, the Proposed Development can offer 1,868 public housing units.

3.2.3 With an aim to shorten construction period by simplifying the construction process and reduce disturbance and nuisance to the neighbourhood during construction, MiC provisions as advocated in JPN No.8 for the public housing portion have been reviewed as per the comments from the Housing Department (HD). The Indicative Typical Tower Internal Layout Plan showing the incorporation of modular flats with different flat types is attached in **Attachment B** for reference.

3.2.4 To cater for the need of the future residents, retail, G/IC (including a neighbourhood elderly centre (NEC) and one team of HCS for Frail Elderly Persons (4-team size non-kitchen based)) and carparking facilities are provided at the podium of the residential towers. The detailed design of the G/IC facilities would be subject to review by relevant Government departments upon the handover of the formed land of the public housing site. In particular, the provision of welfare facilities are equivalent to a 5% of the total attainable domestic GFA of the public housing portion that is to respond to the recent Government's policy direction in improving people's livelihood as stated in the 2020 Policy Address.

3.2.5 To address the comments from HD received on 21 December 2022 regarding the provision of 900m^2 IFA of retail floor space at public housing development, the retail GFA has been increased from 800m^2 to 1,200m^2 (based on conversion factor of 1.33). A Management Office with GFA of about 500m^2 is also incorporated at the ground floor of podium. To cater the carparking need of future residents in public housing development, sufficient bulk has been reserved based on a high-end car parking standard with buffer reserved to cater for 10% increase in flat production. The Indicative Ground Floor and First Floor Internal Layout Plans are provided in **Attachment B** of the current submission for reference.

3.3 Private Housing Portion

3.3.1 The development schedule of the private housing portion is shown in **Table 3.2** below.

Table 3.2 – Development Schedule of Private Housing Portion

Development Schedule of Private Housing Portion	
Development Site Area (1)	About 24,301m^2
Total GFA - Domestic Portion - Non Domestic Portion	About 52,424m^2 - About 50,179m^2 (2) - About 2,245m^2
Equivalent Total PR - Domestic Portion - Non Domestic Portion	About 2.16 (3) - About 2.06 (3) - About 0.09 (3)
Domestic Portion	
Domestic GFA (Total) - Approved / Permitted GFA - Increased GFA	About 50,179m^2 (2) - About 10,150m^2 - About 40,029m^2
Maximum Building Height	Not more than 99.9mPD
No. of Residential Storeys	Not more than 24 storeys (4)
No. of Residential Towers	3 (Tower 1 – Tower 3)
No. of Units	1,261 units
Average Flat Size	About 39.8m^2
Anticipated Population	About 3,153 person (5)
Private Open Space	Not less than 3,153m^2 (6)
Non-Domestic Portion – Retail, Kindergarten and Public Transport Terminus	
Maximum Building Height	Not more than 16.5mPD
Total No. of Storeys	Not more than 2 storeys
Retail and Kindergarten	
Commercial GFA - Retail - Kindergarten (7)	About 2,245m^2 - About 1,245m^2 - About 1,000m^2
Public Transport Terminus (including bus operator's office)	
Gross Floor Area (8)	About 4,675m^2
Clubhouse	
Gross Floor Area (9)	About 2,250m^2
Maximum Building Height	Not more than 14mPD
No. of Storeys (10)	1

Remarks:

(1) With the inclusion of compensation wetlands of about 6,900m^2 which is not suitable for housing development thereon, the remaining effective site area is about 17,401m^2

(2) The actual domestic GFA shall be 50,178.7m^2 (i.e. including approved domestic GFA of

10,150m^2 at the Application Site and 30% of the total increased GFA of current LSPS application of 40,028.7m^2). It is rounded to whole number as 50,179m^2 for reference.
(3) Based on the development site boundary of the private housing portion (24,301m^2).
(4) Excluding basement(s) for carpark / E&M / Clubhouse / transfer plate floor
(5) Adopting the same person per flat (i.e. 2.5) as per the approved Application No. A/YL-NSW/274.
(6) Not less than 1m^2 per person
(7) Provision of a 8-classroom private kindergarten to cater for the needs of the anticipated population generated from both private housing and public housing developments as per HKPSG requirement
(8) GFA for public transport terminus, as required by the Government, is disregarded from GFA and PR calculation
(9) About 4% of total domestic GFA or 2,250m^2 (whichever is greater); exempted from GFA calculation
(10) Excluding basement floor

Additional Remarks:
As requested by LSO, the table below summarizes the hypothetical parameters of the no. of units and the anticipated population if the average flat size of the private housing portion is assumed to be 50m^2. It should be noted that the table below is for reference only, as the proposed scheme prepared by the Applicant is based on a flat mix with an average flat size of about 39.8m^2 based on which various technical assessments have been conducted.

	Hypothetical Parameters
Average Flat Size	50m^2
No. of Units	1,004 units
Anticipated Population	About 2,510 person

3.3.2 The private housing portion consists of domestic portion and non-domestic portion, which is located at the southern portion and south-western edge of the Application Site respectively. The private housing portion, with a maximum domestic PR of 2.06 and a building height of not more than 24 residential storeys, can offer about 1,261 residential units. The non-domestic provision within the private housing portion includes the GFA exempted clubhouse located at the basement and ground floors of Tower 2 and Tower 3, a public transport terminus (as required by government), retail and kindergarten block along the western boundary of private housing portion accommodating retail facilities of 1,245m², a kindergarten of 1,000m² in GFA (also serving the population of both private and public housing developments) and a GFA exempted public transport terminus.

3.4 Access Road and Infrastructure Portion (Outside Public and Private Housing Portion)

3.4.1 The remaining portion, with an area of about 11,379m^2, of the Application Site would be dedicated for the access road connecting the Application Site with Ho Chau Road together with the extension of local track at the north of the Application Site to the proposed public access road, and sewage pumping station.

3.4.2 The access road would be a 7.3m-wide single 2-lane carriageway, with 2.5m-wide footpaths provided on each side of the carriageway. It would serve both the public housing portion and the private housing portion (including the proposed public transport terminus therein), and there would be separate private estate road / EVA linking up each of the public housing portion and the private housing portion with this access road. Besides, at the northern end of the access road, a local track will be provided outside of the public housing portion and be extended to connect with the existing local track further north for the use of existing villagers to the north of the Application Site. It is proposed that this access road together with the local track extension will be constructed by the Applicant and be handed over to the Government for future maintenance and management upon completion. There would be no land resumption required and no existing user affected. During the road construction stage, construction access to facilitate and expedite the public housing construction will be agreed with Government separately.

3.4.3 The existing ponds identified within the Application Site will be affected by the development project, involving a total pond area of about 6,900m^2. Under the current proposal, new ponds will be provided on the site at a compensation ratio of 1m^2 to 1m^2 as per the requirement stipulated under TPB PG-No. 12C to ensure no net loss in the wetland / pond area due to the Proposed Development. Based on the current indicative scheme, despite the fact that only about 33% of the existing pond area falls on private, the Applicant will provide 100% compensation wetland in terms of area within private housing portion (i.e. not less than 6,900m^2).

3.4.4 In regard to the future management and maintenance arrangement for the compensation wetlands within the private housing portion, reference will be made to similar examples in Hong Kong such as Park Yoho – a residential development located to the east of the Application Site across Kam Tin River – where a restored wetland habitat under private management and maintenance is provided. **Attachment C** shows the land status of existing and compensation wetlands within the Application Site, whereas the conceptual design of these compensation wetlands is enclosed in the Ecological Impact Assessment in **Appendix J** for reference.

3.5 Landscape Design and Tree Preservation

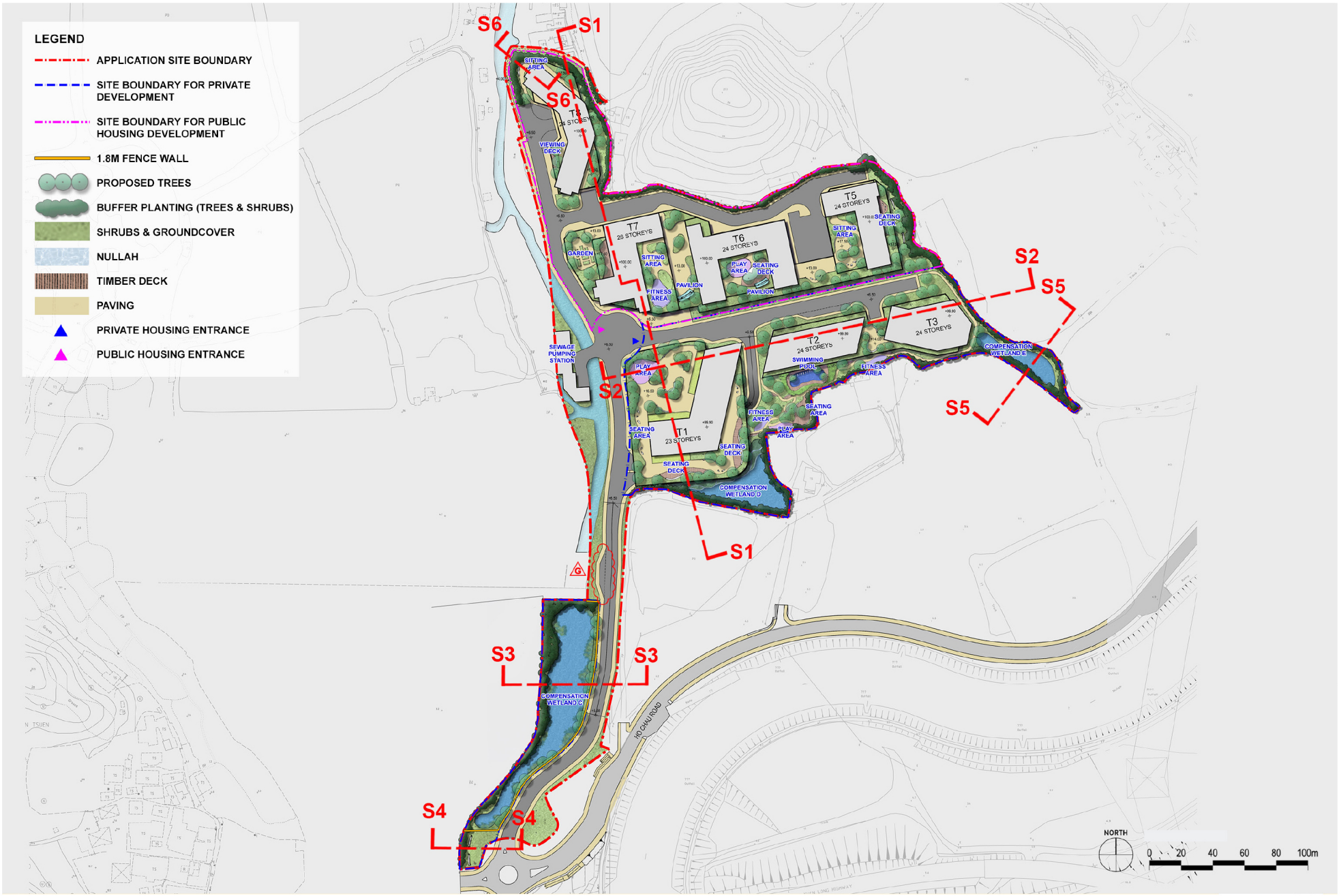
3.5.1 The Landscape Design and Tree Preservation Removal Proposal has been prepared to illustrate the proposed landscape design concept of the Proposed Development together with the tree preservation proposal. The details of the Landscape Design Proposal are enclosed in **Appendix A**, while **Figure 3.8** illustrates the Indicative Landscape Plan.

