

LAND SHARING PILOT SCHEME

Proposed Public Residential Housing / Starter Homes Development at Lot 14 RP in Unsurveyed District at Wong Yue Tan and Adjoining Government Land and Proposed Private Residential Development at Lot 11 RP in Unsurveyed District at Wong Yue Tan and Adjoining Government Land, Tai Po, New Territories

PLANNING REPORT

February 2025

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S1407_PR_V21

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1 INTRODUCTION

1.1 Purpose

- 1.1.1 This Planning Report is prepared for Kam Luk Investment Company Limited in support of the development proposal prepared for the Land Sharing Pilot Scheme ("LSPS") for proposed public residential housing / starter homes ("SH") development at Lot 14 RP in Unsurveyed District at Wong Yue Tan ("UDWYT Lot 14 RP") and adjoining Government Land ("Site A"), and proposed private residential development at Lot 11 RP in Unsurveyed District at Wong Yue Tan ("UDWYT Lot 11 RP") and adjoining Government Land ("Site B") in Wong Yue Tan, Tai Po ("the Sites"). The purpose of this Planning Report is to provide the Land Sharing Office and the Panel of Advisors with necessary information and planning justifications for consideration of this development proposal.

1.2 Report Structure

- 1.2.1 Following this introductory section, the site and planning context will be briefly set out in Section 2. The indicative development proposal is included in Section 3. The planning merits and justifications for the development proposal can be found in Section 4. Section 5 concludes and summarizes this Planning Report.

2 SITE AND PLANNING CONTEXT

2.1 Site Location

2.1.1 The Sites are both situated on vegetated slopes in along Ting Kok Road, Tai Po (**Figure 2.1** refers). Site A is bounded by Ting Kok Road to its southwest, Lo Fai Road to its northwest, existing vegetation to its immediate northeast, and a number of graves to its southeast. It covers an area of about 2 hectares, comprising UDWYT Lot No. 14 RP, adjoining Government land sandwiched between UDWYT Lot No. 14 RP and Ting Kok Road and a piece of Government land of about 3,797m² on Lo Fai Road¹. Site B, located at about 500m to the southeast from Site A, is bounded by Ting Kok Road to its south, a proposed roundabout to the west (proposed brown area), existing vegetation to its north and a permitted burial ground site no. TP/E2 to its east. Site B has a site area of about 0.7 ha; it comprises UDWYT Lot No. 11 RP and the adjoining Government land sandwiched between UDWYT Lot No. 11 RP and Ting Kok Road and a piece of Government Land for the proposed roundabout and slope work.

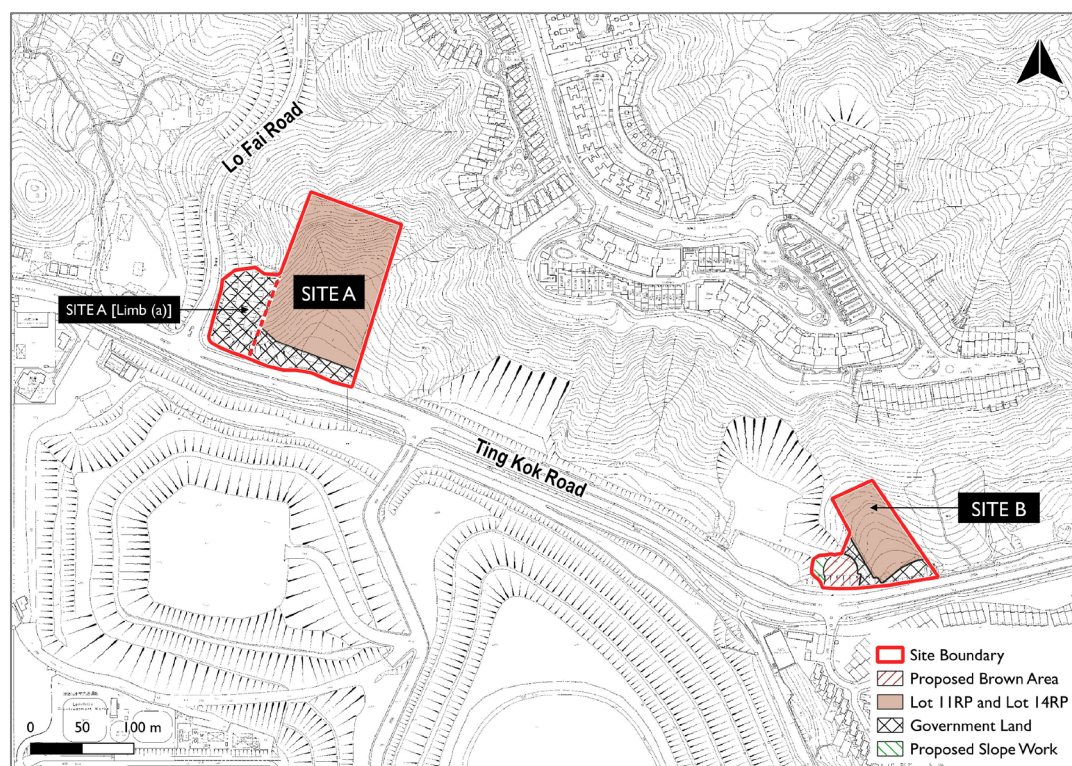


Figure 2.1: Site Location Plan

¹ As per Para. 16 LSPS Topical Guideline 1, "the Government may also make available government land for provision of infrastructure, GIC facilities or enlarged public housing/SH development". Nevertheless, the domestic GFA generated from such additional Government land will not be included in calculation the 70:30 public housing/SH and private housing split. Such Government land is referred as "limb (a)" in corresponding figures in this report.

2.2 Existing Condition and Existing Use

- 2.2.1 The Sites are both covered by trees and vegetation. The Sites are sloping grounds and different parts in Site A and Site B vary from 14mPD to 68mPD and 13mPD to 44mPD respectively. Some registered slopes are found within the Sites, of which some are maintained by the Highways Department. Ruins of an abandoned rock house is found within UDWYT Lot No. 11 RP near its southern boundary abutting Ting Kok Road.

2.3 Surrounding Context

Surrounding Uses

- 2.3.1 The Sites are located at the fringe Tai Po New Town in proximity to Tai Po Industrial Estate. The Sites, situated in a predominately residential neighbourhood, are surrounded by a number of "Residential (Group B)" ("R(B)") and "R(C)" zones intended primarily for medium-density and low-rise, low-density residential developments respectively. To the north of the Sites are three "R(C)6" zones and a "R(C)9" zones, where the former sites zoned R(C)6 are currently occupied by established developments known as Casa Marina I and II as well as Tycoon Place respectively and the latter site zoned R(C)9 is occupied by a recently completed development named Villa Lucca. A "R(B)1" and a "R(B)7" zone are located to the further north of the Sites across Lo Fai Road where Forest Hill and Richwood Park are located respectively. Fortune Garden zoned "R(C)1" is located to the south of Site B across Ting Kok Road.
- 2.3.2 A golf course (temporarily closed) and Tai Po Industrial Estate comprising various "Other Specified Uses" ("OU") zones are located to the southwest of the Sites across Ting Kok Road. A number of "Village Type Development" ("V") zones are found in the further northwest and northeast of the Sites. An existing residential development namely Beverly Hills is located to the further southeast of the Sites. Some "Government, Institution or Community" ("G/IC") zones including the Education University of Hong Kong are also found in the vicinity of the Sites.

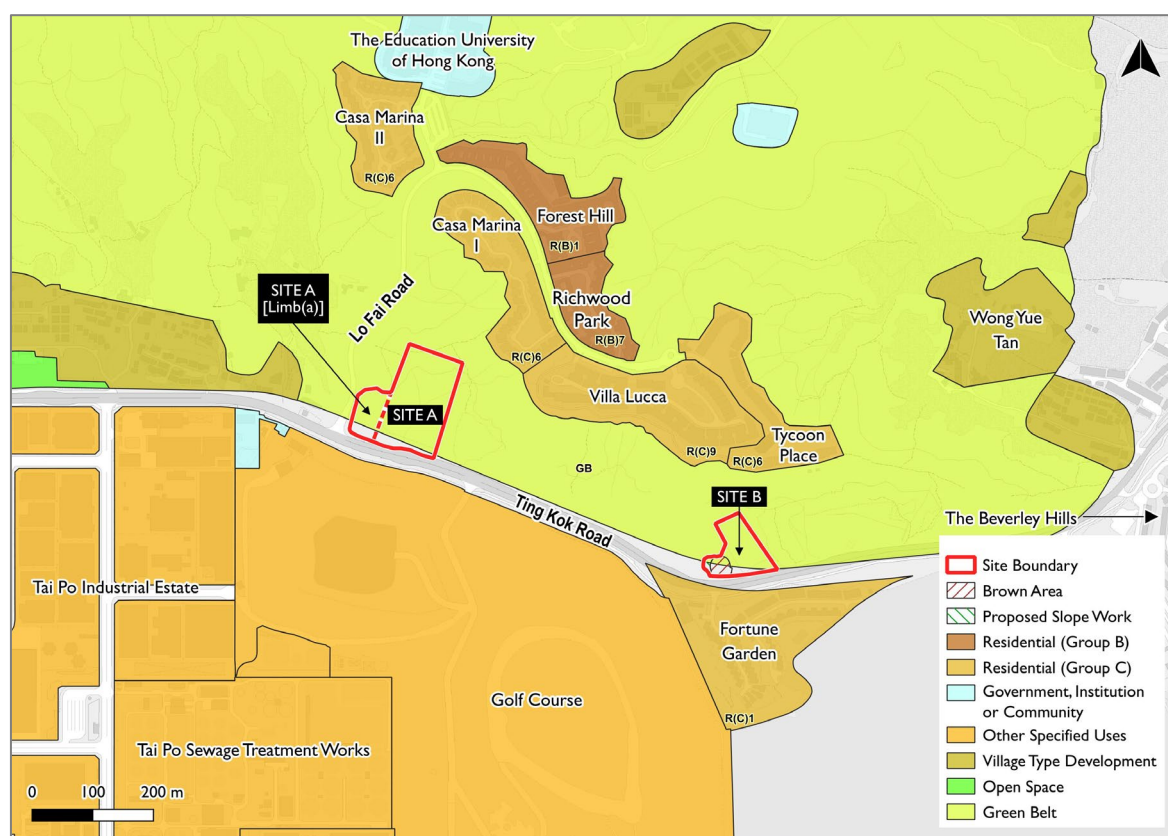


Figure 2.2: Surrounding Context

Existing Residential Developments in the Vicinity of the Sites

2.3.3 The Sites are located at the foothill of a low to medium-density residential neighbourhood on Lo Fai Road. The development intensity of these residential developments is summarized in **Table 2.1** for reference. The closest development, Casa Marina I, Villa Lucca and Tycoon Place, located to the north of Site A and Site B are formed on major development platform levels ranging from 83.4mPD to 96.0mPD. A low density residential development named Fortune Garden is located on the seaward side of Ting Kok Road to the south of Site B.

Residential Development	Lot No.	Zoning	Zoning Area (m ²)	Maximum Gross Floor Area ("GFA") (m ²)	Maximum Plot Ratio ("PR")	Major Development Platform Level (about)
Forest Hill	TPTL 115	"R(B)1"	24,548	44,186 #	1.8	77.5 mPD
Richwood Park	TPTL 116	"R(B)7"	14,425	21,852 (domestic); 1,304 (non-domestic)	1.6 #	89.9 mPD
Tycoon Place	TPTL 119	"R(C)6"	23,644	18,915 #	0.8	83.4 mPD
Casa Marina I	TPTL 117	"R(C)6"	26,331	21,065 #	0.8	83.5 mPD to 93.5 mPD

Casa Marina II	TPTL 118	"R(C)6"	21,199	16,959 #	0.8	68.2 mPD
Villa Lucca	TPTL 223 & 229	"R(C)9"	41,363	46,200	1.6 ##	96.0 mPD
Fortune Garden	TPTL 53	"R(C)1"	49,102	19,641 #	0.4	15.5 mPD
Note: # Estimation based on zoning area and maximum GFA/PR restriction as stipulated in the Statutory Notes of the Approved OZP No. S/TP/30. ## Based on RNTPC Paper No. 6/14.						

Table 2.1: Development Intensity of Existing Residential Developments in the Vicinity of the Sites

Rezoning of "GB" Sites for Residential Development on Tai Po OZP

2.3.4 As outlined in the 2014 Policy Address, the Government would continue reviewing various land uses and rezoning sites as appropriate and, where the original intended use is no longer required, converting the land for housing development. Besides, the Government would take steps to review the GB areas which are devegetated, deserted or formed for possible residential use. Since 2014, 5 nos. of sites have been rezoned for residential purposes on the Tai Po OZP and are tabulated in **Table 2.2** below. Their proposed development intensities vary depending on the individual context of each site.

Site Location	Amendments to the OZP	Type of Housing	Zoning Area (m ²)	Maximum GFA (m ²)	Maximum PR
Tai Po Area 9, Chung Nga Road East and Chung Nga Road West Sites	Rezoned from "G/IC" and "GB" to "R(A)9"	Public Housing Development	94,997	321,000 (about) (including not more than 26,750 m ² for non-domestic) ^	6.0 (including a maximum non-domestic PR of 0.5)
Site at Lo Fai Road near Tycoon Place	Rezoned from "GB" to "R(C)9"	Private Housing Development	41,363	46,200	1.6 ^
Site at Lai Chi Shan	Rezoned from "GB" to "R(B)8"	Private Housing Development	42,511	107,100	3.6 ^
Site at Kon Hang near Cheung Shue Tan	Rezoned from "GB" to "R(C)8"	Private Housing Development	25,405	16,800 ^	1.5
Site at To Yuen Tung, Ma Wo Road	Rezoned from "GB" to "R(A)10"	Public Housing Development	38,740	263,432 #	6.8

Site Location	Amendments to the OZP	Type of Housing	Zoning Area (m ²)	Maximum GFA (m ²)	Maximum PR
Note: ^ Reference has been made to RNTPC Paper No. 6/14. # Calculated based on zoning area and maximum PR.					

Table 2.2: Sites Rezoned from "GB" for Residential Purpose on Tai Po OZP Since 2014

2.4 Accessibility

- 2.4.1 Ting Kok Road is a major rural road connecting Tai Po New Town and Ting Kok. Site A is accessible by Ting Kok Road and Lo Fai Road, which the Site is abutted to Ting Kok Road and Lo Fai Road along its southwestern and northwestern boundaries respectively. Site B is accessible at Ting Kok Road. Various franchised buses operating along Ting Kok Road are also found in close proximity to the Sites.

2.5 Statutory Planning Context

- 2.5.1 The Sites are mainly zoned "GB" and partly within areas shown as "Road" on the Approved Tai Po Outline Zoning Plan ("Approved OZP") No. S/TP/30 (**Figure 2.3** refers). According to the Statutory Notes of the Approved OZP, "GB" zone is *"primarily for defining the limits of urban and sub-urban development areas by natural features and to contain urban sprawl as well as to provide passive recreational outlets. There is a general presumption against development within this zone"*. Rezoning the Sites into "Residential (Group A)" sub-zones will be required to facilitate the proposed residential developments.