Tree Preservation Scheme

3.5.2 The tree survey carried out in August 2021 confirmed that there are 10 tree groups containing a total of approximately 153 nos. of existing trees within the Application Site boundary with mostly of poor form, poor to fair health and low amenity value. None of these trees are protected species listed under Forestry Regulations, Forests and Countryside Ordinance (Cap.96 sub. Leg.) or are an "Old and Valuable Tree" as defined in DEVB TC (W) No. 5/2020 "Registration of Old and Valuable Trees" or "Champion Tree" as identified in the book "Champion Trees in Urban Hong Kong".

3.5.3 Tree groups SG1 – 4, RG1 – 4 & RG1 – 2 will be affected by the Proposed Development and are proposed to be felled. 104 nos. of trees within the tree groups are *Leucaena leucocephala*, an undesirable exotic species which is acknowledged to be invasive (refer Development Bureau Technical Circular (Works) No. 4/2020 Clause 8). This self-seeded fast-growing species will prevent natural succession of indigenous species and the establishment of newly planted species and therefore, all *Leucaena leucocephala* are proposed to be felled. There are no existing trees within the Application Site proposed to be retained.

3.5.4 As noted above, among the 153 nos. of trees proposed to be felled, 104 nos. are *Leucaena leucocephala*. As they are undesirable and invasive species which should have been removed under routine horticultural maintenance (refer DEVB TC(W) No. 4/2020 Clause 8), no compensation is considered necessary. However, 49 nos. of new heavy-standard trees will be provided as part of the landscape proposal which will enhance the amenity of the Application Site.



Title	Indicative Landscape Plan	Checked	DH	Drawn PW
		Rev	0	Date May 2024
		Scale	N/A	Figure 3.8

Landscape Design

3.5.5 The Landscape Design has been developed to:

(i) Create a landscape design commensurate with the specific site surroundings of the Proposed Development;

(ii) Ensure the landscape character is consistent with the overall design language and aesthetic of the architectural elements;

(iii) Ensure the Proposed Development is sensitively integrated into the surrounding areas via naturalistic interface treatments;

(iv) Minimise the visual impact of the Proposed Development through sensitive landscape treatment;

(v) Create suitable outdoor spaces for active and passive recreational activities; and

(vi) Promote the use of indigenous plant species throughout the landscape to contribute to the sustainability of the Application site and to introduce exotic ornamental species to enhance the amenity of feature areas.

3.5.6 As for local communal open space provision, the Proposed Development is divided into 2 portions, which includes the public housing portion and private housing portion. The proposed population for the public housing portion is about 5,231 while about 3,153 for the private housing portion. The minimum standard of 10 ha per 100,000 persons ($1m^2$ per person) as stipulated in Chapter 4 of the Hong Kong Planning Standards and Guidelines will be achieved by the proposed layout.

3.5.7 A minimum 30% greenery is achieved in accordance with the requirement of PNAP (APP – 152) for the private development portion. Greenery Provision for public housing will provide at least 20% greenery coverage as a minimum at the planning, design, and implementation stage and will target to achieve an overall target of 30% greenery coverage.

3.5.8 The proposed landscape design consists of the following:

3.5.9 **Compensation Wetlands** – Compensation Wetlands are proposed in the southeastern corner, southern middle and the southwestern corner of the Application Site, creating visual and functional landscape buffers to the adjacent sites. The landscape ponds will consist of several water bodies with planted edges of native species to create scenic views and improve local biodiversity. The landscape pond zones are designed as wetland compensation areas, but are expected to generally enhance the overall visual amenity and environmental sustainability of the area.

3.5.10 **Landscape Gardens** – Landscaped gardens are provided in various pocket spaces of the development and will comprise of relaxed and informal garden layouts with paths and sitting areas with a rich framework of tree and shrub planting providing year-round amenity.

3.5.11 Major landscape elements proposed in the Landscape Design Proposal include:

3.5.12 **Landscape at Main Access** – Access to the Proposed Development will be from existing Ho Chau Road. The entry to the Proposed Development will be defined by ornamental trees and flowering shrub planting. The planting scheme for the entry areas will create an attractive landscape and signature identity for the Proposed Development.

3.5.13 **Streetscape** – Extensive soft landscaping is intended to generally enhance and personalize the interior streetscape. The planting will provide colour and texture to the streetscape and generally soften the appearance of the built elements.

3.5.14 **Residential Area** – The careful integration of the landscape elements with the residential buildings will create a coherent layout. Planting will be an important component within these areas. Landscape guidelines will be prepared to control the landscape design within each unit to maintain a consistent landscape image whilst allowing for variety between units. A selection of natural and contemporary materials will be utilized to produce sensitive and attractively detailed design solutions.

3.5.15 **Recreational Facilities and Communal Gardens** – A number of passive and active recreational facilities and communal gardens will be incorporated throughout the development allowing easy access to all residents. The communal gardens will provide small scale, intimate stings with seating for informal use by all residents at the central site are and at the upper level of the community hub. Shade planting will be located throughout the communal gardens and extensive ornamental shrub planting beds will be provided to create interest and variety throughout the year.

4. TECHNICAL CONSIDERATIONS

4.1 Visual Aspect

4.1.1 A Visual Impact Assessment (VIA) is prepared in order to evaluate the degree of visual impacts on the visual sensitive receivers (VSRs) from major public viewpoints (VPs) identified as a result of the Proposed Development of the LSPS at the Application Site. The detailed VIA is appended in **Appendix B**.

4.1.2 A total of 7 nos. of key public VPs have been selected to evaluate the overall visual impact of the Proposed Development, which include:

- VP1: Portion of Yuen Long Highway
- VP2: Kai Kung Leng in Lam Tsuen Country Park
- VP3: San Pui Tsuen Graves
- VP4: Ho Hok Shan
- VP5: Ho Chau Road
- VP6: Pedestrian Footbridge Connecting to Exit G of Tuen Ma Line Yuen Long Station
- VP7: Further North of Pok Wai South Road

4.1.3 The overall visual impact of the Proposed Development is considered as Moderately Adverse. With reference to the analysis and as illustrated on the photomontages taken at the selected VPs, 3 out of the 7 selected VPs would have “Moderately Adverse” visual impacts, the rest of the 4 selected VPs would have “Negligible”, “Slightly Adverse” and “Significantly Adverse” visual impact respectively.

4.1.4 With mitigation design measures incorporated, including building setback, building gaps, landscaped ponds compensation, buffer plantings and sensitive architectural and chromatic treatment to buildings, the Proposed Development is visually acceptable considering its surrounding context is characterised by a sub-urban township with medium density developments.

4.1.5 In conclusion, the Proposed Development is considered to be acceptable in visual terms.

4.2 Air Ventilation Aspect

4.2.1 A revised qualitative Air Ventilation Assessment – Expert Evaluation (AVA-EE) was conducted to identify opportunity and good design features that can be practicably adopted in the Proposed Scheme from air ventilation standpoint and evaluate if there would be any impact on the overall air ventilation performance of the assessment area by comparing the Proposed Scheme with the "Approved Scheme" (i.e. approved rezoning Application No. Y/YL-NSW/4 for house development). Details of the revised AVA-EE are provided in **Appendix C**.

4.2.2 According to the findings of the AVA-EE, the annual prevailing wind comes from NNE, E and S directions while the summer prevailing wind comes from SSE, S and SSW directions. After considering the potential environmental impacts on the Application Site, the layout of the Proposed Development has carefully considered and incorporated the good design in air ventilation aspect. Taking into consideration of the existing topography, the location of the existing built areas and provision of mitigation measures (to be further explored in detailed design stage), it is considered that the Proposed Development would not have significant adverse impact on surrounding environment.

4.2.3 The Proposed Scheme will incorporate effective mitigation measures such as more building separation with width not less than 15m and aligned with prevailing wind directions, and not less than 5m setback from site boundary. Moreover, these wind corridors based on building separation will be oriented with prevailing wind direction where practicable and with sufficient separation distance to maintain good air ventilation performance. While higher building height would impose more blockage effect, the proposed building separations and building setback would mitigate the blockage problem in some extent. Therefore, the Proposed Scheme is unlikely to impose significant impacts on the surrounding sites from air ventilation perspective as compared with the Approved Scheme.

4.3 Traffic Aspect

4.3.1 A revised Traffic Impact Assessment (TIA) for the Proposed Development was conducted to assess the potential traffic impact arising from the Proposed Development onto the local road network as well as the provision of serving facilities deriving from the future transport demand. The details of the revised TIA are provided in **Appendix D**.

4.3.2 Within the Public Housing Portion, the Proposed Development will provide 214 car parking spaces, 20 visitor parking spaces, 14 motorcycle parking spaces, 274 bicycle parking spaces, 8 Light Goods Vehicle (LGV) and Light Bus loading/unloading (L/UL) bays and 8 “shared-use” coaches/bus and Medium/Heavy Goods Vehicle (M/HGV) L/UL bays for residential (Public Housing portion) according to the HKPSG. For the commercial portion, the Proposed Development will provide 6 car parking spaces, 1 motorcycle parking spaces and 2 L/UL bay for goods vehicles. For the G/IC Facilities (Including a NEC and HCS for Frail Elderly Persons), 1 designated Private Light Bus Parking Space and 1 Shared L/UL Bay for private light bus will also be provided. The proposed parking provision is subject to the flat mix and agreement with relevant Government departments at subsequent detailed design stage.

4.3.3 Within the Private Housing Portion, the Proposed Development will provide 228 car parking spaces, 15 visitor parking spaces, 11 motorcycle parking spaces, 85 bicycle parking spaces and 3 L/UL bays for goods vehicles for residential (private housing) portion according to HKPSG requirements. For the commercial portion, the Proposed Development will provide 7 car parking spaces, 1 motorcycle parking space and 2 L/UL bays for goods vehicles. For the kindergarten portion, 1 private car parking spaces, 10 taxi/private car laybys and 5 small coach laybys would be provided. The proposed parking provision is subject to the flat mix and agreement with relevant Government departments at subsequent detailed design stage.

4.3.4 In order to cater for the potential demand of public transport services arising from the Proposed Development, a public transport terminus with 2 bus bays, 1 GMB bay and a taxi stand is proposed within the Private Housing portion. Franchised bus services are proposed to serve the Proposed Development by circular route to Yuen Long Station Public Transport Interchange. In addition, long-haul bus routes to/from urban areas (such as Hong Kong Island, Kowloon East and Kowloon) are proposed during AM/PM peak hours. Subject to the future planning of public transport services, the provision of transport terminus will allow adequate hardware facility to serve the future public transport demand generated by the Proposed

Development.

4.3.5 Currently, the Application Site is served by a village road which branches off from existing Ho Chau Road. The village road is a 3.5m – 5.5m wide single-track access road with no footpath on neither side of the carriageway; while Ho Chau Road is a 3.5m wide single-track access road with passing bays.

4.3.6 Under another approved planning application no. A/YL-NSW/274 for the adjacent site, the existing Ho Chau Road is planned to be widened to a standard 7.3m wide single 2 lane 2-way carriageway between the adjacent site to the junction of Nam Sang Wai Road. One 38m long bus/GMB bay is planned at widened Ho Chau Road to serve for the whole area. This can serve as bus/GMB bay for additional terminating bus /GMB routes serving the area if required in the future. In addition, a section of Nam Sang Wai Road near its junction with Castle Peak Road – Tam Mi was also planned to be widened.

4.3.7 An access road is proposed within the Application Site to connect the Application Site with widened Ho Chau Road. The access road would be a 7.3m wide single 2-lane carriageway, with footpaths provided on each side of the carriageway.

4.3.8 In order to review the existing traffic condition, traffic count surveys were conducted at the following 8 identified critical junctions to investigate the traffic condition during commuting peak hours. At present, all the critical junctions are operating within capacity.

- J/O Castle Peak Road – Tam Mi / San Tam Road (J1)
- J/O Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen (J2)
- J/O Castle Peak Road – Tam Mi / Nam Sang Wai Road (J3)
- Au Tau Interchange (J4)
- J/O Kam Tin Road / Tsing Long Highway Slip Road (J5)
- J/O Kam Tin Road / Kam Tin Bypass / Kam Ho Road (J6)
- Pok Oi Interchange (J7)
- J/O Ho Chau Road / Tung Shing Lei (J8)

4.3.9 The Proposed Development will generate 2-way traffic of about 470 pcu/hr and 262 pcu/hr during the commuting AM and PM peak.