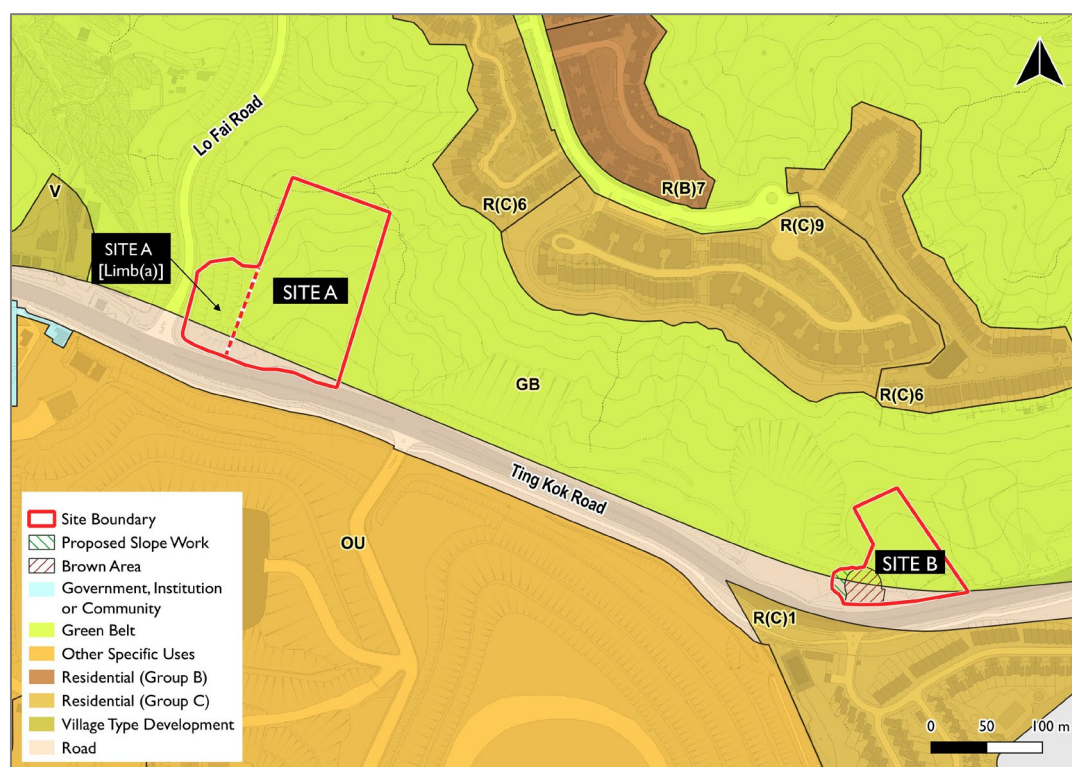


Figure 2.3: Zoning Context Plan (Extracted from Approved Tai Po OZP No. S/TP/30)

2.6 Government's Policies on Increasing Housing Land Supply

- 2.6.1 The Government has put strong emphasis on increasing supply of housing land in recent years to resolve the housing and land shortage problems in Hong Kong. Some of the major policies to increase housing land supply are as follows.

Increasing Residential Development Intensity

- 2.6.2 As announced in the 2014 Policy Address, the Government considers that except for the north of Hong Kong Island and Kowloon Peninsula, which are more densely populated, it is feasible to generally increase the maximum domestic PR currently permitted for the other density zones in the territory by around 20% as appropriate. Furthermore, in view of the increasing acute demand for public housing, the Executive Council agreed in December 2018 to allow further increase of domestic PR for public housing sites by 10% (i.e. up to 30% in total) where technically feasible.

Land Sharing Pilot Scheme

- 2.6.3 In response to the pressing demand for housing units and underutilization of privately owned land, the LSPS was first introduced in the 2018 Policy Address by the Chief Executive with aims to unleash the development potential of privately owned land not covered by Government's planned development and to meet the needs of both public and private housing in short to medium term.
- 2.6.4 Further details of the LSPS were confirmed in the 2019 Policy Address. The LSPS will tap the market force in planning and construction so as to release private lots with consolidated ownership but not yet covered by Government planning and study, in order to accelerate short to medium term housing supply. It states the following:

"The Government will facilitate infrastructural enhancement to allow higher development intensity and prescribe that at least 70% of the additional gross floor area gained should be allocated for public housing or Starter Homes as intended by the Government. As such, land owners have to carve out part of their land and hand them over to the Government for the said housing development, while the remainder of the site can be retained for private housing development. The land owners concerned will be responsible for providing infrastructure and other community facilities necessary to support the housing development projects, and the associated construction cost will be deducted from the land premium."

- 2.6.5 On 26 November 2019, the Legislative Council Panel on Development had a meeting and discussed about details, criteria and proposed implementation arrangement of LSPS². The discussion paper prepared for the said meeting confirmed that each project under LSPS should be capable of delivering an increased GFA of no less than 50,000 m² in total and at least 1,000 additional housing units (assuming an average flat size of 50 m²), in which no less than 70% of the increased GFA should be allocated for public housing or Starter Homes

² Development Bureau (2019). Legislative Council Panel on Development – Land Sharing Pilot Scheme. Retrieved from: <https://www.legco.gov.hk/yr19-20/english/panels/dev/papers/dev20191126cb1-160-3-e.pdf>.

development as intended by the Government. In support of a more holistic and integrated planning for the housing development, provision of G/IC facilities should be included to meet the needs of the additional population.

- 2.6.6 LSPS was subsequently launched on 6 May 2020 for receiving applications, subject to a cap of 150ha on the total area of private land to be approved³. It was further announced that public housing or Starter Homes development should be handed over to the Government in the form of formed land for a self-contained site, and the Government will be responsible for allocation of the formed site. The cost of site formation for the public housing and/or Starter Homes portion, together with construction and related costs of necessary infrastructure (e.g. road works improvement, upgrading/provision of water supply, sewerage and drainage facilities) and G/IC facilities, after vetting and acceptance by the Government to ensure they are essential and cost-effective to the whole public and private housing development, will be deducted from land premium for the proposed lease modification/land exchange. The processing of LSPS applications mainly comprises vetting of the application, consideration by the Panel of Advisors, endorsement by the Chief Executive in Council, statutory process of town planning and road/sewerage works gazettal and land administration procedures.

³ Development Bureau (2020). Legislative Council Brief – Land Sharing Pilot Scheme. Retrieved from: https://www.devb.gov.hk/filemanager/en/content_1152/LSPS_LegCo_Paper_e.pdf.

3 THE INDICATIVE DEVELOPMENT PROPOSAL

3.1 The Indicative Development Proposal

- 3.1.1 The proposed public residential housing / SH development is proposed at Site A which has a total area of about 2 hectares⁴. With reference made to the existing residential developments at the uphill, the public residential housing/SH development at Site A will have a maximum building height of 83mPD⁵ at main roof level, taking into account the necessary storey height for the adoption of Modular Integrated Construction ("MiC") method as promulgated in the Joint Practice Note No. 8 by Buildings Department, Lands Department and Planning Department. There will be 5 nos. of residential towers with a total maximum domestic GFA of about 64,522m² (equivalent to a domestic PR of about 3.18) providing a total of about 1,290 nos. of flats⁶. The proposed developments will have a terraced platform and its main platform will be at the level of about 19mPD. Car parking spaces and about 1,000m² of retail facilities will be provided at the main platform level. G/IC facilities of about 3,226m² (equivalent to about 5% of domestic GFA) will also be provided on the southern side of the site with direct pedestrian access from Ting Kok Road.
- 3.1.2 The private residential development is proposed at Site B which has a total area of about 0.7 hectare⁷. Based on the 70:30 public housing/SH and private housing split of domestic GFA, the private housing will have an about 23,000m² of domestic GFA⁸ (equivalent to a plot ratio of about 3.28 on Site B). The proposed roundabout and the associated cut slope and retaining wall are considered to be part of the essential infrastructure works for the private residential development and included in the rezoning site boundary. Aiming to keep the maximum building height lower than the platform level of existing residential developments uphill, the proposed private residential development will be a 18-storey tower (including the residential carpark at basement level at about 15.5mPD) with the maximum BH of 78.2mPD at main roof level. There will be about 460 number of flats⁶ for an estimated population of about 1,288⁹.
- 3.1.3 With an aim to avoid lengthening the EVA to the northern portions which will

⁴ Including about 3,797m² of additional Government Land [limb (a)] for the sole purpose for public housing development. Nevertheless, the domestic GFA generated from such additional Government land will not be included in calculation the 70:30 public housing/SH and private housing split. Based on a plot ratio of 3.18 for Site A, the additional Government Land of about 3,797m² [limb (a)] will generate about 10,855m² GFA.

⁵ Floor-to-floor height of 3m has been assumed to allow for the adoption of MiC method with thickened/double slabs between MiC modules. According to Joint Practice Note No. 8 for Buildings Department, Lands Department and Planning Department, an increase in building height of about 4% of the total storey height of MiC floor may be favourably considered.

⁶ Based on the assumed average flat size of 50m², subject to detail design.

⁷ The calculation of area for Site B including about 0.1 hectare of Government Land for proposed roundabout and the associated cut slope and retaining wall.

⁸ After excluding the about 10,855m² GFA generated from the additional Government Land of about 3,797m² [limb (a)] in Site A, the remaining GFA of about 53,667m² for public housing / SH will be used as the basis for deriving the GFA for the private housing portion. $53,667\text{m}^2 / 0.7 \times 0.3 = 23,000\text{m}^2$.

⁹ Calculated based on the average domestic household size of 2.8 in Tai Po New Town in 2021 Population Census.

inevitably increase the hard paved area and hence the associated landscape and tree impact under the indicative development proposal, residential blocks are proposed to be located to the southern portions of Site A and Site B. In the respective northern portions of Site A and Site B, necessary geotechnical works such as installation of soil nails to ensure the slope safety will be carried out and compensatory trees/whips for the residential developments will be planted. The compensatory planting in the northern portion of the sites could enhance the landscape quality of the proposed developments and serve as a visual relief for future residents. Such areas are an integral part of the proposed residential developments.

3.1.4 The schematic master layout plan and section plans showing the proposed public residential housing / SH development at Site A and the proposed private residential development at Site B is shown in **Figures 3.1 to 3.9** accordingly.

	Proposed Public Residential Housing / SH Development at Site A	Proposed Private Residential Development at Site B	Entire LSPS Scheme
Rezoning Site Area (about)	About 2.0ha ¹⁰	About 0.7ha ¹²	About 2.7ha
Total Domestic GFA (about)	64,522 m ²	23,000 m ²	87,522 m ²
Equivalent Domestic PR ¹¹	About 3.18	About 3.28 ¹²	Average 3.21
Public / Private Domestic GFA Ratio ¹³	70%	30%	/
Max. BH (at main roof level)	83mPD ¹⁴	78.2mPD	83mPD
No. of Storeys	18 to 21 ¹⁵	18 ¹⁶	18 to 21
Site Coverage (above 15m)	Not more than 37%	Not more than 35%	/
No. of Blocks	5	1	6
No. of Units (about) ¹⁷	1,290	460	1,750
Design Population	3,612 ^{##}	1,288 ^{##}	4,900
GFA for Retail Facilities	1,000 m ²	N/A	1,000 m ²
GFA for G/IC Facilities Provision (about)	3,226 m ² [^]	N/A	3,226 m ²
Local Open Space	Not less than 1m ² per person	Not less than 1m ² per person	Not less than 1m ² per person

¹⁰ Including about 3,797m² of additional Government Land [limb (a)] for the sole purpose for public housing development.

¹² The calculation of the area for Site B including about 0.1 hectare of Government Land for proposed roundabout and the associated cut slope and retaining wall.

¹¹ The average domestic plot ratio is calculated by using the total domestic GFA divided by the Rezoning Site Area.

¹² The Domestic Plot Ratio of Site B will be about 4.04 if exclude the area for proposed roundabout and slope work.

¹³ The calculation of the public/private domestic GFA ratio has excluded the domestic GFA of about 10,855m² generated by the additional Government Land of 3,797m² [limb (a)].

¹⁴ Floor-to-floor height of 3m has been assumed to allow for the adoption of MiC construction method.

¹⁵ Including G/IC facilities but excluding transfer plate.

¹⁶ Including basement level but excluding transfer plate.

¹⁷ Based on the assumed average flat size of 50m², subject to detail design.

	Proposed Public Residential Housing / SH Development at Site A	Proposed Private Residential Development at Site B	Entire LSPS Scheme
Internal Transport Facilities Provision			
Parking Spaces			
• Private Car Parking Space	176* (include retail)	143*	318*
• Motorcycle Parking Space	15	6	21
• Bicycle Parking Space	172	62	234
• LGV Parking Space	5	N/A	5
Loading/unloading spaces			
• LGV spaces	1 (for GIC)	0	1 (for GIC)
• HGV spaces	11 (include retail)	1	12 (include retail)
Note: # Based on an assumed average flat size of 50m ² and including 1 for GIC. ## Based on the average domestic household size of 2.8 in Land Sharing Pilot Scheme and Guidance Note on Applications. * Including 6 nos. of accessible parking spaces for disabled person ^ Social welfare facilities as required by the Government is proposed to be disregarded from GFA calculation			

Table 3.1: Major Development Parameters

3.2 Provision of Social Welfare Facilities

3.2.1 In view of the imminent need for social welfare facilities and policy initiatives to increase provision of social welfare facilities, a total GFA of about 3,226 m² will be dedicated for social welfare facilities in the proposed public residential housing / SH development at Site A, which is about 5% of the domestic GFA of the proposed development. The social welfare facilities will front directly on Ting Kok Road with barrier-free access to facilitate accessibility by the users and public. As required under the LSPS, Site A will be delivered to the Government upon completion of site formation. The social welfare facilities shall be designed and constructed as part of the public housing development. The provision of facilities will be subject to further discussions between the relevant government departments and the Housing Authority at the detailed planning and design stage¹⁸.

3.3 Access Arrangement and Internal Transport Facilities Provision

3.3.1 The run-in/out points for the proposed developments at Site A and Site B will be located at Lo Fai Road and the proposed roundabout branching out from Ting Kok Road (shown as proposed brown area in **Figure 2.1**) respectively. Adequate parking and loading/unloading facilities will be provided in accordance with the latest standards stipulated in the Hong Kong Planning Standards and Guidelines. While the car park at Site B is proposed at basement level, no basement car parking is proposed for the public residential housing/SH development at Site A as per the comment by the Housing Department.

¹⁸ For the purpose of technical assessments, the proposed GIC facilities in Site A will be assumed as Residential Care Home for the Elderly (RCHE).

Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14 RP and Adjoining Government Land ("Site A") and Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land ("Site B") – Land Sharing Pilot Scheme



Figure 3.1: Schematic Master Layout Plan for Site A

Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14 RP and Adjoining Government Land ("Site A") and Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land ("Site B") – Land Sharing Pilot Scheme

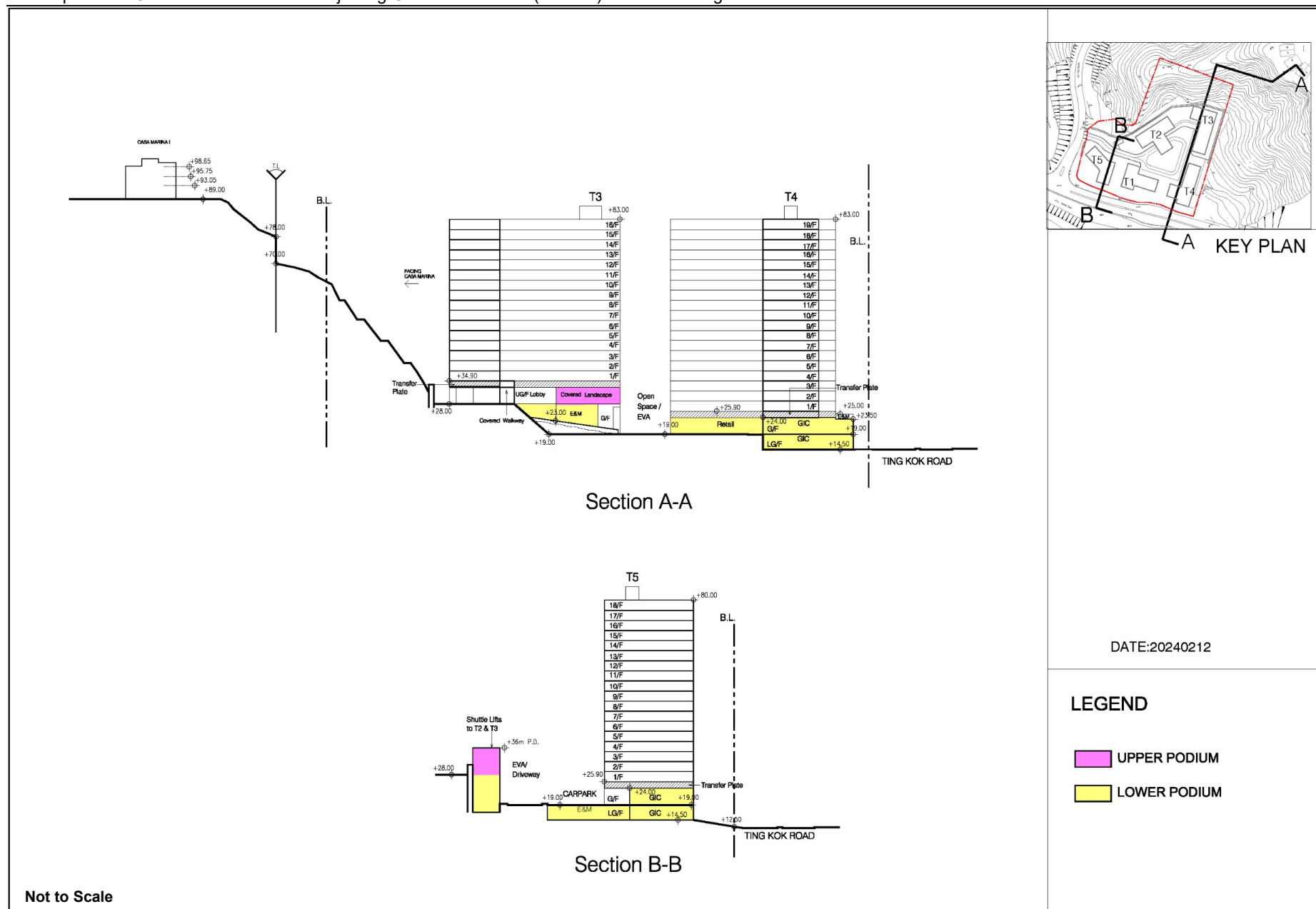


Figure 4.2: Schematic Section Plan for Site A (Section A-A and B-B)