4.3.10 The Proposed Development is scheduled for completion in 2031 tentatively. Traffic forecast for design year 2034 was produced to assess the traffic impact arising from the Proposed Development. The results of junction capacity assessments revealed that all junctions (except J1, J2 and J3) would be able to handle the future traffic demand with all planned improvement works implemented.

4.3.11 A junction improvement proposal to signalize the J/O Castle Peak Road – Tam Mi / Nam Sang Wai Road (J3) is recommended to allow right-turn movement from Nam Sang Wai eastbound to Castle Peak Road – Tam Mi southbound. In addition, a U-turn facility for 7m-long vehicles is proposed at Nam Sang Wai Road such that traffic from Castle Peak Road – Tam Mi northbound can route via Nam Sang Wai Road northbound, U-turn to Nam Sang Wai Road southbound, and back to Ko Po Path. In view of the above, additional land would be required from the government land lots.

4.3.12 The performance for J/O Castle Peak Road – Tam Mi with San Tam Road (J1), Unnamed Access Road to Cheung Chun San Tsuen (J2) and Nam Sang Wai Road (J3) would be improved and operating within capacity upon completion of the proposed improvement works.

4.3.13 The critical road links along San Tam Road, Castle Peak Road – Tam Mi, Castle Peak Road – Yuen Long and Kam Tin Road are also assessed and the volume-to-capacity (v/c) ratios are presented in **Table 4.1** below.

Table 4.1 Road Link Assessments

Link Index	Road Link	Dir.	Capacity (pcu/hr)	Traffic Flows				V/C Ratio			
				Reference Case		Design Case		Reference Case		Design Case	
				AM	PM	AM	PM	AM	PM	AM	PM
L1N	San Tam Road	NB	3600(1)	970	770	1010	800	0.27	0.21	0.28	0.22
L1S		SB	3600(1)	1660	1360	1660	1350	0.46	0.38	0.46	0.38
L2N	Castle Peak Road - Tam Mi (Between San Tam Road and Access Road to Cheung Chun San Tsuen)	NB	3600(1)	1820	1530	1600	1400	0.51	0.43	0.44	0.39
L2S		SB	3600(1)	2340	1940	2110	1810	0.65	0.64	0.59	0.50
L3N	Castle Peak Road - Tam Mi (Between Access Road to Cheung Chun San Tsuen and Nam Sang Wai Road)	NB	3600(1)	2110	1770	1890	1650	0.59	0.49	0.53	0.46
L3S		SB	3600(1)	2720	2170	2490	2050	0.76	0.60	0.69	0.57
L4N	Castle Peak Road - Tam Mi (Between Nam Sang Wai Road and Au Tau Interchange)	NB	3600(1)	2090	1800	2310	1970	0.58	0.50	0.64	0.55
L4S		SB (Ground Level)	3600(1)	1580	1140	1770	1230	0.44	0.32	0.49	0.34
		SB (Flyover)	1800(6)	1150	1070	1230	1110	0.64	0.59	0.68	0.62
L5E	Castle Peak Road - Yuen Long (Between Pok Oi Int' and Long Yat Road)	EB	5400(2)	4040	3610	4070	3640	0.75	0.67	0.75	0.67
L5W		WB	5400(2)	3450	3500	3500	3530	0.64	0.65	0.65	0.65
L6E	Castle Peak Road - Yuen Long (Between Au Tau Int' and Pok Oi Int')	EB	5400(2)	3150	2710	3230	2780	0.58	0.50	0.60	0.51
L6W		WB	5400(2)	3530	3220	3640	3280	0.65	0.60	0.67	0.61
L7E	Kam Tin Road (Between Au Ta Int' and Tsing Long Highway Slip Road)	EB	3600(1)	2350	1870	2480	1930	0.65	0.52	0.69	0.54
L7W		WB	3600(1)	2070	2530	2170	2610	0.58	0.70	0.60	0.73
L8E	Kam Tin Road (Between Tsing Long Highway Slip Road and Kam Ho Road Roundabout)	EB	5400(2)	2450	1980	2590	2040	0.45	0.37	0.48	0.38
L8W		WB	3600(1)	2170	2280	2300	2350	0.60	0.63	0.64	0.65
L9	Kam Tin Road	Two-way	2200(3)	1640	1510	1660	1530	0.75	0.69	0.75	0.70
L10	Ho Chau Road	Two-way	2200(3)	410	260	920	560	0.19	0.12	0.42	0.25
L11	Castle Peak Road – Yuen Long (Exit arm of Pok Oi Int')	EB	1800(4)	1520	1230	1570	1270	0.84	0.68	0.87	0.71

Link Index	Road Link	Dir.	Capacity (pcu/hr)	Traffic Flows				V/C Ratio			
				Reference Case		Design Case		Reference Case		Design Case	
				AM	PM	AM	PM	AM	PM	AM	PM
L12N	Tai Lam Tunnel	NB	5400(2)	2560	4440	2650	4500	0.47	0.82	0.49	0.83
L12S		SB		5990	2830	6100	2890	1.11	0.52	1.13	0.54
L13E	Yuen Long Highway	EB	6100(5)	5860	6860	5920	6910	0.96	1.12	0.97	1.13
L13W		WB	6100(5)	6970	5950	7050	5990	1.14	0.98	1.16	0.98
L14N	Tsing Long Highway	NB	6100(5)	2440	4040	2530	4100	0.40	0.66	0.41	0.67
L14S		SB	6100(5)	5420	2620	5530	2680	0.89	0.43	0.91	0.44

Note:
(1) Road capacity for Dual 2-lane carriageway
(2) Road capacity for Dual 3-lane tunnel
(3) Road capacity for 7.3m wide Single 2-lane carriageway
(4) Road capacity for 4m wide Dual 1-lane carriageway
(5) Road capacity for Dual 3-Trunk Road
(6) Road capacity for single lane carriageway

4.3.14 The assessment results in **Table 4.1** indicated that all the above road links are expected to operate within capacity except Tai Lam Tunnel (L12) and Yuen Long Highway (L13). With the opening of future Route 11, it is anticipated that the traffic condition of both Tai Lam Tunnel and Yuen Long Highway could be significantly improved. Between the year 2031 (completion year of the development) and the opening year of Route 11, the V/C ratio of both Tai Lam Tunnel and Yuen Long Highway would reach 1.1 in both reference and design case, meaning that traffic speed would be reduced, but would still be manageable with V/C ratio under 1.2.

4.3.15 A sensitivity analysis has been carried out for the scenario without the approved Sha Po North and Tung Shing Lei developments under Application No. A/YL-KTN/663 (Phase 2), A/YL-KTN/604 and A/YL-NSW/274 respectively and without the improvement works at J1, J2 and J4, to assess the traffic condition if the proposed improvement by others cannot be implemented timely before completion of the Proposed Development. The junction assessment results reveal that the assessed junctions J1 and J2 would be able to handle the future traffic demand under the sensitivity test scenario. For J4, the aforementioned junction improvement measure (i.e. proposed exclusive left turn lane) is deemed necessary under the sensitivity analysis (i.e. without the approved Sha Po North and Tung Shing Lei developments under Application No. A/YL-KTN/663 (Phase 2), A/YL-KTN/604 and A/YL-NSW/274 respectively and without the relevant junction improvement works). Therefore, the Applicant will implement the improvement measure of J4 accordingly.

4.3.16 An additional sensitivity test has been carried out for to assess the traffic impact induced by three potential private residential developments proposed under planning Application No. Y/YL-NSW/7, Y/YL-NSW/8 and Y/YL-NSW/9. Junction

assessment results reveal that all the assessed junctions would be able to handle the future traffic demand under the sensitivity test scenario with all planned junction improvements implemented timely.

4.3.17 In light of the findings of the TIA, it is concluded that there is no insurmountable traffic impact imposed onto the local road network brought by the Proposed Development (please refer to **Appendix D** for the full revised TIA report). With the proposed mitigation measures in place, the Proposed Development is technically feasible in traffic terms.

4.4 Environmental Aspect

4.4.1 In proof of the environmental acceptability of the Proposed Development, a revised Environmental Assessment (EA) has been carried out to examine its associated environmental noise, air quality, water quality impacts and waste implications. The details of the revised EA are provided in **Appendix E** and the key findings are summarized below.

4.4.2 Potential industrial noise and emission, vehicular emission and railway noise impacts have been evaluated and considered insignificant, due to absence of industrial emission source, remoteness and insignificance of fixed noise source, adequate separation from carriageways and long separation from railway system.

4.4.3 The Proposed Development is not environmentally polluting in nature. There is no chimney stack. However, noisy equipment will inevitably be provided onsite. As this is in early planning stage of the project, there is lack of detail such as type of equipment, location, orientation, etc. Nevertheless, the requirement to meet HKPSG standard (Acceptable Noise Level – 5 dB(A) or prevailing background whichever is lower) is well noted and will be specified in future document for detailed design and tender so that engineers and contractors need to strictly follow.

4.4.4 The potential road traffic noise impact on the Proposed Development has been assessed quantitatively. According to the assessment result, there is no exceedance of relevant noise standard for noise sensitive receivers of the Proposed Development. No noise mitigation measure is further recommended.

4.4.5 Potential environmental impacts arising from construction activities of the Proposed Development, including dust emission, construction wastewater, noise and waste impacts have been qualitatively assessed. Potential environmental impacts are anticipated to be acceptable with the implementation of effective environmental mitigation measures. In conclusion, it is envisaged that construction phase environmental impacts arising from the Proposed Development would be acceptable.

4.5 Engineering Aspects

Drainage Consideration

4.5.1 A revised Drainage Impact Assessment (DIA) has been carried out for the Proposed Development to address the existing and proposed arrangement for drainage for the Application Site and assess their potential impacts to the vicinity arising from the Proposed Development at the Application Site. The details of the revised DIA are provided in **Appendix F**.

4.5.2 The maximum water level at the downstream existing drainage system would be increased by 0.001m after the Proposed Development mainly by the increased of runoff due to changes from unpaved area to paved area.

4.5.3 Based on the hydraulic assessment, there is no adverse drainage impact to the surrounding drainage system arising from the proposed residential developments at Application Site with proposed drainage works.

4.5.4 Suitable internal drainage system would be further considered during the detailed design stage to collect the drainage flow within the Application Site to the public drainage system.

4.5.5 The drainage facilities proposed within the Application Site to convey the surface runoff outside site and discharged to the terminal manholes at the proposed widen road are recommended to be undertaken by the Proposed Development. The stormwater drains to be laid beneath the proposed widen road which connect to the existing DSD drainage channel will be handed back to the Drainage Services Department (DSD) upon completion of the drainage works.

4.5.6 The proposed private development should have minimum 30% greenery area which tally with the blue-green concept as stipulated in Section 3.2.2 of the Stormwater Drainage Manual (2018).

Sewerage Consideration

4.5.7 A revised Sewerage Impact Assessment (SIA) has been carried out for the Proposed Development to assess the existing and proposed sewerage arrangement for the Application Site and assess the potential impacts to the surrounding that arises from the Proposed Development at the Application Site. The detailed revised SIA is appended in **Appendix G**.

4.5.8 The estimated sewage generated in terms of Average Dry Weather Flow, from the Proposed Development is about 2,708.4 m^3/day including 10% increase in design numbers of population. The flow is equal to approximately 25.31% of the current capacity of Au Tau Sewage Pumping Station (ATSPS). It is unlikely that the ATSPS will be overloaded.

4.5.9 As revealed by hydraulic assessment results, the proposed sewage discharge scheme is feasible. No significant impact on sewerage conveyance system is anticipated.