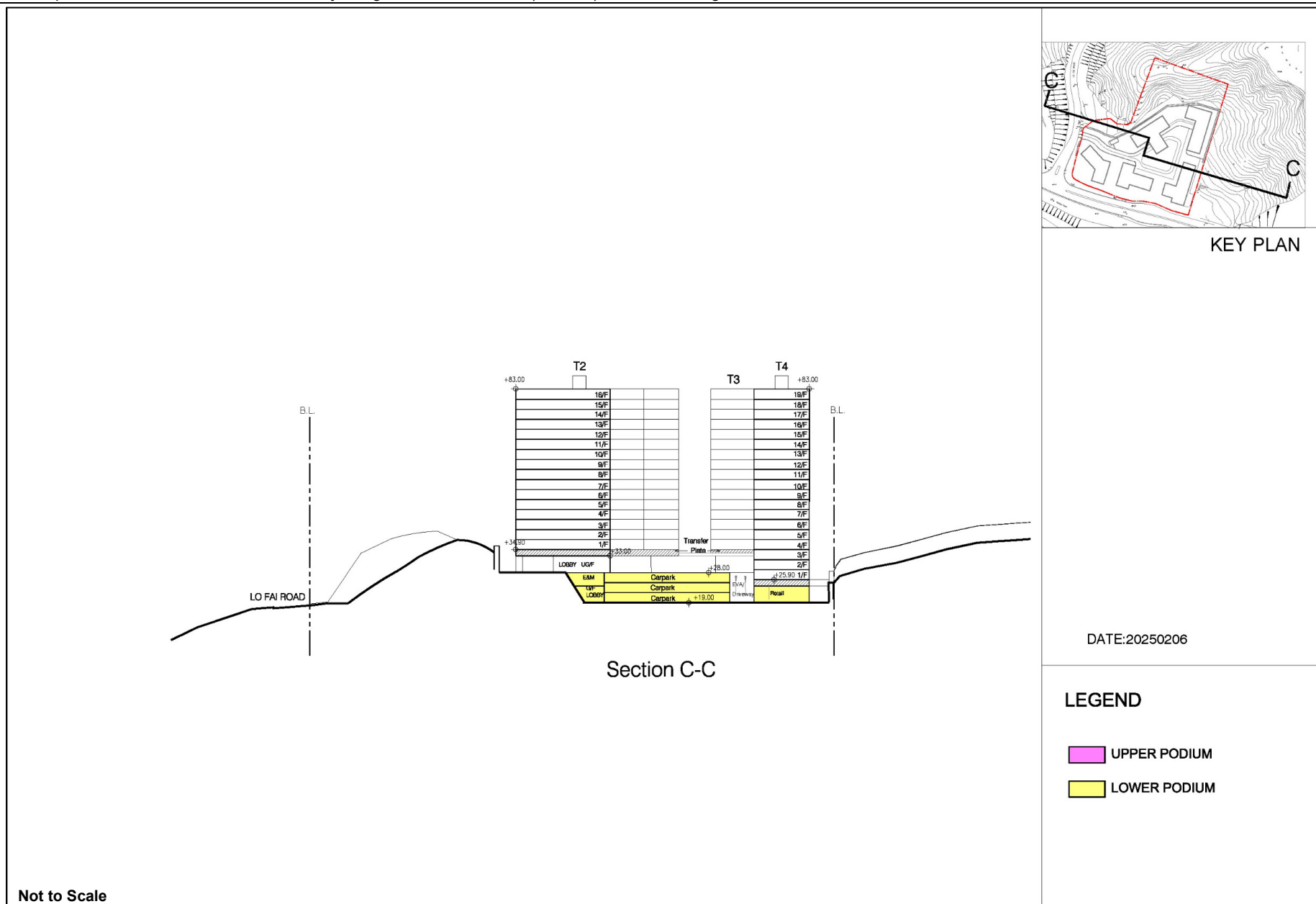


Figure 3.3: Schematic Section Plan for Site A (Section C-C)

Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14 RP and Adjoining Government Land ("Site A") and Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land ("Site B") – Land Sharing Pilot Scheme

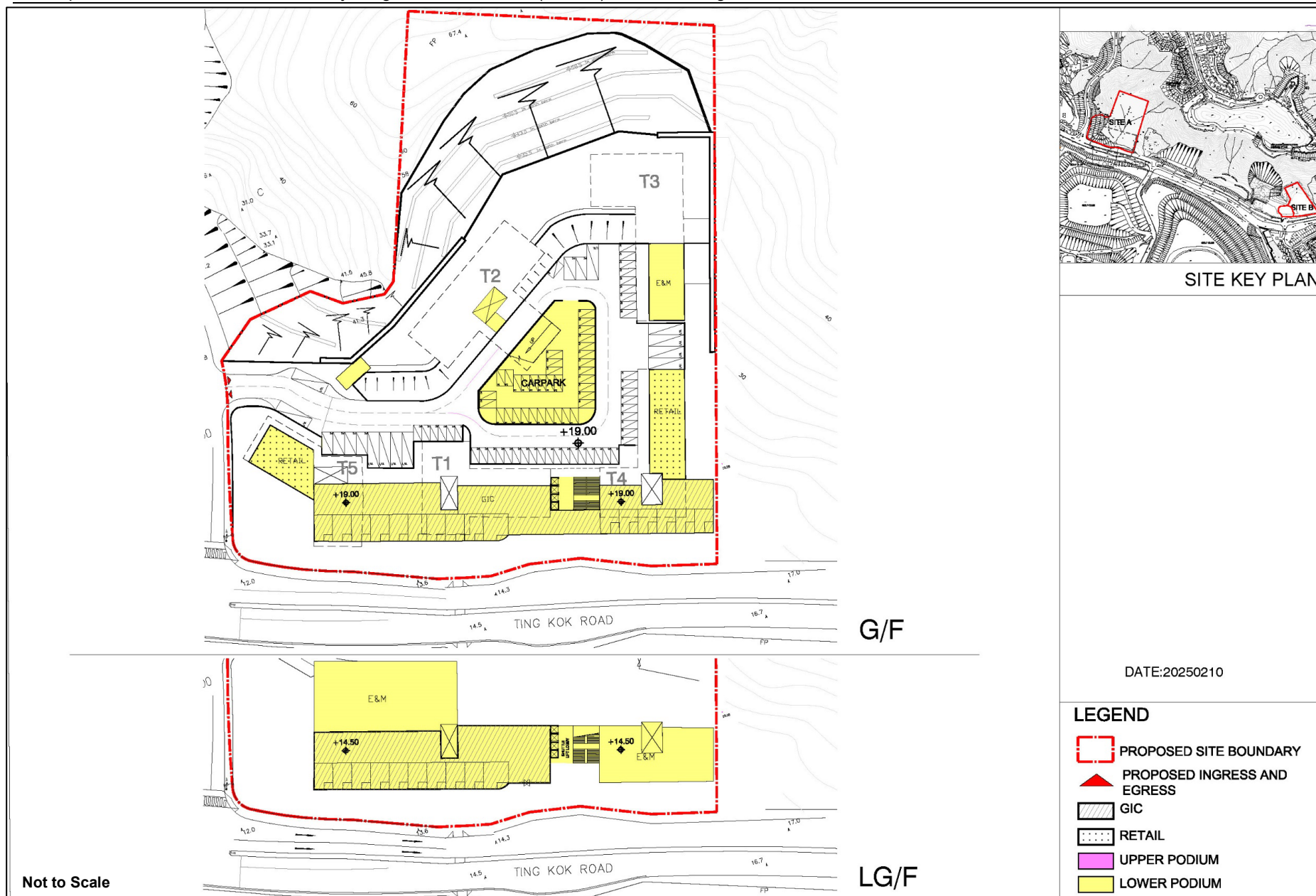


Figure 3.4: Schematic Plan for GIC at Site A

Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14 RP and Adjoining Government Land ("Site A") and Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land ("Site B") – Land Sharing Pilot Scheme

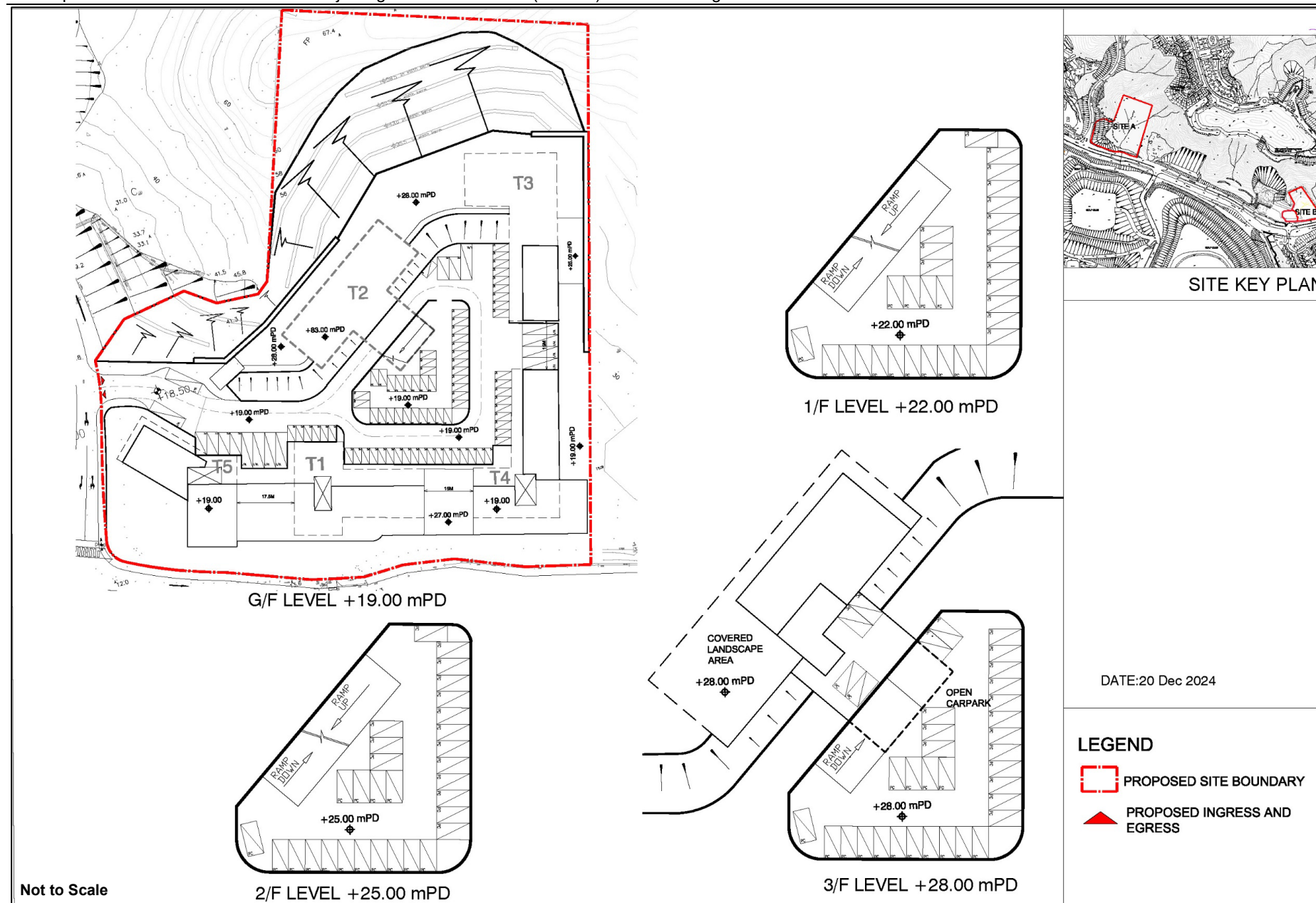
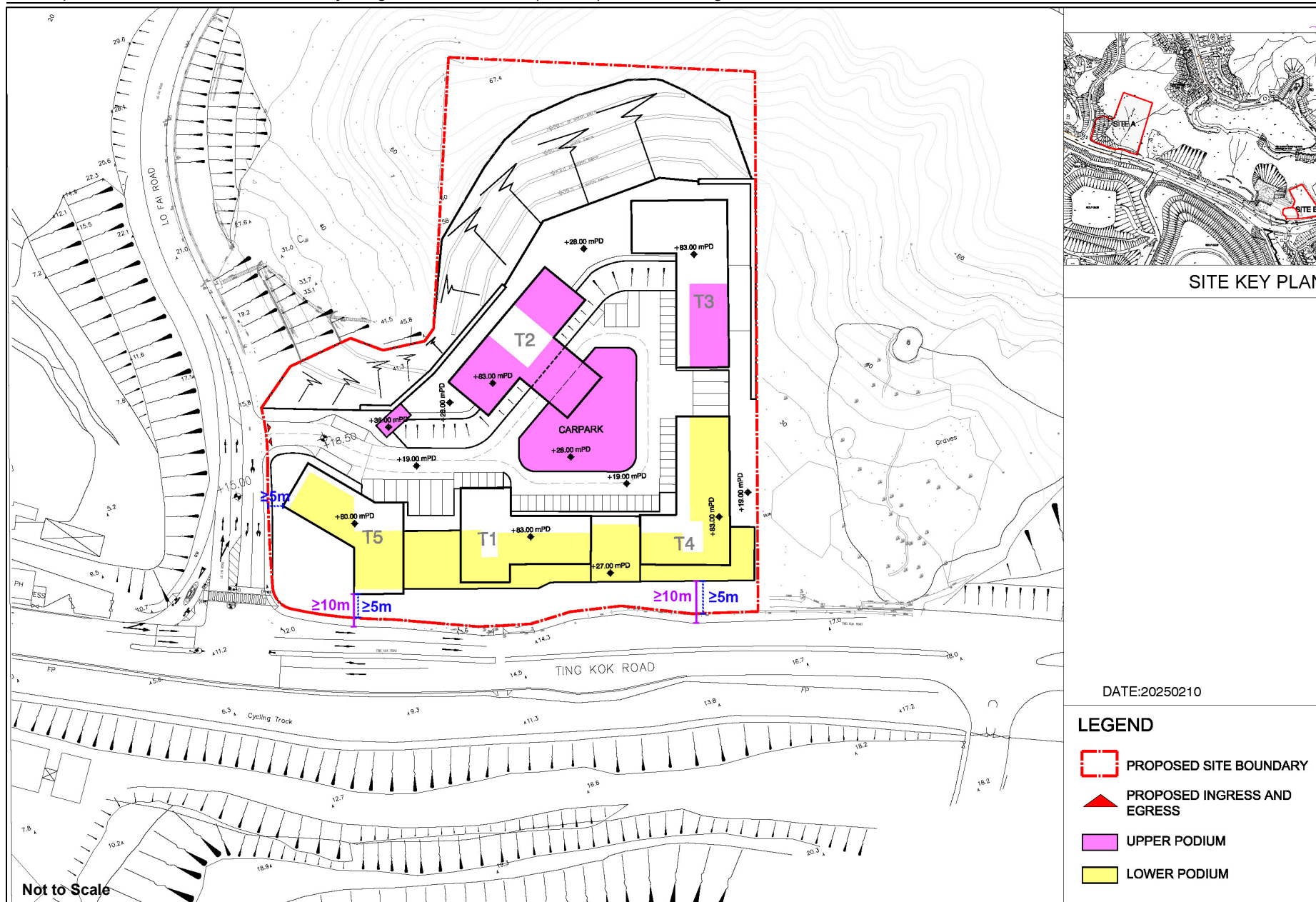


Figure 3.5: Schematic Plan for Podium Car Park at Site A

Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14 RP and Adjoining Government Land ("Site A") and Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land ("Site B") – Land Sharing Pilot Scheme



Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14 RP and Adjoining Government Land ("Site A") and Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land ("Site B") – Land Sharing Pilot Scheme

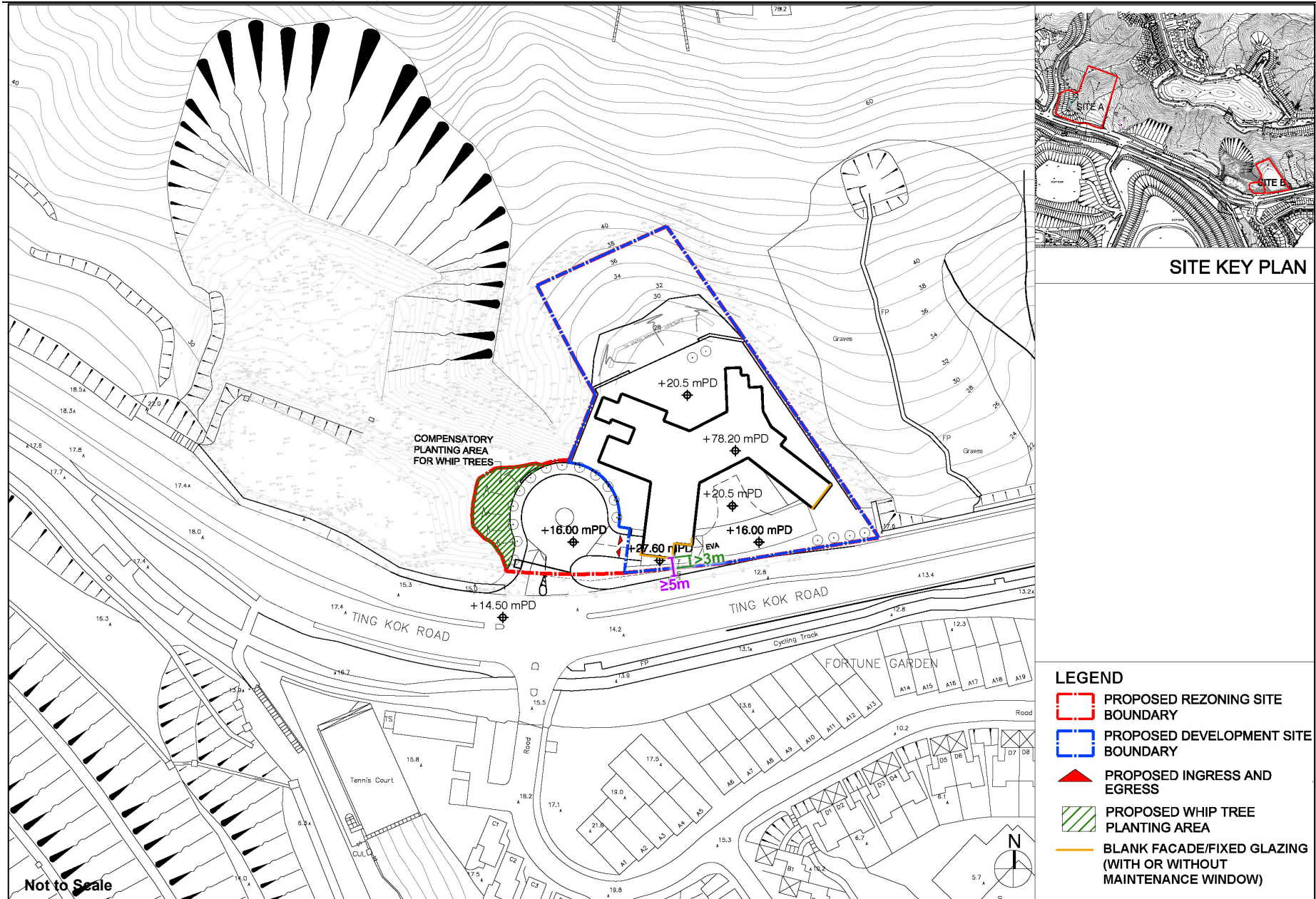


Figure 3.7: Schematic Master Layout Plan for Site B

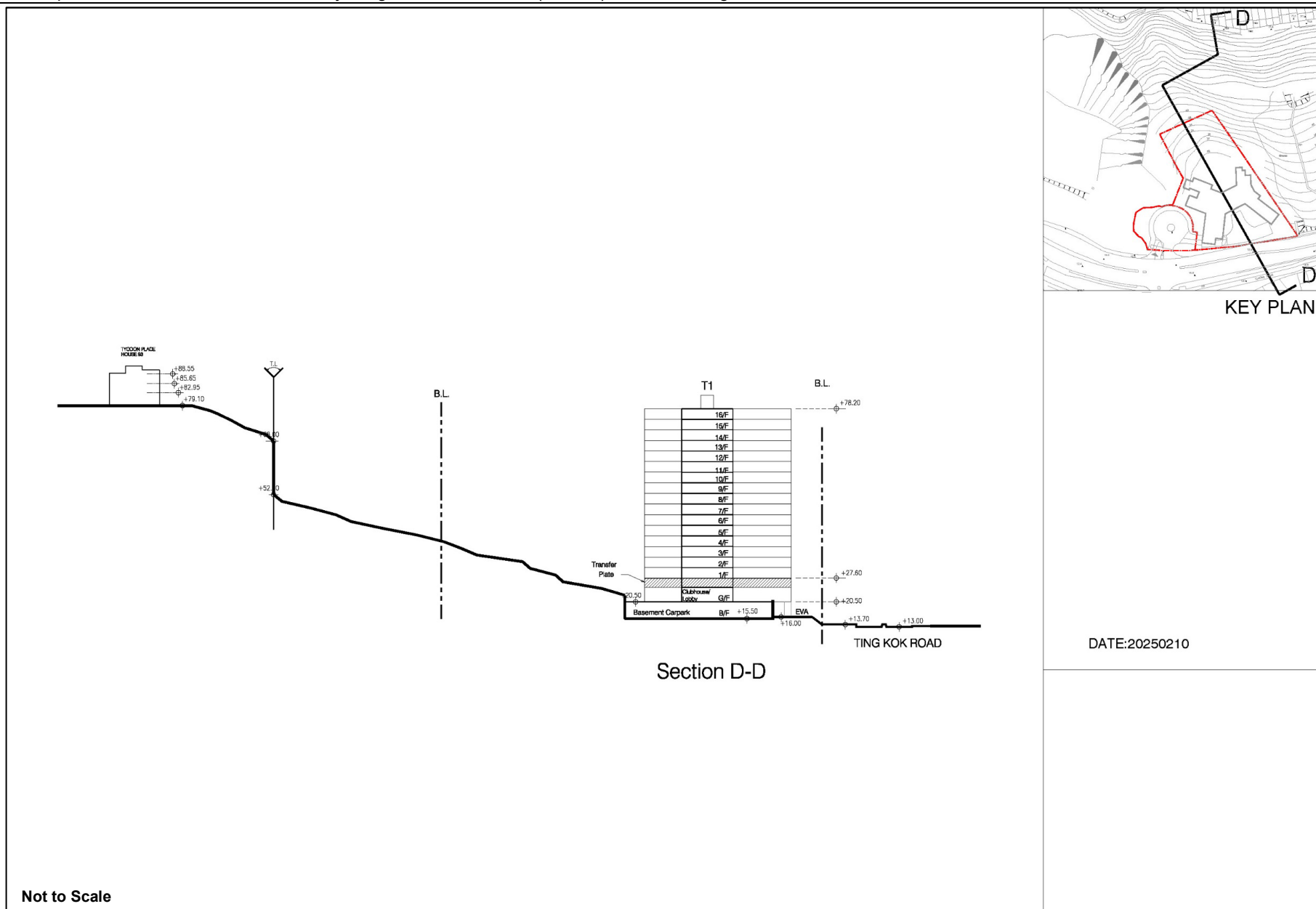


Figure 3.8: Schematic Section Plan for Site B (Section D-D)

4 PLANNING MERITS AND JUSTIFICATIONS

4.1 In-line with Government's Policies on Increasing Housing Supply

4.1.1 In addressing the housing shortage problem and to meet the pressing housing demand in Hong Kong, the Government has been adopting a multi-pronged approach to increase land supply in short, medium and long term. The development proposal is submitted under the LSPS to unleash earlier the development potential of the private lots at the Sites located outside specified environmentally sensitive areas and not covered by the Government's planning efforts in order to boost both public and private housing supply. The development proposal is totally in-line with the Government's policy to increase housing land supply.

4.1.2 In order to optimize the development potential of the Sites in response to the acute demand for housing supply, the development intensity has been carefully considered taken into account the site and surrounding context as well as prevailing policy initiatives. With the maximum BH (at main roof level) at Site A and Site B kept at 83mPD and 78.2mPD respectively, the average plot ratio of the housing developments will be about 3.21 to achieve optimal production of housing units (please refer to **Sections 4.3 and 4.4**). Land resources in Hong Kong are extremely scarce and the current proposal would represent a more optimum and efficient use of land resources.

4.2 Compliance with the Relevant Requirements of Land Sharing Pilot Scheme

4.2.1 As detailed in **Section 2.7**, each project under the LSPS should be capable of delivering an increased GFA of no less than 50,000 m² in total and at least 1,000 additional housing units (assuming an average flat size of 50 m²), in which no less than 70% of the increased GFA should be set aside for public housing or Starter Homes development as intended by the Government. The development proposal at the Sites currently zoned for non-residential use contributing an increased domestic GFA of about 87,522m² and 1,750 of residential units in total (of which 70% will be set aside for proposed public residential housing / SH development at Site A is in compliance with the LSPS requirements and other relevant criteria set out in the Guidance Note.

4.3 Compatible with the Surrounding Land Use and Development Intensity

4.3.1 Tai Po New Town is well-developed with relatively higher development intensity concentrated on both sides of East Rail Line, Tai Po Tai Wo Road and Ting Kok Road to the west of Yuen Shin Road. Among these higher density developments, majority of them are "R(A)" sites subject to a maximum domestic PR of 5. Medium-density developments with maximum PRs ranging from 1.6 to 3.6 are found at various locations at the fringe of the new town area. Low-density developments with PRs lower than 1.5 are generally found at remote areas with infrastructural constraints.

4.3.2 As discussed in para 2.3.4, the Government has rezoned 5 "GB" sites in Tai Po for

residential purpose since 2014 for releasing more developable land for housing supply. Among the 5 rezoned site, 3 of them are for low to medium density development residential developments.

- 4.3.3 The Sites are situated at the urban fringe of Tai Po New Town gradually transitioning from the denser urban core towards suburban area in Ting Kok. Existing low- to medium-density residential neighbourhoods/ developments along Ting Kok Road are mainly located on local feeder roads connecting Ting Kok Road, such as Fung Yuen Road, Ting Hing Road & Lo Fai Road with limited capacity. Site A is about 1.7km away from the nearest public housing estate (i.e. Fu Shin Estate) in Tai Po New Town and both Sites directly abut Ting Kok Road.
- 4.3.4 The proposed overall domestic plot ratio of the Sites is about 3.21 while the individual domestic plot ratio of Site A and Site B is about 3.18 and about 3.28 respectively. The proposed development intensity is also confirmed and supported by submitted technical assessments to be acceptable in technical terms and will not lead to adverse and insurmountable impacts to the surroundings. As potential development sites at the fringe of new town area, medium density developments at the Sites are generally considered to be compatible.

4.4 Compatible with the Building Height Profile of the Area

- 4.4.1 The maximum BHs of the proposed public residential housing / SH development and proposed private residential development at the Sites have been optimized. As outlined in the Explanatory Statement of the Approved OZP, in a wider context, a stepped BH concept with BHs gradually descending from the urban core at Tai Po Hui and the adjacent reclaimed areas to the peripheral areas has been adopted taking into account the local context, the local wind environment, and the need to maintain visually compatible building masses in the wider setting. The proposed height bands help to preserve the natural topographical profile, public views to the ridgelines, maintain visual permeability, and wind penetration and circulation as far as possible.
- 4.4.2 Considering that the closest facing platform levels of existing residential developments uphill namely Casa Marina I, Villa Lucca and Tycoon Place to the immediate north of the Sites at about 83.5 to 93.5mPD, 96mPD and 83.4mPD respectively, the proposed maximum BHs (at main roof level) for Site A and Site B would be kept at 83mPD and 78.2mPD respectively to minimize potential visual impacts to the adjacent developments. Such maximum building height will also ensure that there will be a descending building height profile from the uphill areas towards the waterfront of Tolo Harbour; i.e. from max. 113mPD at the uphill, to max. 83mPD at the Sites and then to max. 36mPD to Fortune Garden or max. 41mPD to the golf course.
- 4.4.3 The public residential housing/SH development at Site A will adopt Modular Integrated Construction ("MiC"). As promulgated in the Joint Practice Note ("JPN")

No. 8 by Buildings Department, Lands Department and Planning Department, MiC enables better quality control, shortens construction period, reduces disturbance and nuisance to the neighbourhood etc. Since the adoption of MiC normally involves thickened/double slabs between MiC modules, resulting in an increase in storey height of MiC floor and hence in the overall building height (BH) of the building. Therefore, the proposed building height of about +83mPD in Site A is considered necessary and appropriate for the intended adoption of MiC at the Site. The increase in BH is about 4% of the total storey height of MiC floor which shall be favourable considered under the JPN No. 8.

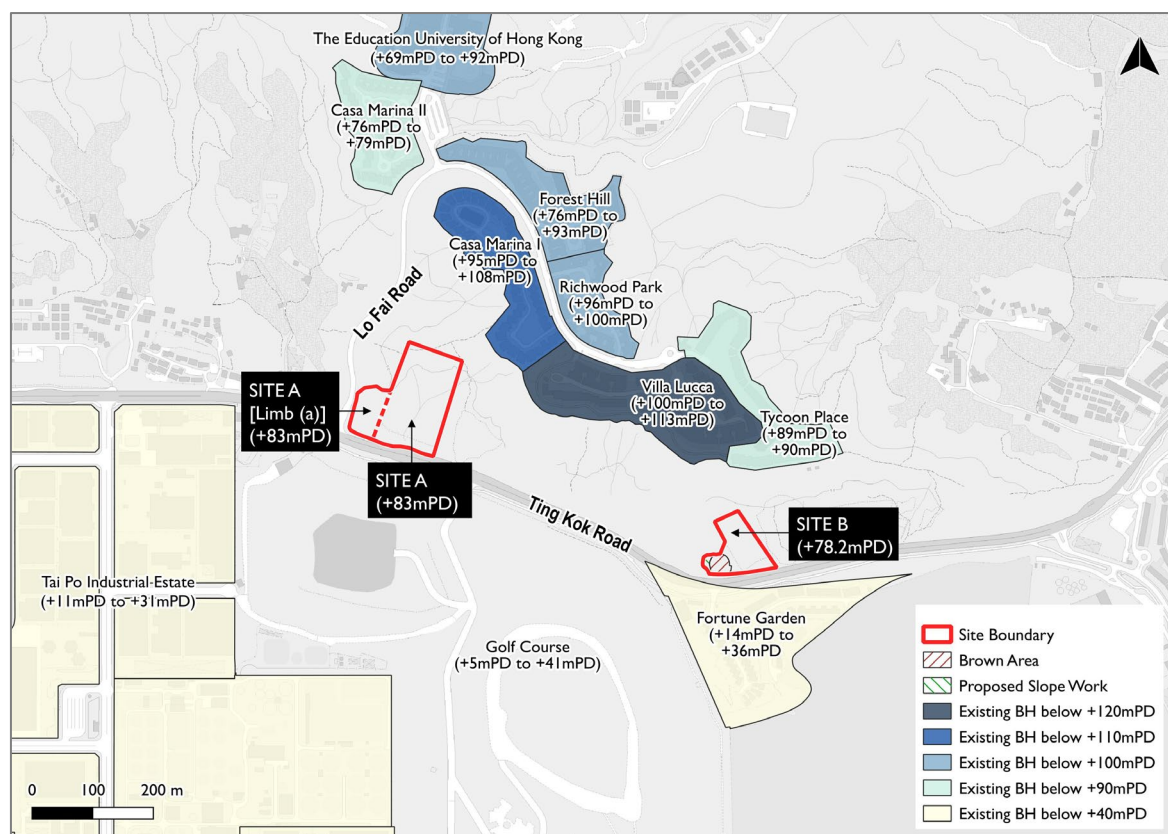


Figure 4.1: Existing Building Height Profile of the Area

4.5 Sensitive Design in Response to the Surrounding Settings

- 4.5.1 Having taken into account the site topography and surrounding settings including a number of graves found to the immediate southeast of Site A and a permitted burial ground site no. TP-E2 to the immediate east of Site B, the building disposition has been sensitively designed to minimize possible visual interface as far as practicable. Building separation of not less than 15m between T1 and T5 and minimised podium bulk are proposed for Site A with no erection of building structures at southwestern corner, while car parking facilities will be provided at basement level of Site B. There will be open areas without building structures at the northern portions of both Site A and Site B. Sustainable Building Design Guidelines (APP-152) will also be complied.
- 4.5.2 The residential blocks will set back along Ting Kok Road of not less than 5m from the southern site boundary of Site A (i.e. at least 10m residential tower setback from

the kerbline of Ting Kok Road) and not less than 3m from the southern site boundary of Site B (i.e. at least 5m residential tower setback from the kerbline of Ting Kok Road). Residential tower setback of not less than 5m from the western boundary of Site A along Lo Fai Road is also proposed. This will not only meet the buffer distance requirement for addressing potential vehicular emission impact¹⁹ from Ting Kok Road, but also alleviate the degree of visual obstruction by surrendering some spaces to certain the visual permeability along Ting Kok Road.