4.5.10 Subject to the updated sewerage connection to ATSPS at detailed design stage. A detailed design for the sewerage connection will be submitted to DSD for approval.

Water Supply Consideration

4.5.11 A revised Water Supply Impact Assessment (WSIA) has been performed for the Proposed Development to assess the existing and proposed water supply arrangement for the Application Site and assess the potential impacts to the surrounding that arises from the Proposed Development at the Application Site. The detailed revised WSIA is appended in **Appendix H**.

4.5.12 The Proposed Development is located at the water supply zone of Au Tau Fresh Water Service Reservoir (ATFWSR) and there is existing salt water supply at Wong Uk Tsuen. It is proposed to source flushing water from the DN100 Salt Water Mains at Wong Uk Tsuen.

4.5.13 Based on the above assessment, the existing 900mm diameter distribution main running underneath Yau Shin Street near Castle Peak Road is adequate to meet the water demand required for the Application Site. It is proposed that a new 400mm diameter fresh water main shall be laid to connect to the existing water supply system. As such, the Proposed Development is considered to be acceptable in water supply terms.

Geotechnical Consideration

4.5.14 A revised Geotechnical Planning Review Report (GPRR) has been carried out to review the geotechnical feasibility of and identify any features or hazards that would potentially affect the Proposed Development. The detailed GPRR is appended in **Appendix I**.

4.5.15 As proven in the GPRR, site formation works shall be technically feasible.

4.5.16 According to GEO Report 138 (2017), the Application Site is subject to potential natural terrain hazards according to the geometry of the adjacent hillside and proximity to high consequence facilities within the Proposed Development, and thus a Natural Terrain Hazard Study (NTHS) is required.

4.5.17 However, the hillside is small (20m high), generally gently sloping (<20^{o}) where adjacent to Proposed Development apart from the west-facing open hillslope catchment (locally up to 30^{o}). No existing landslides, historical landslide catchments, incident reports or other evidence of past instability are recorded. No significant boulders are recorded or observed from air photos. Thus, it is considered that the potential natural terrain hazards are not severe and subject to ground trothing, it is considered that mitigation works, if necessary, will be minimal.

4.5.18 In addition, the following works shall be considered:

- Project specified ground investigation field works prior to the finalization of GBP; and
- Geotechnical instrumentation shall be provided an monitored during the construction works to ensure the adjoin ground and structures will not be adversely affected.

4.5.19 Geotechnical Assessment Report and detailed design and works proposal of associated works at adjacent features shall be submitted before construction stage.

4.6 Ecological Aspect

4.6.1 An Ecological Impact Assessment (EcoIA) has been conducted in **Appendix J** to evaluate if there are any potential ecological impacts due to the Proposed Development.

4.6.2 Information on the ecological baseline conditions of the Application Site was collected through literature review and surveys, and they were integrated into the present EcoIA to support the planning application.

4.6.3 Within the Application Site, the pond, abandoned pond, wasteland and developed area will be lost directly, but the meander will not be impacted. **Due to the domination by wasteland of low ecological values, and small sizes of other habitats (developed area of 0.21 ha, abandoned pond of 0.23 ha, and pond of 0.46 ha) the potential impact due to loss of those habitats within the Application Site is considered minor or minor to moderate**. However, compensation wetlands with the same size to those lost abandoned pond and pond within Application Site will be provided during the operational phase.

4.6.4 Tung Shing Lane egretry was abandoned in 2021, chance of recolonization to this egretry is considered low. In fact, the breeding ardeids previously passed through the Application Site was also low due to avoidance of the existing knoll and preference over the Kam Tin River, given the manoeuvrability of waterbirds, the potential fragmentation impacts to waterbirds including breeding ardeids from Tung Shing Lane Egretry from the Proposed Development are considered minor.

4.6.5 The Proposed Development would satisfy the requirements listed in Town Planning Board Guidelines No. 12C (TPB PG-No. 12C). First, since compensation wetlands including three fed by rainwater will be provided to mitigate the loss of abandoned pond and pond within the Application Site, the Proposed Development will not incur any net loss in wetland area or function at any scale and therefore will comply with the “no net loss in wetland” guideline stipulated in TPB PG-No. 12C. Second, this EcoIA demonstrates that the Proposed Development would not have significant disturbance impacts to the surroundings including wetlands inside WCA, and will provide wetland and visual buffer to the WCA, and is thus in line with the intention of WBA.

4.7 Utility Aspect

4.7.1 In order to ascertain that sufficient utility facilities are available for the Proposed Development, utilities companies including Towngas and CLP Power Hong Kong have been consulted. It is confirmed that both gas source and power supply are available for connection in the vicinity of the Application Site. The correspondences with Towngas and CLP Power Hong Kong are attached in **Appendix K**.

5. JUSTIFICATIONS AND MERITS OF THE PROPOSAL

5.1 Proposed Development Satisfies the criteria set out in the Land Sharing Pilot Scheme in Boosting Housing Supply

5.1.1 **Table 5.1** below illustrates the Proposed Scheme satisfies the criteria list out under LSPS in terms of "housing supply gain" and "geographical limit".

Table 5.1– Table illustrating how the Proposed Scheme Satisfies Criteria Set out in the LSPS

Criteria listed out under LSPS in boosting housing supply and geographical limit	**Proposed Scheme**
A proposal that yields at least 50,000m^2 of increased domestic GFA and an additional 1,000 housing units.	✓ The Proposed Scheme is capable in offering about **133,429m^2** of domestic GFA in addition and **2,872 (based on 50m^2 average flat size) or 3,129 (based on 39.8m^2 average flat size) residential units** in total. ✓ Comparing with the Approved Scheme which only offers 57 house units, the Proposed Scheme **can offer 2,815 (based on 50m^2 average flat size) or 3,072 (based on 39.8m^2 average flat size) units in addition**. ✓ All private lots are under the applicant's ownership and no need for land resumption, thereby ensuring timely implementation.
No less than 70% of the increased domestic GFA have to be used for public housing or Public Housing development	✓ **70%** of the increased domestic GFA is for **Public Housing development** while the remaining 30% is for Private Housing development. ✓ Public Housing portion can be carved out in the form of formed land for a self-contained site.

Geographical Limit: Site falling within Government's completed, on-going, soon-to-commence development studies supporting the use of land intended for public purposes and within country parks, six environmental sensitive zonings and areas covered by 12 priority sites for enhanced conservation under the New Nature Conservation Policy	✓ The Application Site **is not located in areas listed out as "geographical limit" listed out under LSPS** ✓ Although it is located within the WBA as defined under TPB Guidelines No. 12C, the Application Site is zoned "R(D)" which is planned for residential development. Section 5.2 below will further illustrate how the Proposed Development complies with the TPB Guidelines.

5.1.2 As illustrated above, the Proposed Scheme fully satisfies relevant criteria in terms of boosting housing supply.

5.2 Proposed Scheme Observes the TPB Guidelines No. 12C with No Net Loss in Wetland

5.2.1 With reference to TPB Guidelines No. 12C, the Application Site is situated in WBA and about 6,900m^2 (subject to detailed land survey) of abandoned ponds are identified in the Application Site. The existing condition of abandoned ponds are scattered among the site.

5.2.2 In "area" aspect, the compensation wetland with not less than 6,900m^2 (subject to detailed land survey) will provide connection and near the existing Kam Tin River and the wetland in the WCA. In "functional" aspect, the compensation wetland in the southwestern portion will form a larger amenity area with the "Landscape Area with Natural Habitat and Water Feature" agreed under Application No. A/YL-NSW/274. As for the compensation wetland adjoining the WCA in the southeastern edge of the Application Site will reinforce the buffer function with the WCA.

5.2.3 Further details regarding the compensation wetlands will be presented in the Ecological Impact Assessment to be submitted in later stage.

5.3 Proposed Development is Situated in a Residential Zoning and Has Proven Suitable for Residential Development

5.3.1 The Application Site is situated in "R(D)" zone with planning intention to improve and upgrade the existing temporary structures through redevelopment into permanent buildings. Part of the Application Site is subject of an approved rezoning

application under Town Planning Board (TPB) Application No. Y/YL-NSW/4 (i.e. the Approved Scheme). Under the Approved Scheme, TPB has agreed to rezone part of the Application Site from "R(D)" to "R(D)2" zone to facilitate the implementation of the house development with PR of not more than 0.34 and total domestic GFA of not more than 10,150m^2. The approval of the Approval Scheme has proven the site is suitable for residential type development.

5.3.2 Proposed Development for Public and Private Housing development is in line with the planning intention of "R(D)" zone and can provide additional residential units to the public in a timely manner under the LSPS, which can in turn better utilise the scarce land resources.

5.4 Proposed Development Intensity is Compatible with the Surrounding Context and is Comparable with the Approved Developments in Wetland Buffer Area

5.4.1 In the course of scheme formulation, the Applicant has proposed a development intensity with overall domestic PR of about 3.14 (based on development site area) to ensure the Proposed Scheme is compatible with the surrounding development, including the adjacent approved residential development in "Undetermined" zone under Application No. A/YL-NSW/274 with a domestic plot ratio of about 2.15.

5.4.2 As illustrated in Section 2.2 and in **Figures 2.3 and 2.4**, the overall development intensity generally descends from high-density development in Yuen Long Town Centre (with PR above 5) to the medium-density development in the fringe of Yuen Long near Kam Tin Centre (with PR below 3). The recently announced public housing development in Sha Po to the east of Application Site also adopts a domestic PR of 6.5. By adopting a similar development intensity comparing with medium-rise residential development in the sub-urban area of Yuen Long, such as The Parcville, One Regent Place and Long Shin Estate (with PR of 3), the Proposed Development with domestic PR of about 3.14 can serve as a smooth transition and maintain the overall development profile with the highest development intensity being the residential clusters in Yuen Long Town Centre and gradually descends to the sub-urban and fringe area of Yuen Long towards Kam Tin from a southwest to northeast direction.

5.4.3 Approved developments with similar development intensity are also found in the WBA, which are listed below. Obviously, the proposed overall domestic PR of about 3.14 is entirely compatible with these developments.

- The Parcville (with domestic PR of 3)
- Approved residential and community hub development under Application No. A/YL-NSW/274 (with domestic PR of 2.15)

5.5 Fully Secured Private Land Ownership for Timely Implementation

5.5.1 The Application Site only consists of private lots under Applicant ownership and Government Land without involving any third party lots. Comprehensive and timely implementation of the Proposed Development could be warranted to cope with the acute housing needs.

5.6 Design Merits to be Offered in the Proposal Would be Further Explored

5.6.1 Under the current proposal, design merits including (i) building separations are incorporated to create visual interest as well as to facilitate air penetration within the sites and to surrounding areas (subject to detailed design); (ii) provide landscape area and compensation wetlands at appropriate location to reinforce the buffer with the WCA and blends in with the surrounding landscape character; (iii) and setback from site boundary with landscape treatment in form of trees and shrubs so as to screen off and soften the perceived built form of the Proposed Development at street level.

5.6.2 Subject to comments received upon submitting the current proposal, the Applicant will further explore the possibility to enhance the overall design of the development, including but not limited to the following:

- In line with the latest Sustainable Building Design Guidelines (SBDG) to foster a sustainable and quality built environment. Greening opportunity of the Proposed Development will be maximized by provision of green coverage of not less than 30% of the Application Site. The Housing Authority will provide at least 20% of greenery coverage for public housing portion at planning, design and implementation stage, with a target to achieve an overall target of 30% of greenery coverage; and
- In order to ensure a smooth transition to the surrounding area, the Proposed Development will adopt a sensitive architectural and chromatic treatment to buildings. For example, earth tone colour would be adopted instead of sharp colour tone.