4.5.3 Within the setback area, landscape areas have been proposed to retain the character of Ting Kok Road for both Site A and Site B. Design for the landscape areas will be further determined in the planning and detail design stage. Under the indicative development scheme, whip tree planting areas at both Sites will be reserved to compensate the trees to be affected by the proposed developments, while some existing trees are proposed to be retained. For Site B, roadside tree planting along Ting Kok Road is proposed and aesthetically pleasing building design will be explored in detailed design stage.

4.5.4 The above-mentioned proposed sensitive design measures are indicated in **Figures 3.1 and 3.7** for Site A and Site B respectively.

4.6 Maximizing Greening Provision

4.6.1 To create a pleasant and sustainable neighbourhood environment, the overall greening ratio of the proposed public residential housing / SH development as well as the proposed private residential development would accord the requirement stipulated on the Sustainable Building Design Guidelines (APP-152) with the provision of planting, green buffer along site boundary, shaded outdoor spaces and visual amenity for the pedestrians. The greenery at various levels (i.e. at-grade and lower levels) would visually soften the built form and help to provide a smooth transition between the proposed residential developments and the adjacent neighbourhood. Please refer to **Figures 4.16 and 4.17** for the Landscape Master Plans for Site A and Site B respectively. Local open space at a minimum standard of 1m² per person will be provided in accordance with the Hong Kong Planning Standards and Guidelines ("HKPSG"). Please refer to **Figures 4.18 and 4.19** for the proposed open space provision at Site A and Site B respectively.

4.7 No Insurmountable Technical Impact

4.7.1 Technical assessments including Traffic Impact Assessment, Geotechnical Assessment, Environmental Assessment, Water Supply Impact Assessment, Drainage Impact Assessment, Sewerage Impact Assessment, Ecological Impact Assessment have been conducted and no insurmountable technical impact/concern has been identified in the assessments.

¹⁹ For the portion of residential tower falling within the 10m buffer area, no openable window will be provided for the habitable space.

Visual (Appendix 2 refers)

- 4.7.2 A Visual Impact Assessment ("VIA") has been conducted to demonstrate the visual implication of the proposed developments with reference to TPB PG-No. 41 TPB Guidelines on Submission of VIA for Planning Applications to the TPB.
- 4.7.3 The VIA covers a total of 12 viewpoints, including 6 distant viewpoints and 6 close-up viewpoints and photomontages have been prepared for each viewpoint to demonstrate the visual effect of the proposed developments. As compared with the baseline conditions, the visual impacts caused by the proposed developments are moderately to significantly adverse when viewed from VP1 – cycling track near Tai Po East Fire Station (**Figure 4.2** refers), VP2 – cycle track near the "OU(Golf Course)" zone (**Figure 4.3** refers), VP3 – cycle track near Fortune Garden bus stop (**Figure 4.4** refers) and VP4 – cycle track near Fortune Garden (**Figure 4.5** refers), due to close proximity to the Site. For the other eight VPs, the proposed development is anticipated to induce insignificant to slightly adverse visual impacts (**Figure 4.6 to 4.13** refer).
- 4.7.4 To mitigate the visual impacts of the proposed developments, sensitive design measures as detailed in Section 4.5 above will be adopted. In particular, though the proposed developments will affect the visual access to the greenery, sky view and openness at the close-up viewpoints on Ting Kok Road, the proposed landscape area and building setbacks along the site boundaries facing Ting Kok Road will maintain the green character along Ting Kok Road. The proposed maximum BH of 83mPD at Site A and 78.2mPD at Site B will be lower than maximum building height of the adjoining residential developments up-hill to the north at 113.2mPD, which demonstrate a stepped building height profile descending from the uphill residential cluster at the Sites, and then to the Fortune Garden at the shoreline of Tolo Harbour. As reflected in the photomontages from the distant viewpoints (e.g. VP5 – Pak Shek Kok Promenade (**Figure 4.6** refers) and VP6 – Shuen Wan Typhoon Shelter Breakwater (**Figure 4.7** refers)), the proposed developments will not be incompatible with the development context of the fringe area of Tai Po New Town.

Air Ventilation (Appendix 3 refers)

- 4.7.5 An Air Ventilation Assessment – Expert Evaluation (AVA-EE) report has been prepared to evaluate if the proposed developments would have any impact on the overall air ventilation performance of the assessment area. According to Planning Department's Regional Atmospheric Modeling System (RAMS), the annual prevailing wind directions concerning both Site A and Site B are ENE, E and ESE (**Figure 4.14** refers) whereas summer prevailing wind directions are E, SE, SSE for Site A, and E, SE, SSE and SSW for Site B (**Figure 4.15** refers).
- 4.7.6 Site A and Site B is vacant and covered with dense vegetation, which are more than about 450m apart from each other. It is anticipated that the surrounding traffic network and open areas would be the main air corridors under the annual and summer conditions, especially Ting Kok Road aligning with most of the prevailing

wind directions.

- 4.7.7 The proposed building heights (i.e. 83mPD for Site A and 78.2mPD for Site B) are relatively high in comparison to the other existing developments in the surroundings. Comparing to the Baseline Scheme, the proposed developments may alter wind flow and result in some wind blockage impact to their downwind areas under prevailing wind directions. However, under southerly wind directions, the building frontage of the proposed development will induce building downwash and provide wind availability for Ting Kok Road at the pedestrian level. The distance between Site A and Site B is sufficient for the wake areas to gradually dissipate over distance, and therefore no cumulative impact induced by Site A and Site B to their downwind areas is anticipated.
- 4.7.8 The proposed layouts and disposition of buildings under the indicative development scheme have been carefully considered to minimise air ventilation impacts. The layouts of the proposed developments have incorporated good design measures as detailed in Section 4.5 above. In particular, since Ting Kok Road is a main air corridor under most of the prevailing wind directions, building tower setback of not less than 5m from the southern site boundary along Ting Kok Road at Site A (i.e. at least 10m building tower setback from the kerblines of Ting Kok Road at Site A) and building tower setback of not less than 3m from the southern site boundary along Ting Kok Road at Site B (i.e. at least 5m building tower setback from the kerblines of Ting Kok Road at Site B) could minimise the obstruction to wind flow along the road. Open areas without building structures at the northern portions at both Site A and Site B, as well as no erection of building structures at southwestern corner at Site A could also allow wind penetration. With the design measures incorporated, the proposed developments are unlikely to impose significant impact on the surrounding sites from air ventilation perspective.

Traffic and Transport (Appendix 5 refers)

Traffic

- 4.7.9 A Traffic Impact Assessment ("TIA") has been carried out to assess the traffic impact associated with the proposed developments at the Sites. Manual classified traffic surveys were conducted at the eight critical junctions in the vicinity of the proposed developments (**Figure 4.20** refers), including J1 – Ting Kok Road/Yuen Shin Road/Dai Fuk Street; J2 – Yuen Shin Road/Dai Fat Street; J3 – Tai Po Tai Wo Road/Yuen Shin Road; J4 – Ting Kok Road/Dai Fat Street; J5 – Ting Kok Road/Dai Kwai Street; J6 – Ting Kok Road outside Fortune Garden; J7 – Ting Kok Road/Lo Fai Road and J8 – Ting Kok Road/Fung Yuen Road, from 7:30am to 9:30am and from 5:00pm to 7:00pm on a typical weekday in March 2023. Results of the junction capacity assessment indicated that J1, J2, J5, J6 and J7 are currently operating with adequate capacity except J3, J4 and J8 are currently operating beyond the acceptable criteria (i.e. RC < 15%) during the peak hours (**Table 4.1** refers).

Table 4.1 Junction Capacity Analysis - Existing (2023)

NO.	JUNCTION LOCATION	EXISTING (2023)	
		R.C. ⁽¹⁾	
		AM PEAK	PM PEAK
J1	Ting Kok Road / Yuen Shin Road / Dai Fuk Street	31%	17%
J2	Yuen Shin Road / Dai Fat Street	29%	46%
J3	Tai Po Tai Wo Road / Yuen Shin Road	14%	23%
J4	Ting Kok Road / Dai Fat Street	13%	29%
J5	Ting Kok Road / Dai Kwai Street	22%	24%
J6	Ting Kok Road Access Road to Fortune Garden	86%	134%
J7	Ting Kok Road / Lo Fai Road	33%	39%
J8	Ting Kok Road / Fung Yuen Road	0%	1%

Note: (1) Reserve Capacity ("R.C.") indicated in %, provides an indication of signal junction performance. R.C.>15% implies that it is operating satisfactorily, while a negative R.C. suggests that it is overloaded.

- 4.7.10 Taking into account the traffic trips generated by the proposed developments at the Sites and the future planned/committed developments in the vicinity of the Sites (e.g. development at Fung Yuen and transitional housing developments at Wong Yue Tan and Shuen Wan), the assessment results in design scenario in 2036 without any proposed traffic improvement works indicates that all critical junctions would be operated beyond the acceptable criteria (i.e. RC < 15%) or overloaded (i.e. RC < 0%) during both AM and PM peak period (**Table 4.2** refers).

Table 4.2 Junction Capacity Analysis – Reference and Design Scenarios (2036)

JUNCTION NO.	JUNCTION LOCATION	2036 REFERENCE (WITHOUT DEVELOPMENT)		2036 DESIGN (WITH DEVELOPMENTS)	
		R.C. ⁽¹⁾		R.C. ⁽¹⁾	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK
J1	Ting Kok Road / Yuen Shin Road / Dai Fuk Street	9%	-2%	0%	-7%
J2	Yuen Shin Road / Dai Fat Street	2%	22%	-4%	15%
J3	Tai Po Tai Wo Road / Yuen Shin Road	-6%	3%	-8%	1%
J4	Ting Kok Road / Dai Fat Street	-3%	10%	-11%	3%
J5	Ting Kok Road / Dai Kwai Street	3%	6%	-4%	-6%
J6 ⁽²⁾	Ting Kok Road Access Road to Fortune Garden	67%	111%	-27%	-27%
J7	Ting Kok Road / Lo Fai Road	21%	20%	9%	14%
J8	Ting Kok Road / Fung Yuen Road	-14%	-12%	-19%	-16%

Notes: (1) Reserve Capacity ("R.C.") indicated in %, provides an indication of signal junction performance. R.C. >15% implies that it is operating satisfactorily, while a negative R.C. suggests that it is overloaded.

(2) Junction J6 will change from existing 3-arm signal-controlled junction to 4-arm signal-controlled junction (Method of Control with 5 stages) in Design Scenario upon Completion of Site B and adopt in 2036 Design Scenario Assessment.

4.7.11 To alleviate traffic impacts, junction improvement measures (e.g. additional lane(s), conversion of staggered crossing into straight crossing and road widening) are recommended for all critical junctions (**Figure 4.21 to 4.28** refer). With the implementation of proposed junction improvement measures, all of the critical junctions would be operating in desirable performance in 2036 during both AM and PM peak hours, except J4 would still be operated beyond the acceptable criteria (i.e. RC < 15%) during AM peak period (**Table 4.3** refers). In view of the site constraint and the surrounding area are limited to be further widened or setback to provide additional traffic lane to cater the additional traffic capacity from the new developments. The RC of 10% for J4 is still tolerable from traffic view point. Proposed junction improvement works will be carried out by the Applicant. The cost will be agreed with the Government as lump sum infrastructure cost to be reimbursed by land premium deduction.

Table 4.3 Junction Capacity Analysis – Design Scenario with and without Proposed Junction Improvement Works (2036)

JUNCTION NO.	JUNCTION LOCATION	2036 DESIGN (WITHOUT IMPROVEMENT)		2036 DESIGN (WITH IMPROVEMENT)	
		R.C. ⁽¹⁾		R.C. ⁽¹⁾	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK
J1	Ting Kok Road / Yuen Shin Road / Dai Fuk Street	0%	-7%	17%	25%
J2	Yuen Shin Road / Dai Fat Street	-4%	15%	35%	35%
J3	Tai Po Tai Wo Road / Yuen Shin Road	-8%	1%	25%	43%
J4	Ting Kok Road / Dai Fat Street	-11%	3%	10%	29%
J5	Ting Kok Road / Dai Kwai Street	-4%	-6%	16%	60%
	Ting Kok Road / Dai Kwai Street (Alternative)	-4%	-6%	16%	64%
J6	Ting Kok Road Access Road to Fortune Garden	-27%	-27%	44%	58%
J7	Ting Kok Road / Lo Fai Road	9%	14%	39%	23%
J8	Ting Kok Road / Fung Yuen Road	-19%	-16%	18%	27%

Note: (1) Reserve Capacity ("R.C.") indicated in %, provides an indication of signal junction performance. R.C.>15% implies that it is operating satisfactorily, while a negative R.C. suggests that it is overloaded.

4.7.12 Site A will have an ingress/egress point located at the eastern side of Lo Fai Road, which will be located around 45m far from the junction Ting Kok Road/Lo Fai Road. Site B will have an ingress/egress point located at the northern side of junction of Ting Kok Road / access road to Fortune Garden, which will be combined with the existing junction to form a 4-arm junction. The internal roads within the proposed developments would provide access for general traffic access as well as emergency vehicular access. To cater for the car parking and loading/unloading needs of the proposed developments, car parking and loading/unloading facilities are proposed in accordance with the latest requirements as stipulated in HKPSG.

Public Transport

4.7.13 Additional trips on existing bus and GMB routes are proposed to accommodate the additional passenger demand from both Sites A and B. One new bus route is preliminary proposed, subject to the actual public transport demand in the future and further review by Transport Department and Bus Company.

Pedestrian

- 4.7.14 Pedestrian assessment is also conducted to assess the pedestrian flows of the footpaths in the surroundings of Site A and Site B in 2036 under the weekday during AM and PM peak hours. The results indicate that the existing operations of all pedestrian facilities are adequate.
- 4.7.15 The TIA demonstrates that no adverse traffic impact is anticipated from the proposed developments at the Sites after the implementation of proposed junction improvement measures. Therefore, the proposed developments is feasible from traffic point of view.

Geotechnical (Appendix 6 refers)

- 4.7.16 A Geotechnical Assessment ("GA") has been prepared for the proposed developments at the Sites. According to GA, there are 2 nos. of registered geotechnical features in Site A and 7 nos. in Site B. Detailed site reconnaissance of the surrounding terrain should be undertaken to identify any possible natural terrain hazards to the site such as areas of steep colluvial deposits or unstable boulders, with proposed mitigation measures dependent on nature and scale of any identified risks in detailed design stage. Pile foundation is recommended for the proposed multi-storey building. The utilization of mini-pile/socket H-pile/footings to support some portions of the development may be feasible. All existing structures, slopes and retaining walls affecting or being affected by the proposed development will be assessed. If necessary, precautionary or upgrading works will be carried out in detailed design to ensure that the surrounding structures, slopes and retaining walls will not be adversely affected. It is concluded that the proposed developments at the Sites are geotechnically feasible.