5.7 Technically Feasible with no Insurmountable Problems in Ecological, Traffic, Environmental, Engineering, Air Ventilation, Landscape, Visual and Geotechnical Terms

5.7.1 Relevant appraisals on ecological, traffic, environmental, engineering, air ventilation, landscape, visual and geotechnical impacts of the project have been duly considered. It is concluded that the proposal would be sustainable with no insurmountable technical problems.

5.7.2 In particular, infrastructural upgrading work is required as per the preliminary technical review. The Applicant will be responsible for the provision of all necessary infrastructural connections up to the boundary of the Public Housing site. The completed public infrastructural works will be handed over to the Government for future management and maintenance. The Applicant will liaise and seek agreement with relevant Government departments in this regard at detailed design stage subsequent to amendments to OZP. Besides, in order not to affect the implementation programme of Public Housing development, the internal infrastructure serving the public housing development is proposed to be implemented by the Government. The summary of the proposed infrastructural upgrading work is listed in **Table 5.2** for easy reference:

Table 5.2 – Summary of the Proposed Infrastructural Upgrading Work under the Proposed Scheme

		For Public Housing Site	For Private Housing Site
Ecological	1	--	Compensation wetlands of about 6,900m^2 (subject to detailed land survey) to enhance both "area" or "function" of the wetland (to be implemented, managed and maintained by the Applicant)
Traffic	2	Re-align and upgrade the existing village road to a 7.3m wide single 2 lane carriageway with 2.5m wide footpaths provided on both sides and extension of existing local track at the north to connect with proposed access road (to be implemented by the Applicant and handed over the Government for future management and maintenance upon completion); Internal road of Public Housing site branching off from the proposed access road (to be implemented, managed and maintained by the Government)	
	3	-	A transport terminus with 2 bus bays, 1 GMB bay and a taxi stand (to be implemented by the Applicant and handed over the Government for future management and maintenance upon completion)
	4	Junction Improvement work at J/O Castle Peak Road – Tam Mi / Nam Sang Wai Road to signalize the junction and to provide right-turn movements from Nam Sang Wai Road eastbound to Castle Peak Road – Tam Mi southbound. In addition, a U-turn facility for 7m-long vehicles is proposed at Nam Sang Wai Road such that traffic from Castle Peak Road – Tam Mi northbound can route via Nam Sang Wai Road northbound, U-turn to Nam Sang Wai Road southbound and back to Ko Po Path. Moreover, a signal controlled pedestrian crossing has also been proposed at Ko Po Path (to be implemented by the Applicant and handed over the Government for future management and maintenance upon completion)	
Drainage	5	Please refer to DIA report in **Appendix F** for details	

Sewerage	6	Sewage generated from the public and private housing site will be discharged to the proposed sewage pumping station (SPS) by gravity PE sewer sizing DN375. The sewage flow will then be pumped from the proposed pumping station to ATSPS through the proposed 2 nos. of rising mains. (The proposed SPS and DN375 gravity PE sewers will be implemented by the Applicant and handed over to the Government for future management and maintenance)
Water Supply	7	A new 400mm diameter fresh water main is required to be branched off from the existing DN900 fresh water mains for supply of fresh water to the Proposed Development. It is proposed that the DN100 salt water main will be used for supplying flushing water to the Proposed Development (Both to be implemented by the Applicant and handed over to the Government for future management and maintenance)

5.7.3 The Land Requirement Plan showing the land parcels required for provision of supporting infrastructure and their respective works area will be provided separately for the consideration of relevant Government department. No land resumption is required for provision of infrastructure and works area, as the associated land parcels fall entirely on Government land. The cost estimate for land resumption and clearance will also be submitted to relevant Government department separately for vetting.

6. CONCLUSION

6.1 The LSPS proposal was endorsed in principle by the Chief Executive-in-Council on 1 November 2022. To facilitate the subsequent statutory planning and lands procedures, this proposal is submitted to the LSO of the DevB to ascertain the technical feasibility for the proposed application for public and private housing development to be submitted under the LSPS at various lots in D.D. 115, Tung Shing Lei, Yuen Long, the New Territories.

6.2 The Application Site is a planned housing site zoned "R(D)" under the current OZP. Part of the site is subject of an approved rezoning application under Town Planning Board (TPB) Application No. Y/YL-NSW/4 (i.e. the Approved Scheme). Under the Approved Scheme, TPB has agreed to rezone part of the Application Site from "R(D)" to "R(D)2" zone to facilitate the implementation of the house development with PR of not more than 0.34 and total domestic GFA of not more than 10,150m^2.

6.3 The current proposal is in line with the criteria of the LSPS by offering 143,579m^2 domestic GFA and 3,129 residential units in total, of which 133,429m^2 of additional domestic GFA is contributed based on overall domestic PR of 3.14. The additional domestic GFA will be distributed to the Public Housing portion and Private Housing in a 70% and 30% spilt thereby contribution to about 1,868 public housing units and 1,261 private housing units to alleviate the shortage of housing supply problem in Hong Kong.

6.4 Relevant appraisals on ecological, traffic, environmental, engineering, air ventilation, landscape and visual impacts have been duly reviewed and the preliminary findings concluded that there will be no insurmountable problems, with appropriate mitigation measures implemented.

6.5 The Proposed Scheme is supported by the following development justifications and merits:

- Proposed development satisfies the criteria set out in the LSPS in boosting housing supply;
- Proposed scheme observes the TPB Guidelines No. 12C with no net loss in wetland;
- Proposed Development is situated in a residential zoning and has proven suitable for residential development;
- Proposed Development intensity is compatible with the surrounding context and is comparable with the approved Developments in wetland buffer area;
- Fully secured private land ownership for timely implementation;

- Design merits to be offered in the proposal would be further explored; and
- Technically feasible with no insurmountable problems in ecological, traffic, environmental, engineering, air ventilation, landscape, visual and geotechnical terms.

Attachment A
Calculation of Development Site Area, Increased Domestic GFA and No. of Units

Calculation of Development Site Area, Increased Domestic GFA and No. of Units

	Applicant Land with approval	**Applicant land without approval**	**Government Land** (**Figure A** indicates the demarcation of government land within Development Site)		**Total**
Development Site Area (about) = Site area for Private Development + Site area for Public Housing Development = 24,301 m^2 + 21,375 m^2 = 45,676 m^2	30,160m^2	**6,828m^2**	G-land **Contributing** to Increased Domestic GFA Calculation for the 70:30 split and counted towards the minimum threshold: G-Land a: 206m^2 (1) G-land b: 114m^2 (1) G-Land c: 6,330m^2 (1) G-Land d: 1,077m^2 (1) G-Land g: 961m^2 (1)	**8,688m^2**	**45,676m^2**
Approved / Permitted Domestic PR	0.34 (2)	n/a	n/a		-
Approved / Permitted Domestic GFA (about)	10,150m^2 (3)	n/a	n/a		10,150m^2
Proposed Domestic PR (about)	3.14 (4)				
Total proposed Domestic GFA (about)	143,579m^2				
Increased Domestic GFA (about)	133,429m^2 (5) *(increased of no less than 50,000m^2 complied with as per criteria of LSPS)*				
	70% of the Increase of GFA assigned to Public Housing		**30% of the Increase of GFA assigned to Private Housing**		
	93,400.3m^2		40,028.7m^2		
No. of Units	1,868 (6)		1,004 (6) or 1,261 (7)		
Total No. of Units	2,872 (7) or 3,129 (8) *(at least 1,000 additional housing units complied with as per criteria of LSPS (i.e. 2,815 (6) or 3,072 (7) additional units))*				

Remarks:

(1) G-Land a (i.e. 206m^2), G-Land b (i.e. 114m^2), G-land c (i.e. 6,330m^2), G-Land d (i.e. 1,077m^2) and G-Land g (i.e. 961m^2), which are (i) for rationalisation of site boundary; and (ii) not sizeable to be alienated for separate development, are included as part of the Development Site boundary. These pieces of G-Land will contribute to the increased domestic GFA and shared at the 70:30 split, and counted towards the minimum threshold of increased domestic GFA of 50,000m^2 and additional 1,000 flats

(2) Refers to the approved PR under Application No. Y/YL-NSW/4

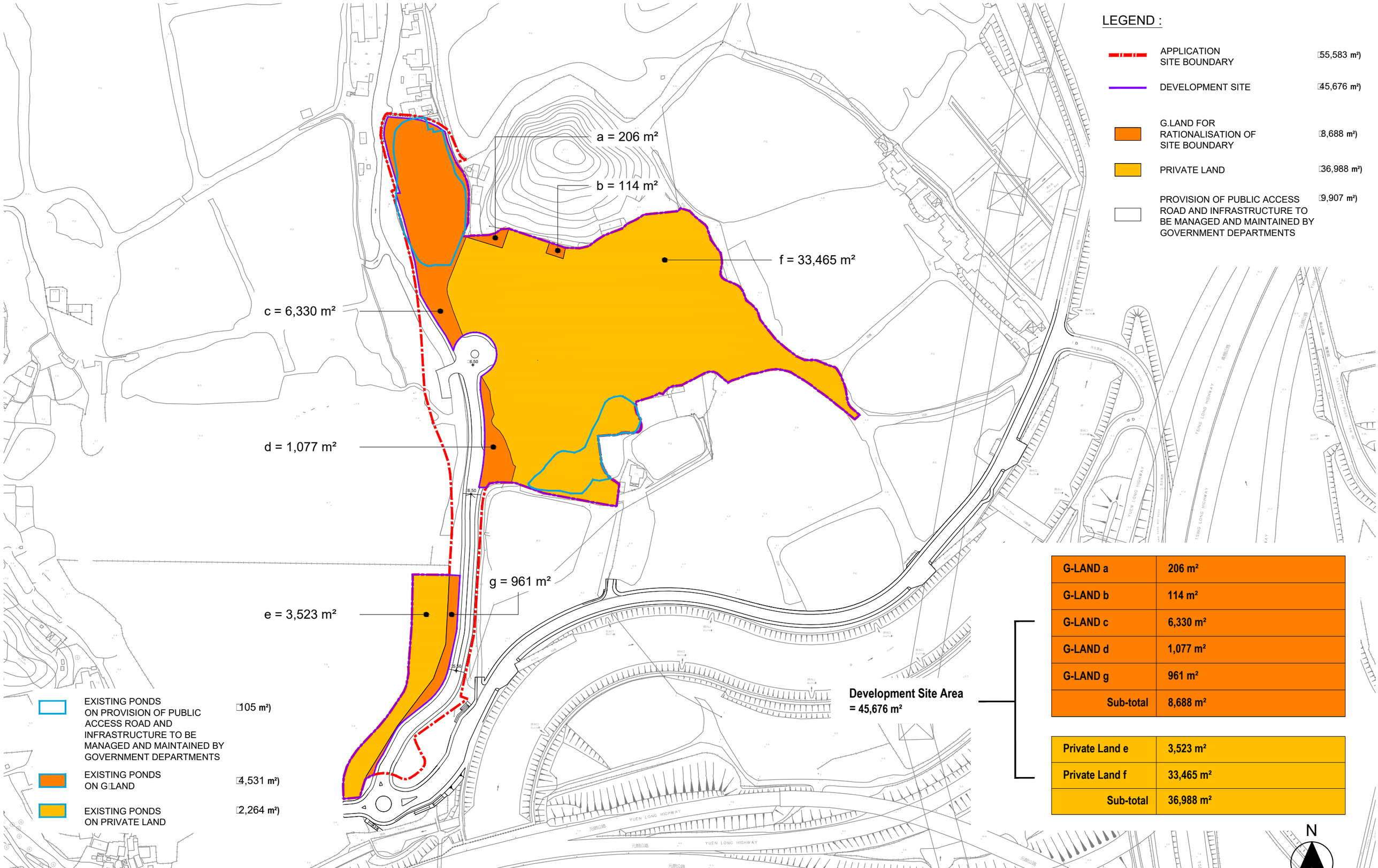
(3) According to approved Application No. Y/YL-NSW/4, a total of 57 nos. of units was approved.

(4) Based on the Development Site Area of about 45,676m^2 (exact plot ratio of 3.1434)

(5) Equals to total proposed GFA - approved GFA

(6) Based on average flat size of 50m^2 as per criteria of LSPS

(7) Based on average flat size of 39.8m^2 for private housing development under the proposed scheme



Fig□re A: Landholding and Government Land Diagram

TUNG SHING LEI "R□D□" □ONE

PROPOSED LAND SHARING PILOT SCHEME □LSPS□FOR A SITE AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, THE NEW TERRITORIES

DATE : 05 JUL 2023
1 : 2500 □A3□

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Attachment B
Indicative Internal Layout Plans

SK □02 | INDICATIVE

Carpark Layout Assessment
(High-end parking standard & 10% increase in flat production)

REVISED ITEM

1. G/F Lobby, trans□rmer room □ switch room provided in each domestic block at G/F

2. E□M □or carpark □ retail added

PUBLIC HOUSING

G/F
- □156 Private Car Parking Spaces □INCL.Visitors□
- □14 Motorcycle Parking Spaces
- □274 Bicycle Parking Spaces
- □8 LGV □ Light B□s Loading □ Unloading Bay
- □8 "Shared□□se coaches/ b□ses and M/HGV Loading □ Unloading Bay

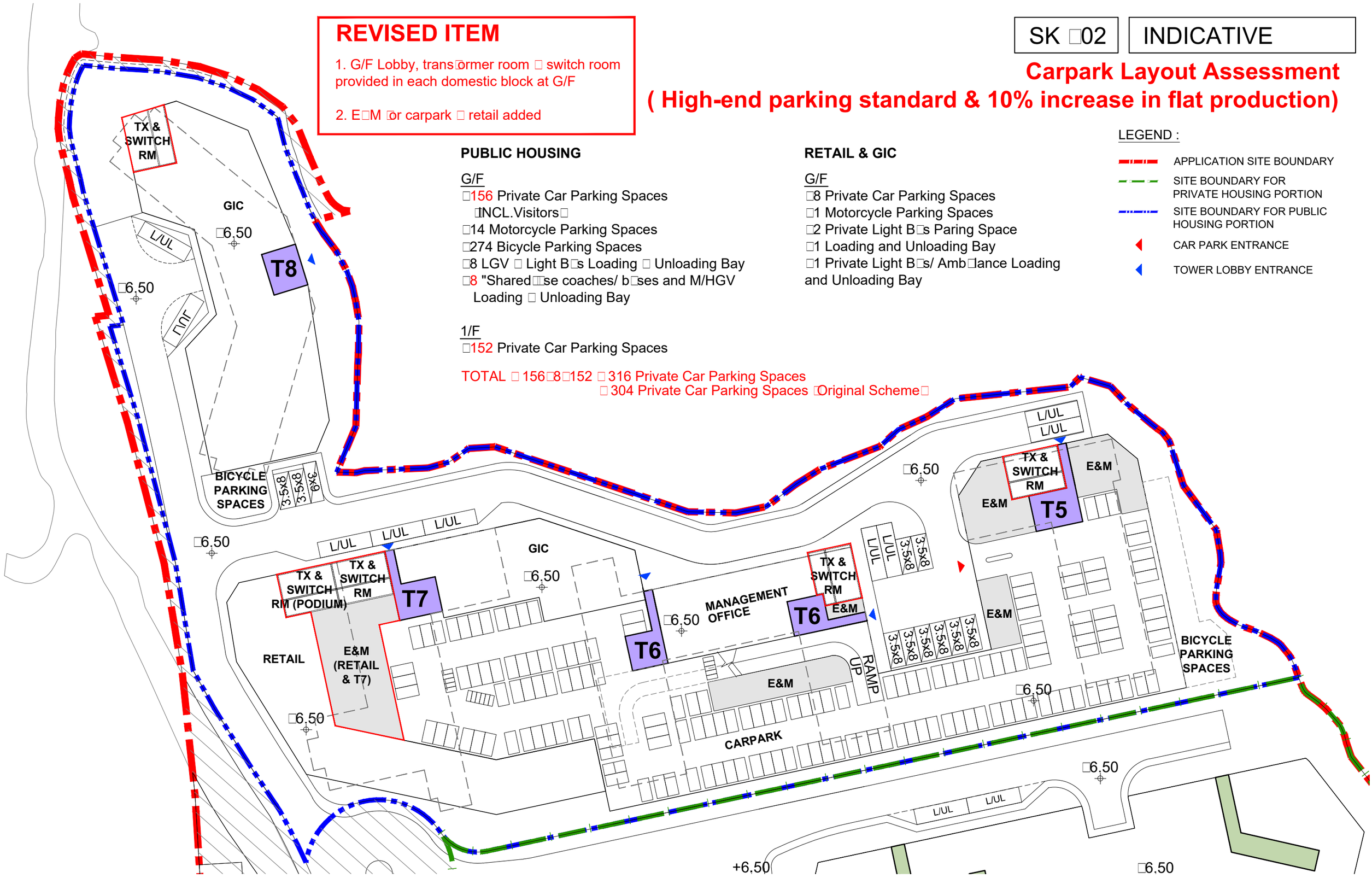
1/F
- □152 Private Car Parking Spaces

TOTAL □ 156□8□152 □ 316 Private Car Parking Spaces
□ 304 Private Car Parking Spaces □Original Scheme□

RETAIL & GIC

G/F
- □8 Private Car Parking Spaces
- □1 Motorcycle Parking Spaces
- □2 Private Light B□s Paring Space
- □1 Loading and Unloading Bay
- □1 Private Light B□s/ Amb□lance Loading and Unloading Bay

LEGEND :
- APPLICATION SITE BOUNDARY
- SITE BOUNDARY FOR PRIVATE HOUSING PORTION
- SITE BOUNDARY FOR PUBLIC HOUSING PORTION
- CAR PARK ENTRANCE
- TOWER LOBBY ENTRANCE



Gro□nd Floor Plan □P□blic Ho□sing Portion□w/ Indicative Carpark Layo□t □□or re□erence only□layo□t and car parking provision s□bject to change at detailed design stage□

TUNG SHING LEI "R□D□" □ONE

PROPOSED LAND SHARING PILOT SCHEME □LSPS□FOR A SITE AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, THE NEW TERRITORIES

DATE : 05 JUL 2023
1 : 750 □A3□

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REVISED ITEM

1. Only one ramp provided □ three carpark b□ldings connected by driveway.

SK □03 | INDICATIVE

Carpark Layout Assessment
(High-end parking standard & 10% increase in flat production)

PUBLIC HOUSING

G/F
□156 Private Car Parking Spaces □INCL.Visitors□
□14 Motorcycle Parking Spaces
□274 Bicycle Parking Spaces
□8 LGV □ Light B□s Loading □ Unloading Bay
□8 "Shared□□se coaches/ b□ses and M/HGV Loading □ Unloading Bay

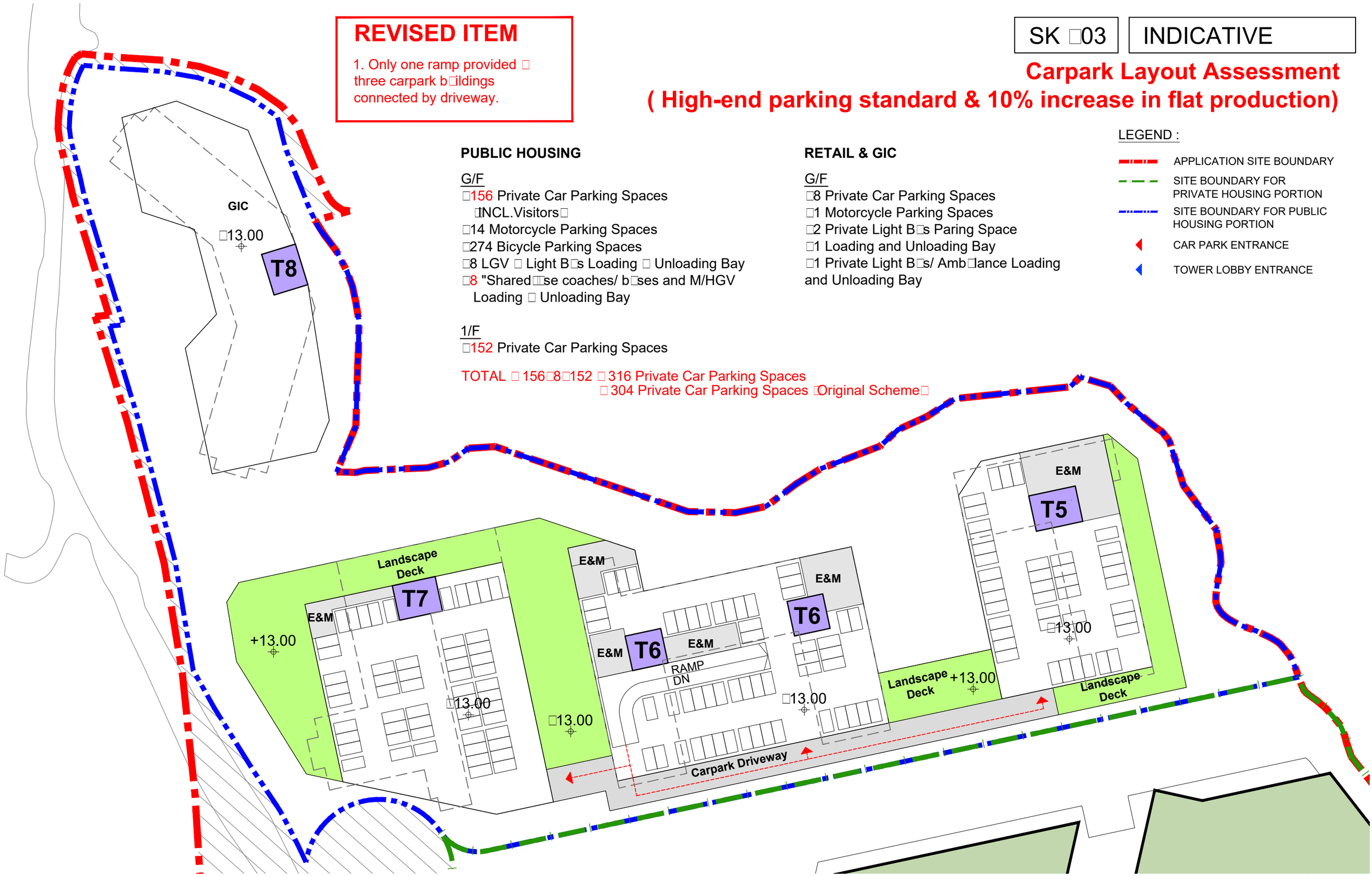
1/F
□152 Private Car Parking Spaces

TOTAL □ 156□8□152 □ 316 Private Car Parking Spaces
□ 304 Private Car Parking Spaces □Original Scheme□

RETAIL & GIC

G/F
□8 Private Car Parking Spaces
□1 Motorcycle Parking Spaces
□2 Private Light B□s Paring Space
□1 Loading and Unloading Bay
□1 Private Light B□s/ Amb□lance Loading and Unloading Bay

LEGEND :
- APPLICATION SITE BOUNDARY
- SITE BOUNDARY FOR PRIVATE HOUSING PORTION
- SITE BOUNDARY FOR PUBLIC HOUSING PORTION
- CAR PARK ENTRANCE
- TOWER LOBBY ENTRANCE



First Floor Plan □P□blic Ho□sing Portion□w/ Indicative Carpark Layo□t □□or re□erence only□layo□t and car parking provision s□bject to change at detailed design stage□

TUNG SHING LEI "R□D□" □ONE
PROPOSED LAND SHARING PILOT SCHEME □LSPS□FOR A SITE AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, THE NEW TERRITORIES

DATE : 05 JUL 2023
1 : 750 □A3□

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SK □01

INDICATIVE

REVISED ITEM

1. Corridor end w/ openable window.
2. Str□ct□ral wall o□Mod□lar □at aligned.
3. Li□t cores are NOT attached to wall o□domestic □nits.
4. Original T6 □ T7 and T9 □ T10 combined.