Environmental (Appendix 7 refers)

- 4.7.17 An Environmental Assessment ("EA") has been conducted to evaluate the noise impact, air quality impact, preliminary landfill hazards and water quality impact on/caused by the proposed developments.
- 4.7.18 According to the Noise Impact Assessment ("NIA") under the EA, the noise environment is dominated by road traffic noise along Ting Kok Road. All noise sensitive receivers of the proposed developments would be within the road traffic noise standard stipulated under HKPSG with mitigation measures in place. The noise mitigation measures include blank wall/fixed glazing, acoustic window (baffle type), enhanced acoustic balcony (baffle type) are incorporated in the indicative development scheme. On the other hand, there are industrial noise sources within/adjoining Tai Po InnoPark (e.g. WSD Tai Po East Fresh Water Pumping Station and Kee Wah Group Limited). The industrial noise impact assessment result demonstrates that there is no exceedance of relevant standard under unmitigated scenario of the proposed developments. The design of the proposed developments at the Sites will meet the relevant standards stipulated in the HKPSG. No unacceptable fixed noise impact on the surroundings and the proposed developments is anticipated. NIA will be required in the detailed design stage

- 4.7.19 According to the Air Quality Impact Assessment under the EA, both Sites are situated along Ting Kok Road where Site A is bounded by Ting Kok Road and Lo Fai Road to the south and west respectively. Based on block disposition of the latest scheme, only a small portion of residential block at Site B are found within the buffer area (10m from Ting Kok Road). Mitigation measures such as blank façade/fixed glazing without any opening window is proposed at the portion of residential façade within buffer area to avoid any adverse impact (**Figure 3.7** refers), and therefore the buffer separation from openable window can meet the buffer separation requirement. All future fresh air intake points of retail facilities, clubhouse, any other air sensitive uses, and outdoor recreational area will be located outside of the buffer area and to be determined in detailed design stage. With the implementation of this design measure in place, no excessive air quality impact due to vehicular emission is anticipated. Based on the result of the field survey, there is no active chimney located within 200m of the Sites, and impact from chimney emissions is not anticipated. There is no fluff, odour and other air pollutant emission identified in the surroundings. For the future car parks within the proposed developments, the applicant will observe and follow the Environmental Protection Department's ProPECC PN2/96 on Control of Air Pollution in Car Parks for the design and operation. Overall, it is envisaged that the proposed developments at the Sites would not be subject to/induce significant air quality impact.
- 4.7.20 The proximity of the proposed developments to the restored Shuen Wan Landfill has necessitated the Preliminary Qualitative Landfill Gas ("LFG") Hazard Assessment to investigate the likelihood of LFG migration problems and to propose subsequent LFG mitigation measures. Active control measures (e.g. mechanical ventilation), passive control measures (e.g. impermeable lining for envelope in touch with ground and sealing for penetration for utilities entry), detective/monitoring systems, safe design and working practice for landfill gas are recommended to mitigate potential hazards during construction and operation stages. A detailed LFG hazard assessment adopting the latest LFG monitoring data and the refined scheme should be conducted in the detailed design stage.
- 4.7.21 Other than a natural stream located within Site A, there is no water sensitive receivers (WSR) immediate to both Site A and Site B. Tolo Harbour and a marshland are within 500m from Site B only. Some watercourses are also located outside Site A and Site B. In other words, the proposed development at Site A would have direct interface with existing WSR on site (stream water flow will be diverted and drained to surface channel nearby), while the proposed development at Site B has no direct interface with any WSR. Proper sewerage and drainage systems are proposed to avoid adverse water quality impact. With the adoption of appropriate mitigation measures, no adverse water quality impact due to the proposed developments is anticipated.
- 4.7.22 According to the historical and existing use observed in site survey, the risk of land contamination problem is unlikely. Further investigation of potential land

contamination problem is not considered necessary.

Water Supply (Appendix 8 refers)

- 4.7.23 A Water Supply Impact Assessment ("WSIA") has been carried out to assess the water supply impact associated with the proposed developments at the Sites. Based on the unit water demand and the estimated population, the fresh and flushing water demand for the proposed developments are approximately 1,909.9m³/day and 573.8m³/day respectively. For supplying fresh water to the proposed developments, it is proposed to lay new connections to the existing water mains. A Ø150mm fresh water main is proposed in Site A (**Figure 4.29** refers) and Ø100mm fresh water main is proposed in Site B (**Figure 4.30** refers) to connect the existing Ø450mm fresh water main along Ting Kok Road. For saltwater supply system in Site A, a Ø200mm water main is proposed to connect the existing Ø200mm water main across Lo Fai Road. A Ø80mm water main will be branched (after crossing Lo Fai Road) from the proposed Ø200mm water main to the site (**Figure 4.31** refers). For Site B, a Ø200mm water main is proposed along the kerbside of Ting Kok Road by branching off the proposed Ø200mm water main in Site A (**Figure 4.32** refers). No upgrading works of the existing pumping stations, service reservoirs and water mains is necessary for both freshwater and saltwater system. Based on the assessment, the existing and proposed water mains are adequate to serve both Site A and Site B. No adverse water supply impact is anticipated due to the proposed developments.

Drainage (Appendix 9 refers)

- 4.7.24 A Drainage Impact Assessment has been conducted to appraise the drainage impact associated with the proposed developments at the Sites. Stormwater flow from the proposed developments at the Sites will be conveyed to the proposed terminal manholes and connected to the existing drainage system. Peripheral channels with adequate capacity are proposed for both Sites, with detailed size, gradient, and layout subject to detailed design stage. For Site A, a Ø900mm pipeline is proposed to connect manhole TA to the existing manhole at Lo Fai Road (**Figure 4.33** refers). For Site B, two options are proposed with proposing the new pipes along Ting Kok Road and upgrading existing drainage segments to the northeast of Fortune Garden to allow the connection with the existing drainage system (**Figures 4.34 and 4.35** refer). Detailed pipeline alignment, invert level and size are tentative and will be subject to the detailed design stage. Thus, the existing and proposed drainage systems with the proposed upgrading works will have adequate capacity to cater for stormwater generated from the proposed developments and related existing catchment areas. The applicant will be responsible for the proposed upgrading works and associated monitoring programme during the construction stage.

Sewerage (Appendix 10 refers)

- 4.7.25 According to the result of the Sewerage Impact Assessment, the total sewage generation rate from the proposed developments is estimated to be 1538.7 m³/day

(i.e. peak flow 89.0 litre/sec). It is identified that two of the existing pipe segments are close to 100% capacity. Therefore, upgrading work is proposed in these two segments from Ø300mm to Ø375mm in order to allow sufficient capacity for the sewerage pipes. A Ø225 mm sewerage pipe is proposed to be constructed to connect the terminal manhole of the Site A (TA) to existing manhole N1. A Ø225 mm and Ø300 mm sewerage pipe is proposed to be constructed to connect the terminal manhole of the Site B (TB) to existing manhole S1. Please refer to **Figure 4.36** for the proposed sewerage works. On the other hand, it is noted that the Ting Kok Road Pumping Station No.5 and the existing Tai Po Sewage Treatment Works have adequate capacity for the expected daily flows from the proposed developments. With the proposed sewerage works, no adverse impact is anticipated by the proposed developments in terms of sewerage aspect.

Ecology (Appendix 11 refers)

- 4.7.26 An ecological survey with 6-month duration including dry and wet seasons from 2023 to 2024 was conducted under the Ecological Impact Assessment. No observation of pre-roosting or roosting behavior of Collared Crow (i.e. species of conservation importance) and Black Kite (i.e. most observed raptor species in Hong Kong) was recorded in Site A and Site B during the ecological surveys, while the Sites were also not identified as pre-roosting or roosting sites for Collared Crow and Black Kite by EIA studies in the proximity. Both of the Sites were not identified as any recognised site of conservation importance or habitat of conservation interest. The ecological survey shows that the Sites are of records of low abundance of wildlife and low overall ecological values. With the implementation of planting of whip tree and plants and transplantation of floral species of conservation importance within Sites, the potential ecological impacts due to the proposed development could be fully mitigated to acceptable level. Therefore, the overall potential ecological impacts to the Sites by the proposed developments are considered Insignificant.

Tree (Appendix 12 refers)

- 4.7.27 According to the tree survey, a total of 1,416 nos. of existing trees (excluding undesirable species) was surveyed for the proposed developments at the Sites, where 1,065 nos. of trees are surveyed for Site A and 351 nos. of trees are surveyed for Site B. It is noted that there are 4 nos. of near-threatened species, *Aquilaria sinensis*, within the Sites (i.e. 2 nos. in Site A and 2 nos. in Site B). 3 nos. of them are recommended to be removed due to poor conditions and/or low amenity value, while the remaining one in Site B will be retained. Nevertheless, 1 no. of protected/attracted species, *Lagerstroemia speciosa* (scheduled under Cap. 96), is found within Site B. Despite the fair structure and health of *Lagerstroemia speciosa*, it is recommended to be removed but not transplanted due to its location on slope with limited accessibility for transplant works and low survival rate. Please refer to **Figures 4.37 and 4.38** for the Proposed Tree Treatment Plans for Site A and Site B respectively. A total of 1,334 nos. of trees (excluding undesirable species) is proposed to be felled for the proposed developments at the Sites (i.e. 1,048 nos. of trees to be felled for Site A; 286 nos. of trees to be felled for Site B). A total of 82

nos. of trees is proposed to be retained within the surveyed areas of the Sites (i.e. 17 nos. for Site A and 65 nos. for Site B).

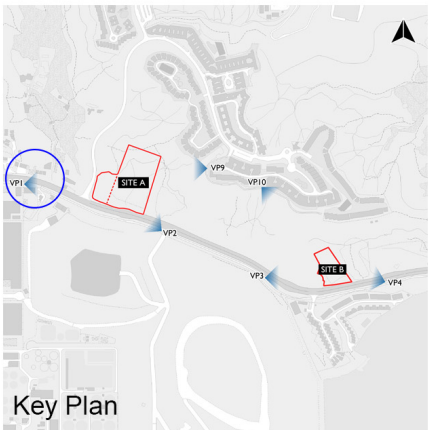
4.7.28 In terms of the compensatory planting proposal, efforts have been made to the optimum use of common greenery area with environment best suited for tree planting and sustainable tree growth from the proposed architectural layouts. A total of 745 nos. of trees will be planted in both Sites (i.e. 584 nos. of whip trees to be planted in Site A as part of the site formation scheme for the public housing portion; 142 nos. of whip trees and 19 nos. of heavy standard to be planted in Site B as part of the private development). The compensatory ratio for both Sites is 0.56:1 in terms of quantity. Due to site constraints (e.g. provision of emergency vehicular access, minimum spacing of not less than 4m between trees for health and maintenance concerns, planting heavy standards on slopes not recommended and provision of sufficient open amenity and recreational spaces for enjoyment and use by residents of the proposed developments) and the site formation arrangement for Site A under the Land Sharing Pilot Scheme, the proposed numbers of compensatory trees have been maximised. Nevertheless, taking into account future new tree planting within the public housing development to be implemented by the relevant government departments, the tree compensatory ratio for the public housing portion at Site A might be explored to enhance to 0.65:1 (Compensation : Fell) by provision of more heavy standard trees and/or whip trees, subject to further assessment by the relevant government departments at later design stage. Opportunity for off-site tree compensation has been explored with relevant government departments in proximity in compensation for the loss of local tree biodiversity. The future management and maintenance responsibility is of great concern. Off-site tree compensation is therefore not in the compensatory planting proposal. In order to enhance the ecological functions of the plantation and restore local biodiversity, it is recommended to use native tree species in majority as compensatory tree planting to create an urban woodland to the residents and bring local plants closer to people for demonstration of the value of the biodiversity.



Existing Condition



Photomontage of Proposed Public Residential Housing / SH Development



Key Plan



Viewpoint 1 – Cycle Track near Tai Po East Fire Station

Proposed Public Residential Housing / SH Development at UDWYT Lot 14 RP and Adjoining GL and Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining GL

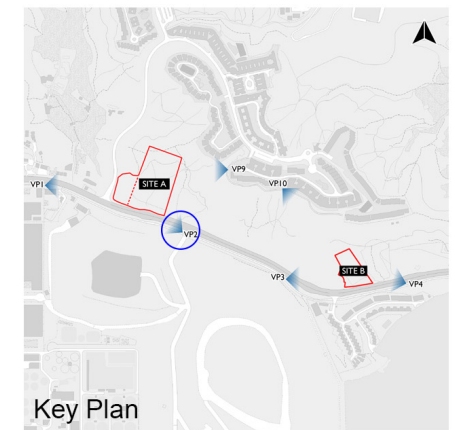
Planning Report

Figure 4.2

Date: 2 January 2025



Existing Condition



Key Plan



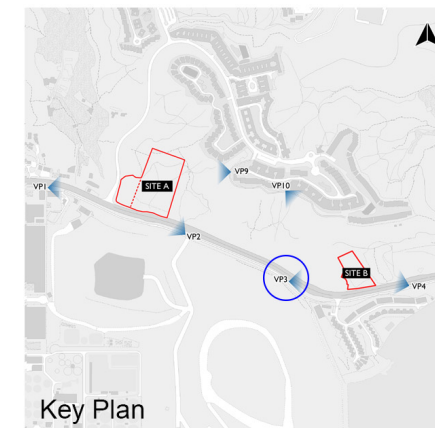
Photomontage of Proposed Public Residential Housing / SH Development



Existing Condition



Photomontage of Proposed Private Residential Development



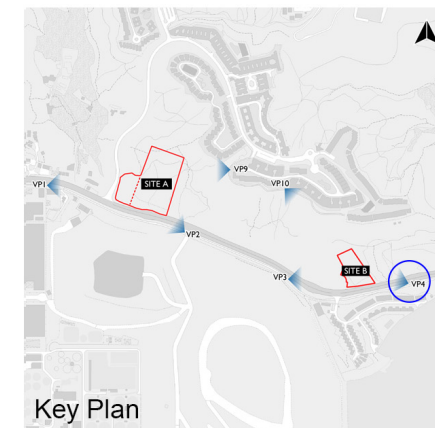
Key Plan



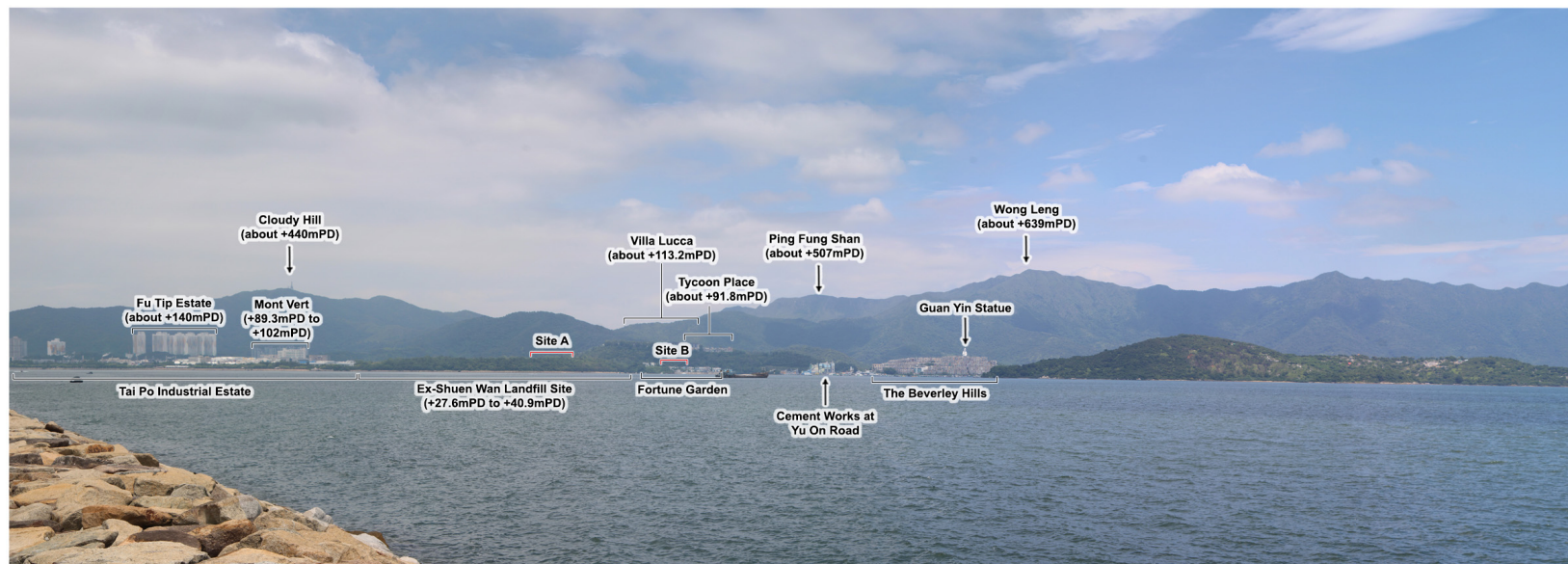
Existing Condition



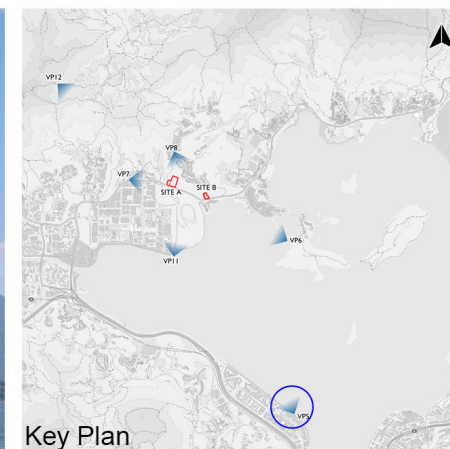
Photomontage of Proposed Private Residential Development