Blow □p Mod□lar Flat Layo□t

2□Person/ 3□Person

1□Bedroom Flat

2□Bedrooms Flat

TOTAL NOS. OF UNIT ACHIEVED BASED ON CURRENT LAYOUT □ 1920 UNITS
□ 1868 UNITS □No. o□Units □nder Proposed Scheme□

Master Layo□t Plan □P□blic Ho□sing Portion□w/ Indicative Tower Layo□t □□or re□erence only□layo□t and car parking provision s□bject to change at detailed design stage□

TUNG SHING LEI "R□D" □ONE

PROPOSED LAND SHARING PILOT SCHEME □LSPS□FOR A SITE AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, THE NEW TERRITORIES

DATE : 05 JUL 2023

1 : 750 □A3□

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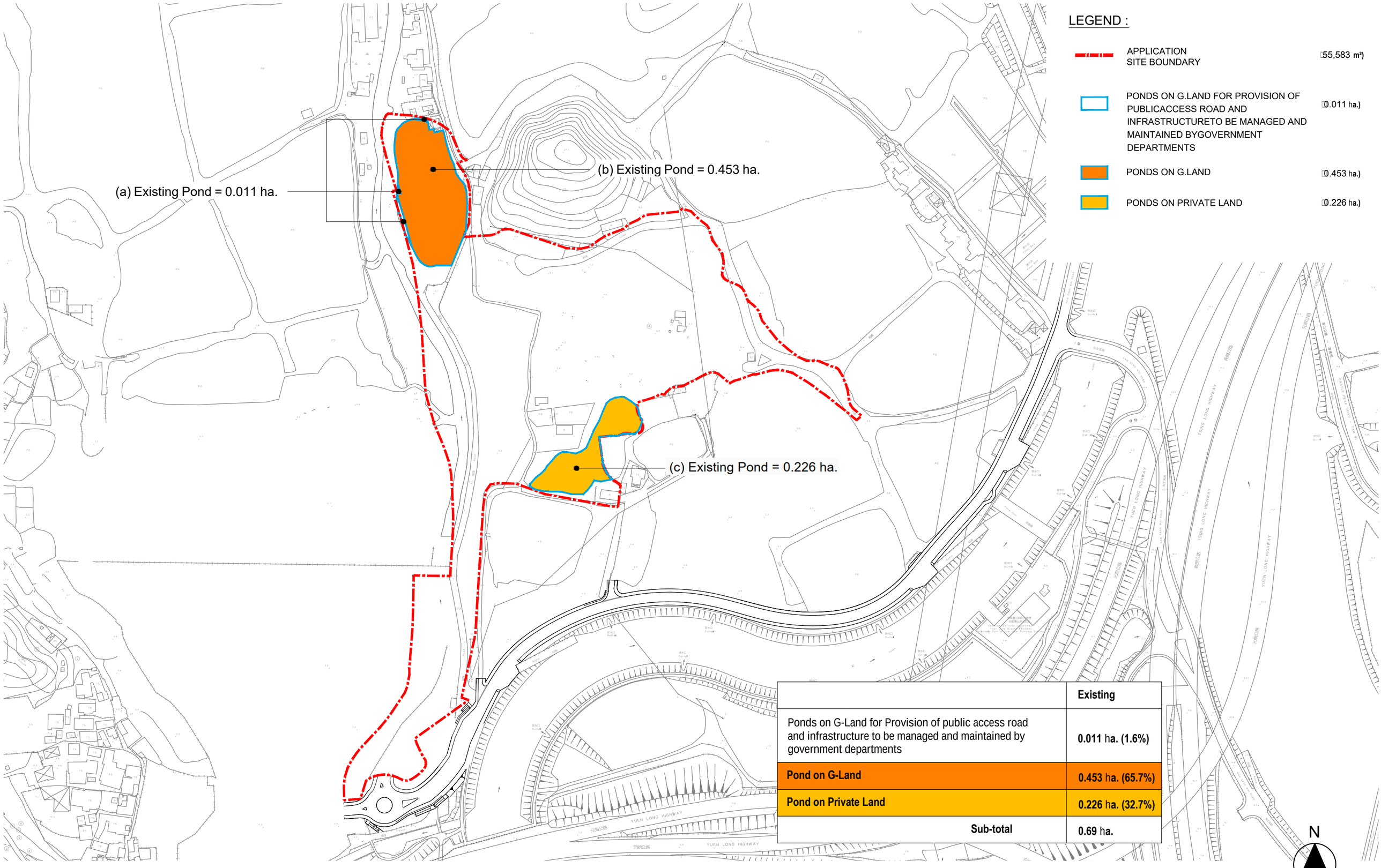
Attachment C
Land Status of Existing and Compensation Wetlands within Application Site



	Existing
Ponds on G-Land for Provision of public access road and infrastructure to be managed and maintained by government departments	**0.011** ha. **(1.6%)**
Pond on G-Land	**0.453** ha. **(65.7%)**
Pond on Private Land	**0.226** ha. **(32.7%)**
Sub-total	**0.69** ha.

Location o□Existing Ponds Diagram

TUNG SHING LEI "R□D" □ONE

PROPOSED LAND SHARING PILOT SCHEME □LSPS□FOR A SITE AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, THE NEW TERRITORIES

DATE : 05 JUL 2023
1 : 2500 □A3□

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LEGEND :

- APPLICATION SITE BOUNDARY (55,583 m²)
- PONDS ON G.LAND FOR PROVISION OF PUBLICACCESS ROAD AND INFRASTRUCTURETO BE MANAGED AND MAINTAINED BYGOVERNMENT DEPARTMENTS (0 ha.)
- PONDS ON G.LAND (0 ha.)
- PONDS ON PRIVATE LAND (0.69 ha.)

(a) Compensation Pond = 0.404 ha.

(b) Compensation Pond = 0.167 ha.

(c) Compensation Pond = 0.119 ha.

	Existing	Compensation
Ponds on G-Land for Provision of public access road and infrastructure to be managed and maintained by government departments	0.011 ha. (1.6%)	0 ha.
Pond on G-Land	0.453 ha. (65.7%)	0 ha.
Pond on Private Land	0.226 ha. (32.7%)	0.69 ha. (100%)
Sub-total	0.69 ha.	0.69 ha.

N

Location o□Compensation Ponds Diagram

TUNG SHING LEI "R□D" □ONE

PROPOSED LAND SHARING PILOT SCHEME □LSPS□FOR A SITE AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, THE NEW TERRITORIES

DATE : 05 JUL 2023
1 : 2500 □A3□

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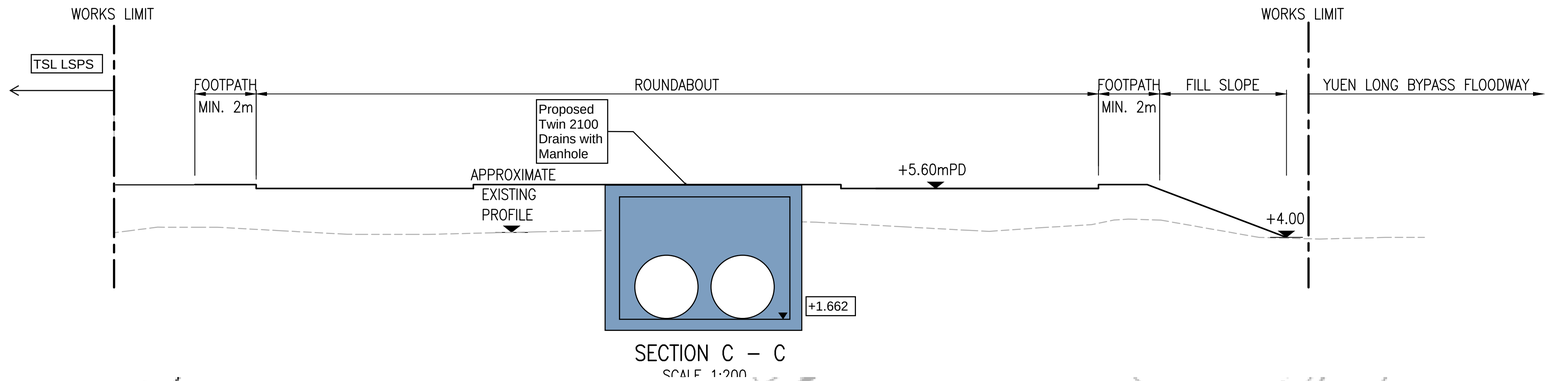
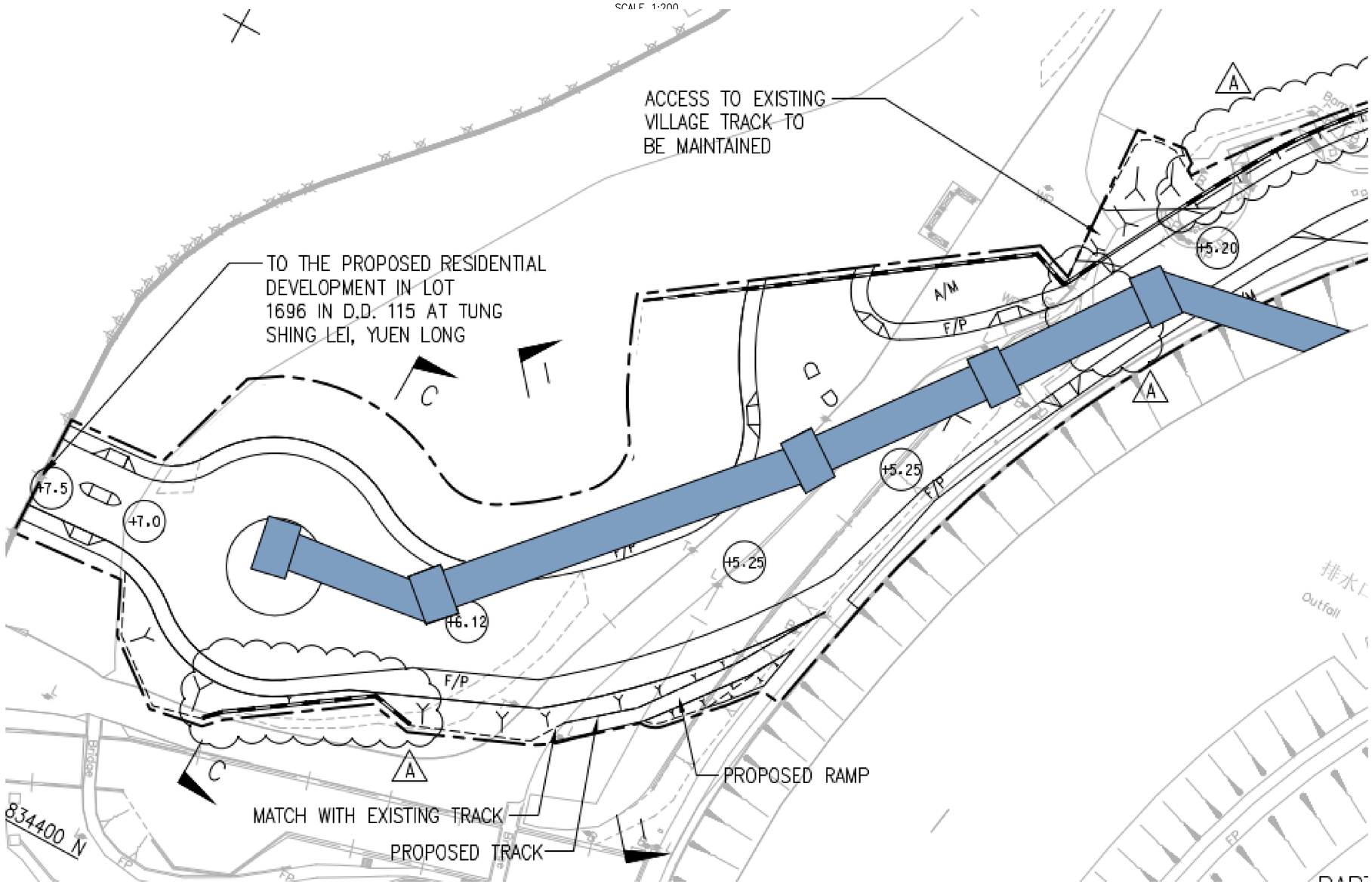
Attachment D
Indicative Section Plans for Drainage, Sewerage & Water works)