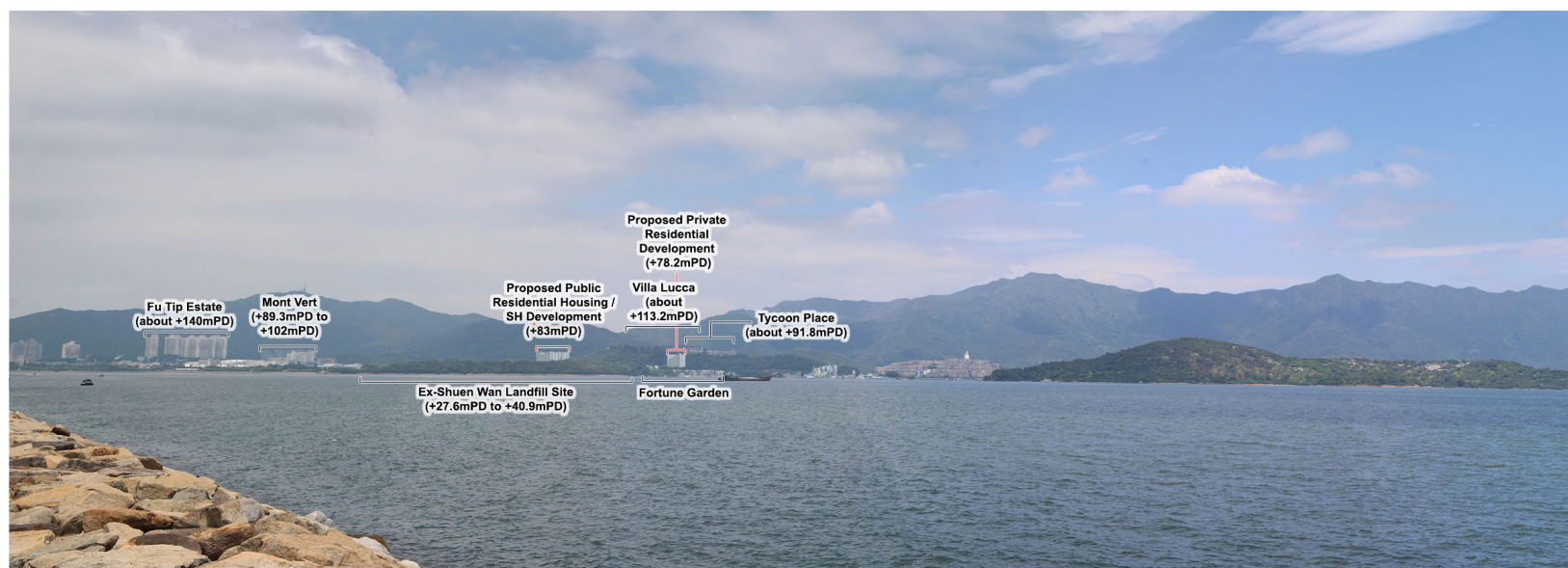
Key Plan



Existing Condition



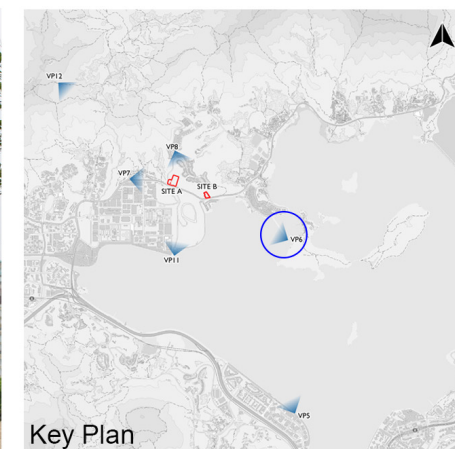
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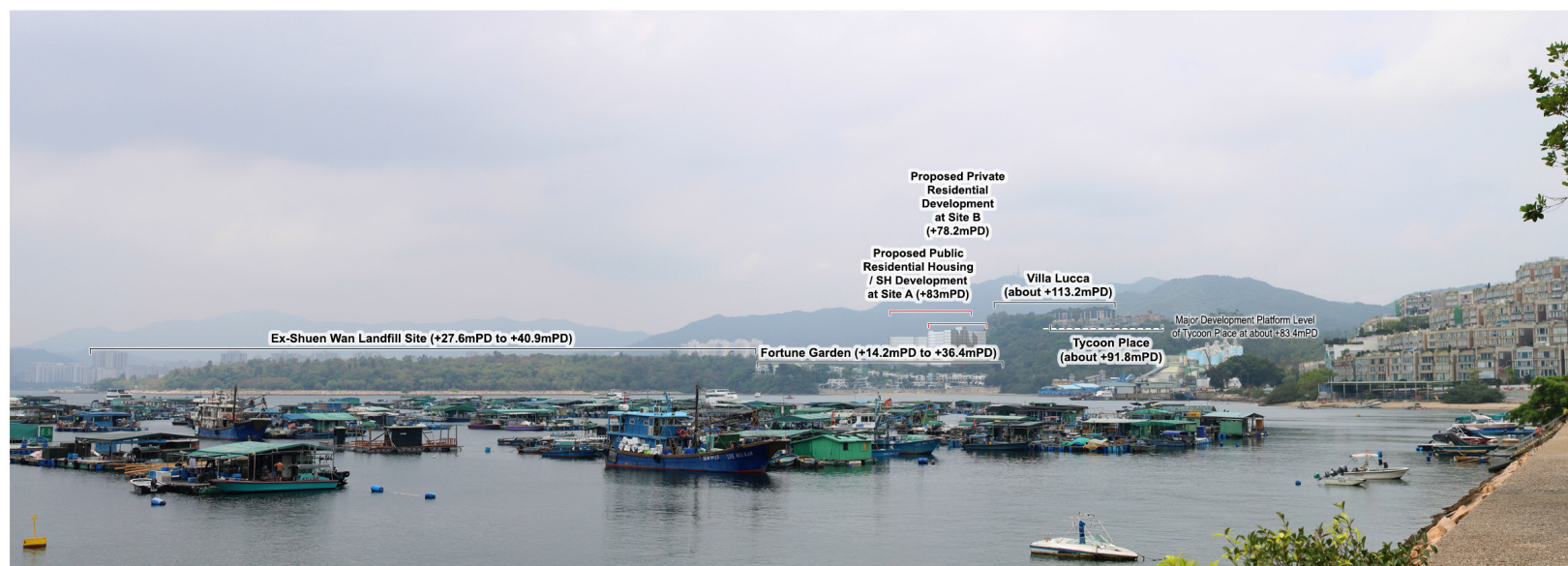
Photomontage of Proposed Developments



Existing Condition



Key Plan



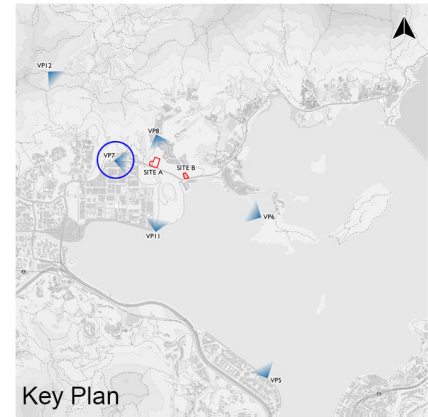
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Existing Condition



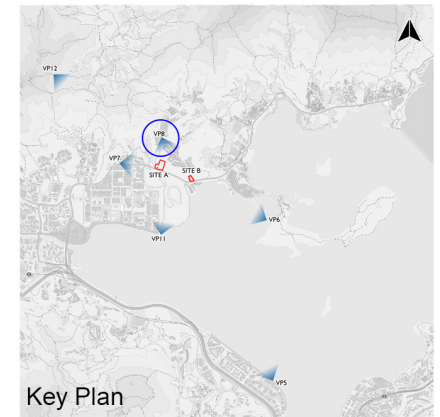
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Key Plan



Existing Condition



Key Plan



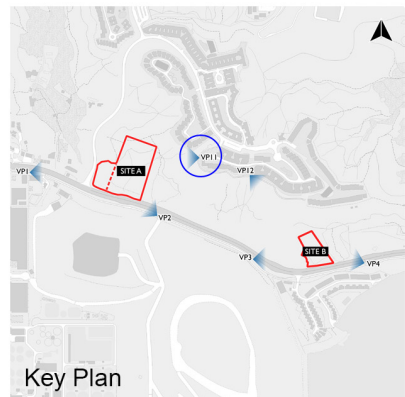
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Existing Condition



Photomontage of Proposed Private Residential Development



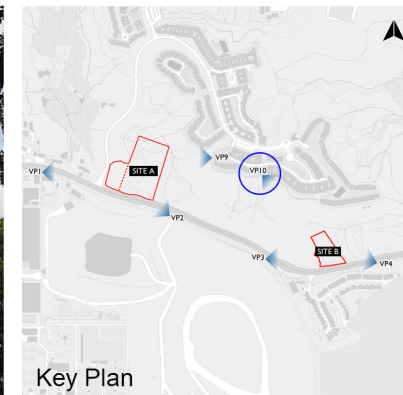
Key Plan



Existing Condition



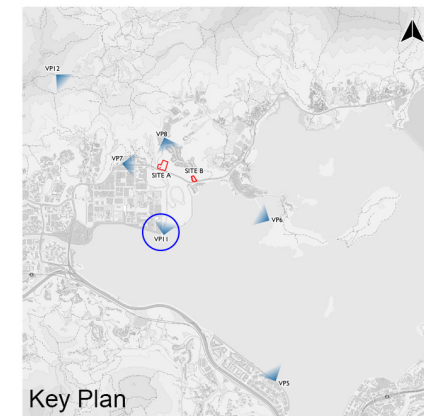
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Key Plan



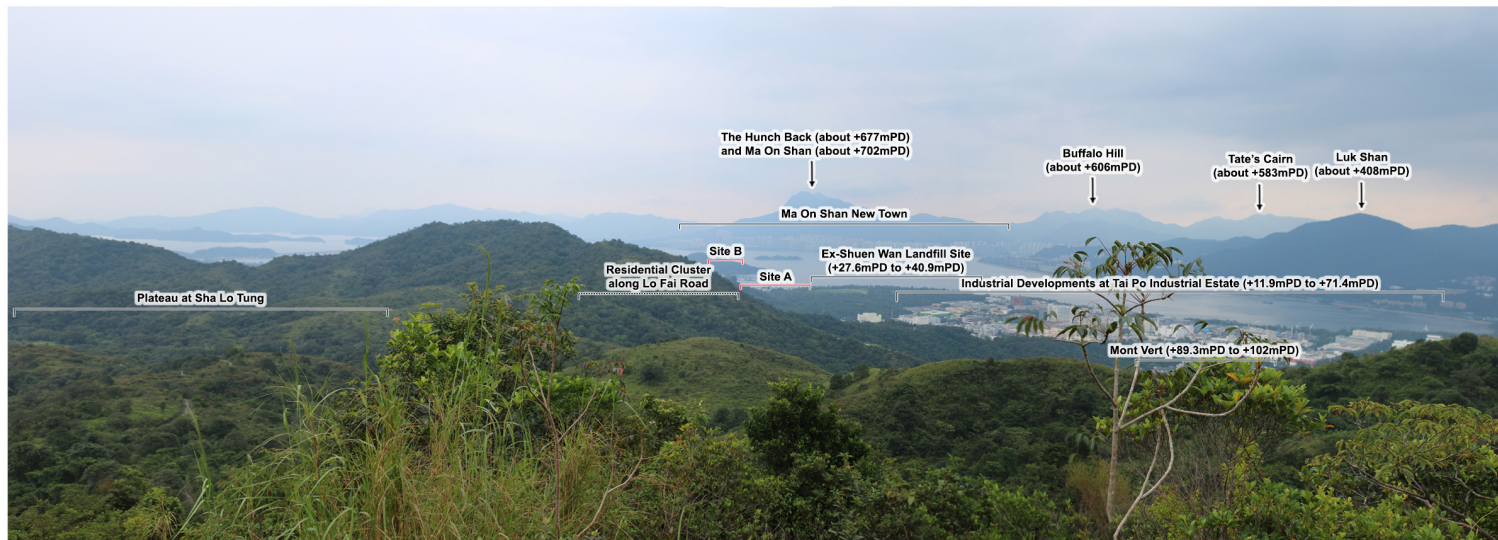
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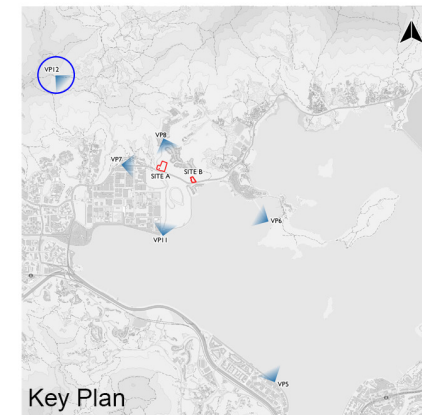
Key Plan



Photomontage of Proposed Developments



Existing Condition



Photomontage of Proposed Developments

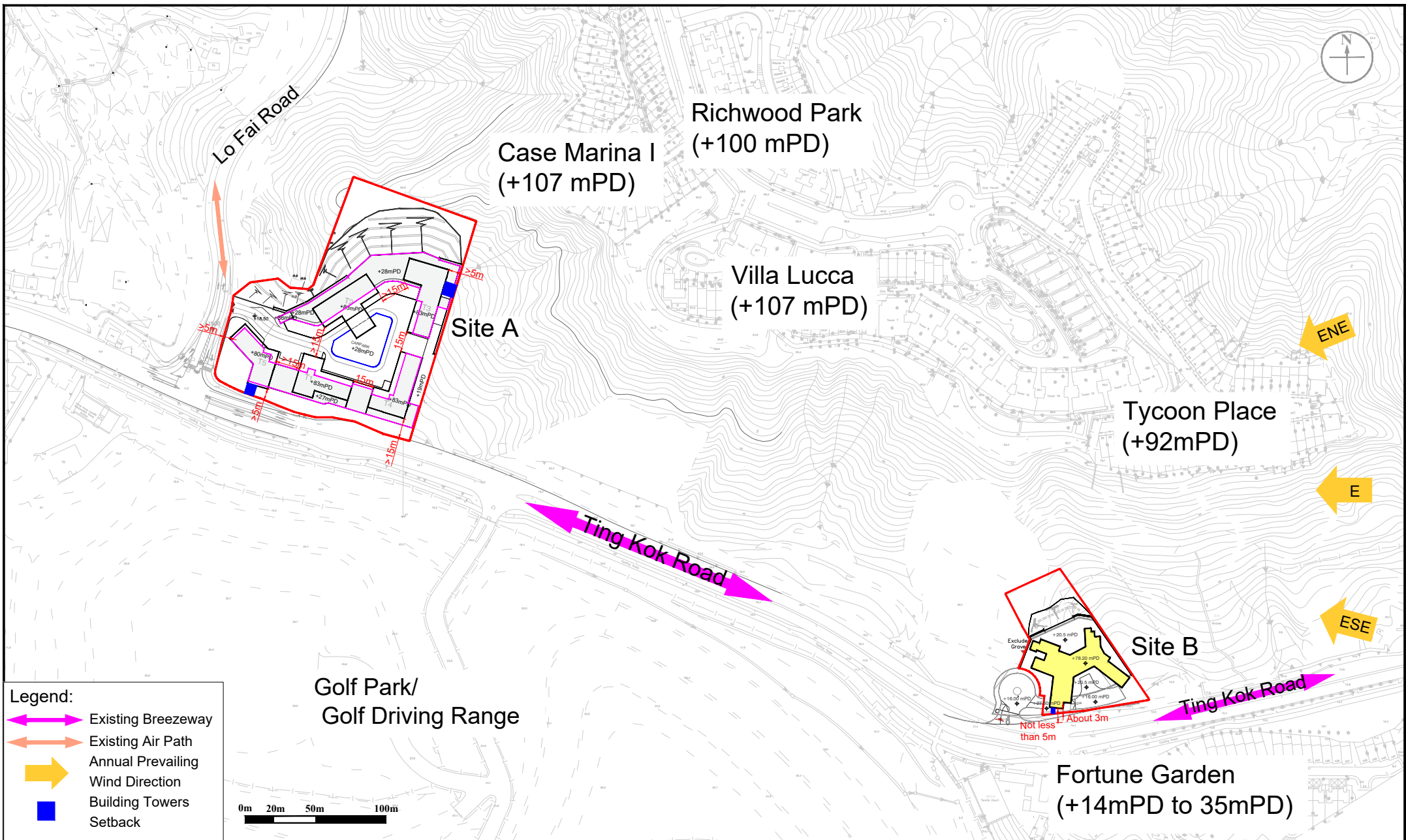


Figure: 4.14	RAMBOLL
Title: Summary of Annual Prevailing Wind Directions and Mitigation Measures for Site A & Site B	Drawn by: CC Checked by: MK
Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP (Site A) & UDWYT Lot 11 RP (Site B), Wong Yue Tan, Tai Po	Rev.: 1.0 Date: Feb 2025