NOTE:

1. FOR GENERAL NOTES AND LEGEND REFER TO 60612020/HCR/1002.



SECTION C – C
SCALE 1:200



AECOM

PROJECT 項目

PROPOSED RESIDENTIAL DEVELOPMENT IN VARIOUS LOTS (TO BE KNOWN AS LOT 1696) IN D.D. 115 AT TUNG SHING LEI, YUEN LONG

CLIENT 業主

SUN HUNG KAI REAL ESTATE AGENCY LTD. 新鴻基地產代理有限公司

CONSULTANT 工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS 分判工程顧問公司

ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核
A	SEP. 23	2ND SUBMISSION	MCY
-	JUN. 23	1ST SUBMISSION	MCY

STATUS 階段

SCALE 比例 A1 AS SHOWN

DIMENSION UNIT 尺寸單位 MILLIMETRES

KEY PLAN 索引圖

PROJECT NO. 項目編號 60612020

CONTRACT NO. 分約編號

SHEET TITLE 圖紙名稱

HO CHAU ROAD WIDENING WORKS - ROAD SECTIONS

SHEET 2 OF 2

SHEET NUMBER 圖紙編號

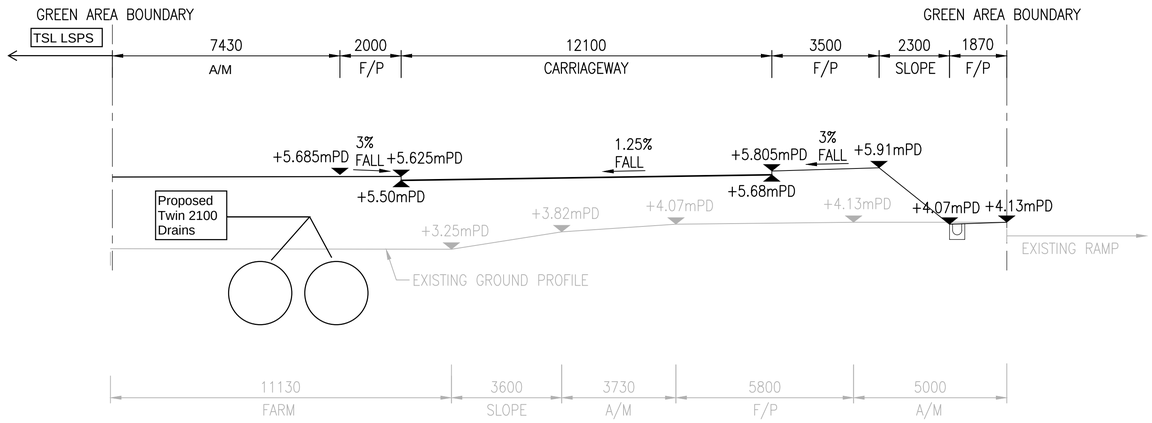
60612020/HCR/1102A

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Plot File by: ZHANGWRS 18/09/2023
PATH: P:\PROJECTS\60612020\DRAWINGS\SUBMISSION\HCR\HCR_1102.dwg

LEGEND:

GREEN AREA BOUNDARY
PROPOSED GROUND PROFILE
EXISTING GROUND PROFILE



SECTION I – I
SCALE 1:100

AECOM

PROJECT
項目

PROPOSED RESIDENTIAL DEVELOPMENT IN VARIOUS LOTS (TO BE KNOWN AS LOT 1696) IN D.D. 115 AT TUNG SHING LEI, YUEN LONG

CLIENT
業主

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ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核核

STATUS
用段

SCALE
比例
A1 AS SHOWN

DIMENSION UNIT
尺寸單位
MILLIMETRES

KEY PLAN
索引圖

PROJECT NO.
項目編號
60612020

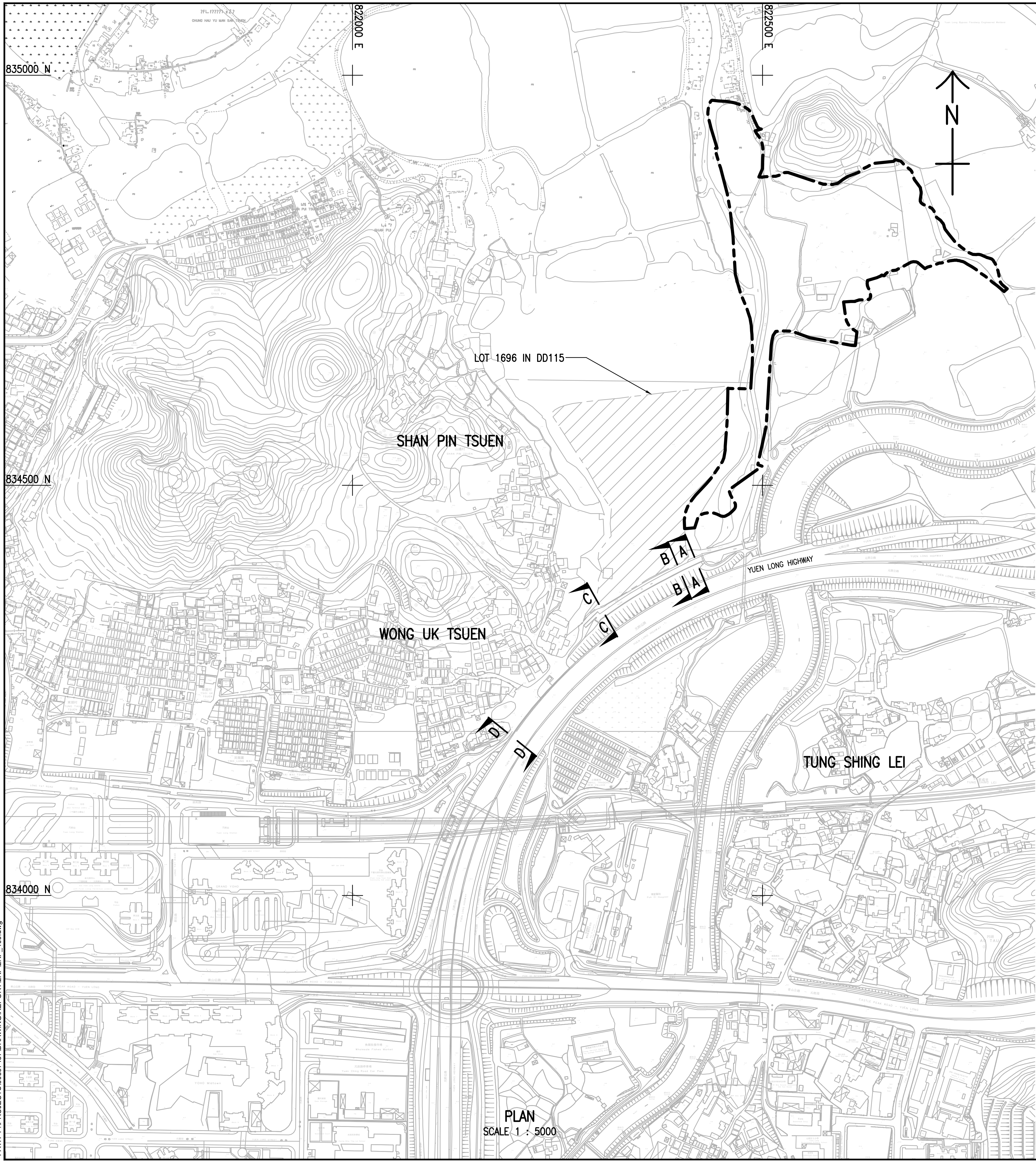
CONTRACT NO.
合約編號

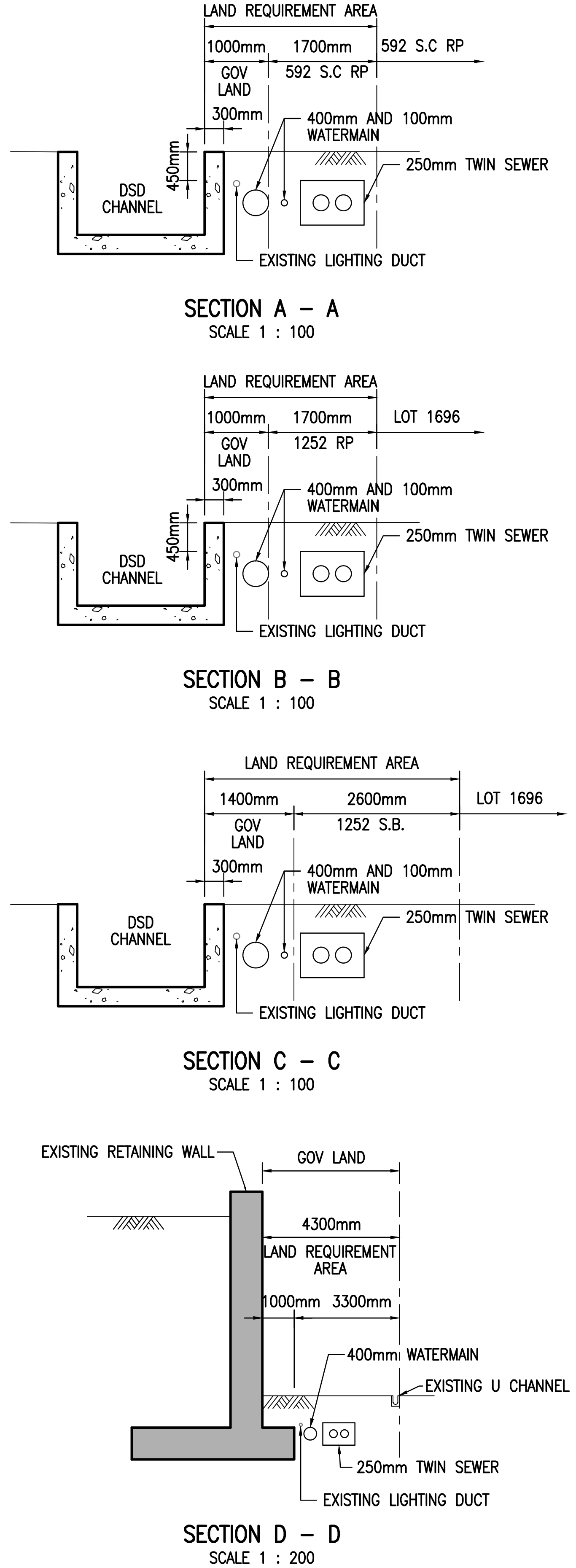
SHEET TITLE
圖紙名稱
SECTION

SHEET NUMBER
圖紙編號
60612020/HCR/1104

ISO A1 594mm x 841mm

Approved:
Checked:
Designer:
Project Management Initials:





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AECOM

PROJECT 項目

PROPOSED LAND SHARING PILOT SCHEME DEVELOPMENT AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, NEW TERRITORIES

CLIENT 業主

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ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核

STATUS 階段

SCALE 比例: A3 AS SHOWN

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號: 60597457

AGREEMENT NO. 協議編號

SHEET TITLE 圖紙名稱

DETAILS

SHEET NUMBER 圖紙編號

60597457/LRP/400