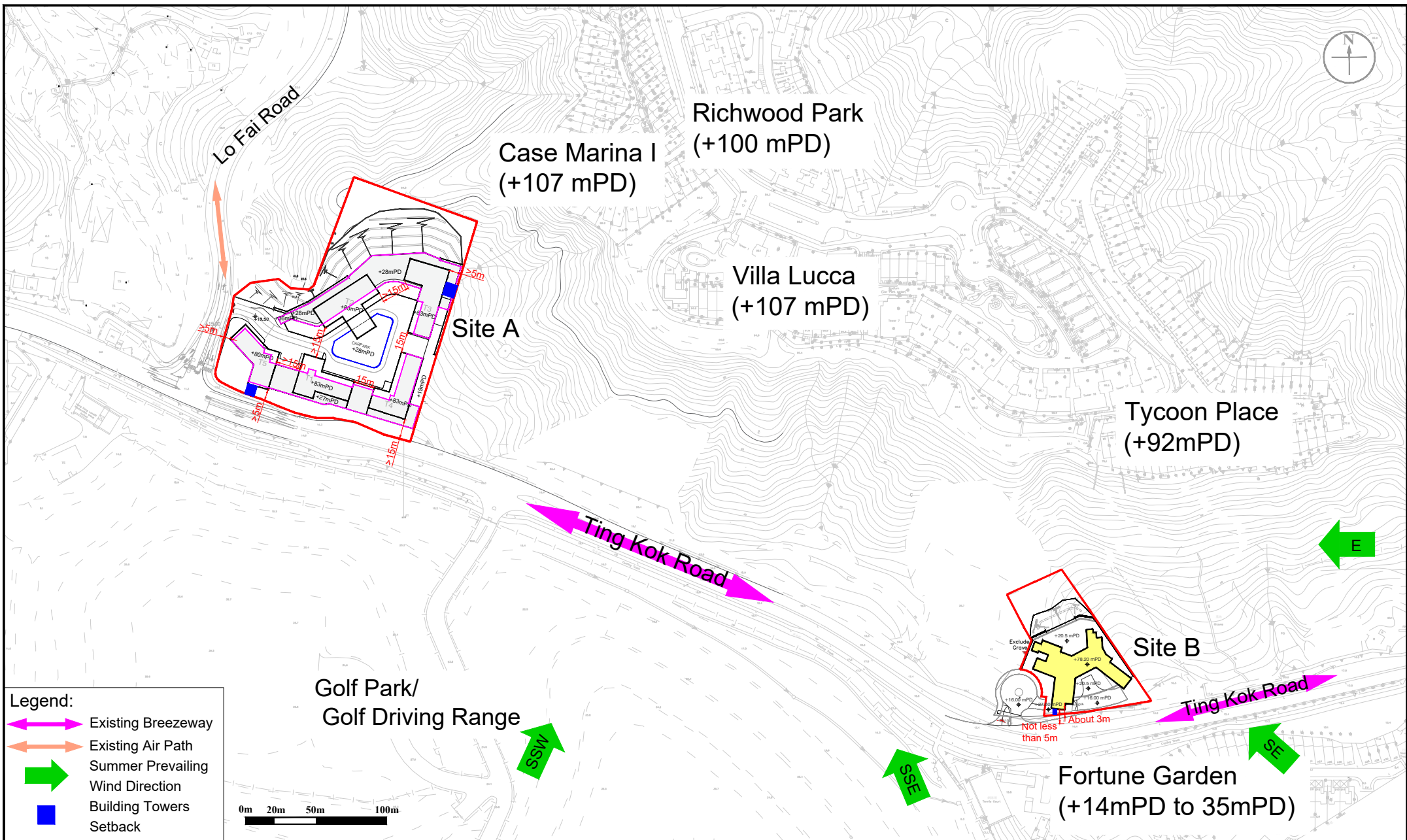


Figure: 4.15	RAMBOLL
Title: Summary of Summer Prevailing Wind Directions and Mitigation Measures for Site A & Site B	Drawn by: CC
Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP (Site A) & UDWYT Lot 11 RP (Site B), Wong Yue Tan, Tai Po	Checked by: MK
	Rev.: 1.0 Date: Feb 2025



LEGEND

CODE	DESCRIPTION
	PROPOSED DEVELOPMENT SITE BOUNDARY
	PROPOSED REZONING SITE BOUNDARY
	PROPOSED SOLDIER PILE WALL
	PROPOSED TOWER
	PROPOSED HARD PAVED AREA
	PROPOSED VEHICULAR PATH
	PROPOSED LANDSCAPE AREA
	PROPOSED WHIP TREE PLANTING AREA
	PROPOSED SITE FORMATION SLOPE
	PROPOSED TREES
	EXISTING TREES ON SLOPE
	MAJOR ENTRANCE
	SPOT LEVEL
	VERTICAL GREENERY WIRE SYSTEM (CLIMBER)



earthasia limited

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CLIENT

KAM LUK INVESTMENT
COMPANY LIMITED

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KEY PLAN



REVISION		
ISSUE	DESCRIPTION	DATE
-	SUBMISSION	APR 2023
A	SUBMISSION	JAN 2025
F	SUBMISSION	FEB 2025

DESIGN:	EW
DRAWN:	
CHECKED:	PL
STAGE:	
PROJECT:	75520

PROPOSED PUBLIC HOUSING/
STARTER HOME DEVELOPMENT
AND PROPOSED PRIVATE
RESIDENTIAL DEVELOPMENT

TITLE:

LANDSCAPE MASTER PLAN
(SITE B)

SCALE:	1:250(A3)
DRAWING NO.:	REVISION
4.17	F
DATE:	FEB 2025
REFERENCE:	



CLIENT
**Kam Luk Investment
Company Limited**

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KEY PLAN

REVISION		
ISSUE	DESCRIPTION	DATE
-	SUBMISSION	JUL 2023
A	SUBMISSION	MAY 2023
B	SUBMISSION	AUG 2023
C	SUBMISSION	DEC 2023
D	SUBMISSION	JAN 2025

DESIGN:	EW
DRAWN:	
CHECKED:	PL
STAGE:	
PROJECT:	75520

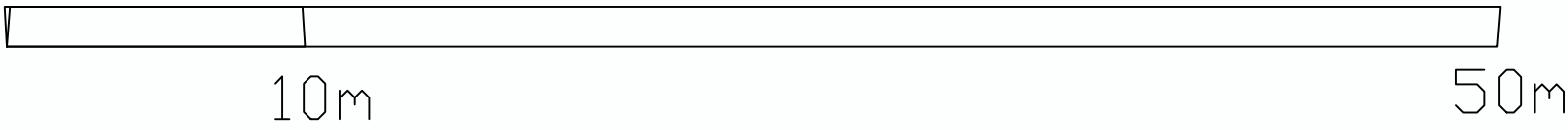
PROPOSED PUBLIC HOUSING/
STARTER HOME DEVELOPMENT
AND PROPOSED PRIVATE
RESIDENTIAL DEVELOPMENT

TITLE:
**OPEN SPACE PROVISION PLAN
(SITE A)**

SCALE:	1:800(A3)
DRAWING NO.:	4.18
DATE:	FEB 2025
REFERENCE:	

LEGEND

CODE	DESCRIPTION
	PROPOSED DEVELOPMENT SITE BOUNDARY
	PROPOSED REZONING SITE BOUNDARY
	PROPOSED SOLDIER PILE WALL
	PROPOSED TOWER
	PROPOSED HARD PAVED AREA
	PROPOSED VEHICULAR PATH
	PROPOSED LANDSCAPE AREA
	PROPOSED WHIP TREE PLANTING AREA
	PROPOSED SITE FORMATION SLOPE
	PROPOSED TREES
	EXISTING TREES ON SLOPE
	MAJOR ENTRANCE
	SPOT LEVEL
	OPEN SPACE



100m

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KEY PLAN



REVISION		
ISSUE	DESCRIPTION	DATE
-	SUBMISSION	JUL 2023
A	SUBMISSION	MAY 2023
B	SUBMISSION	AUG 2023
C	SUBMISSION	DEC 2023
D	SUBMISSION	JAN 2025

DESIGN:	EW
DRAWN:	
CHECKED:	PL
STAGE:	
PROJECT:	75520

PROPOSED PUBLIC HOUSING/
STARTER HOME DEVELOPMENT
AND PROPOSED PRIVATE
RESIDENTIAL DEVELOPMENT

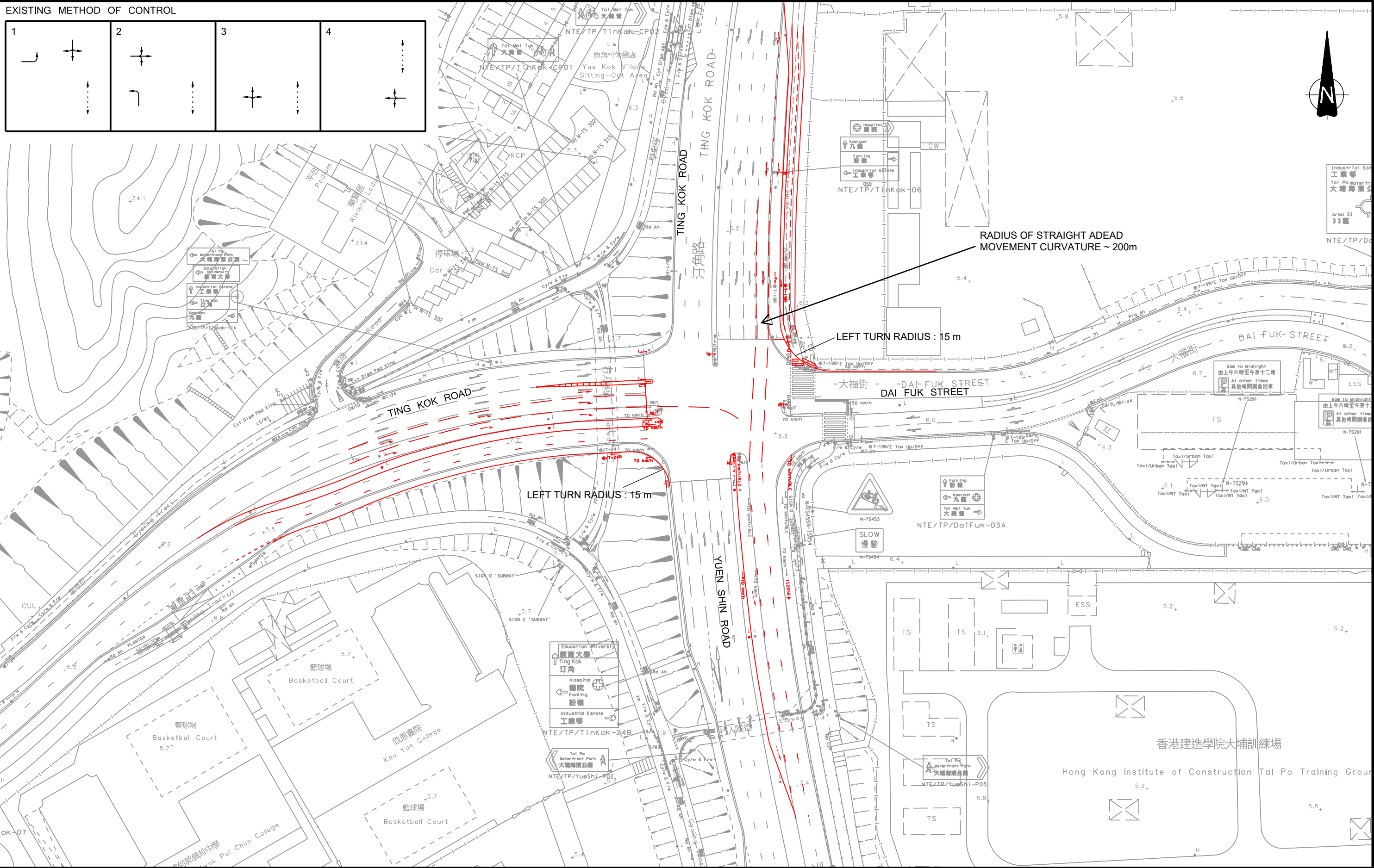
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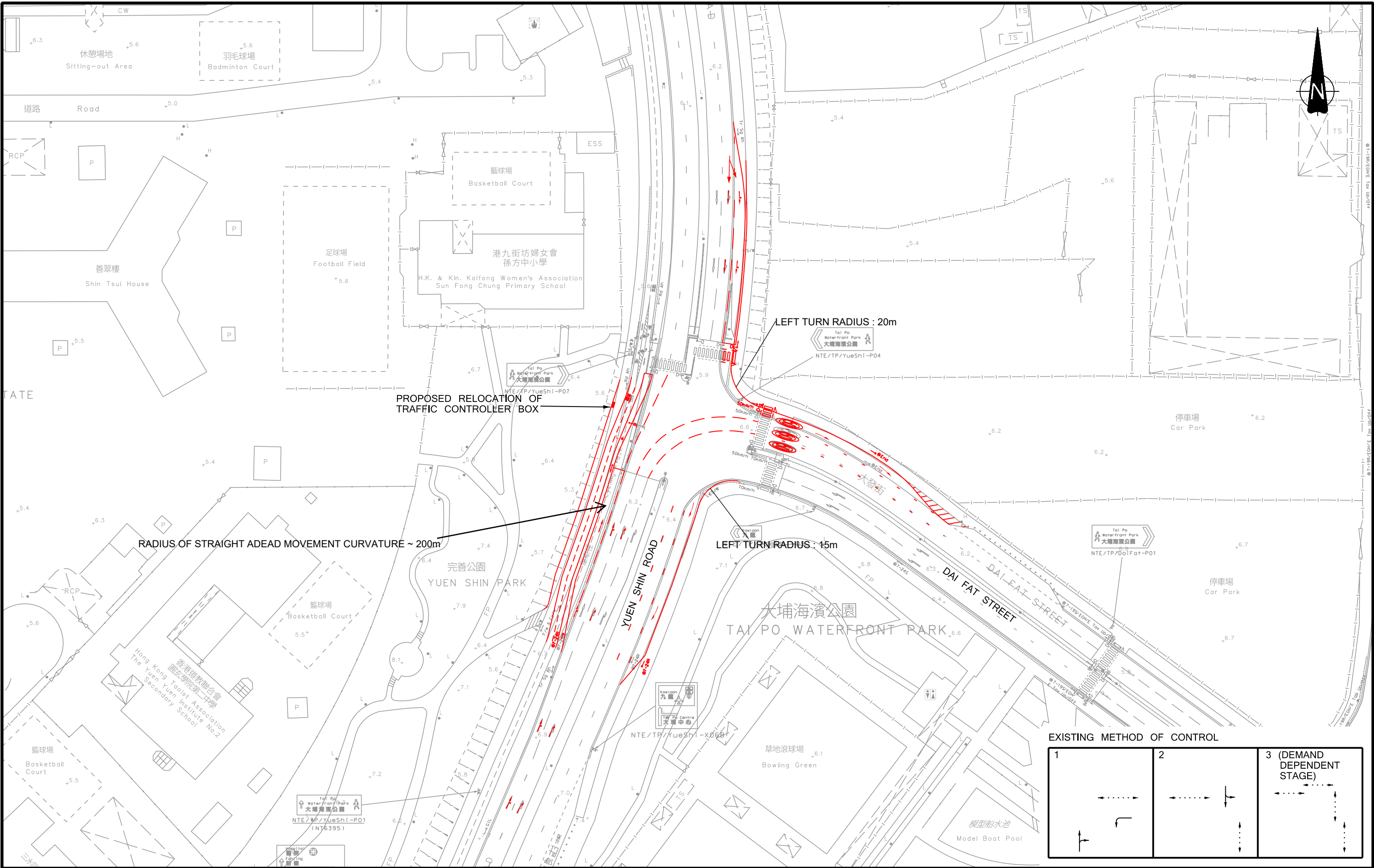
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REVISION	F
DATE:	FEB 2025
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			Project Title			Drawing Title							SYSTRA MVA						
			TCS FOR THE PROPOSED APPLICATION IN UNSURVEYED DISTRICT AT WONG YUE TAN LOT NOS. 11 RP & 14 RP, TAI PO			EXISTING ROAD NETWORK AND CRITICAL JUNCTIONS													
Rev.	Description		Checked	Date				Designed	TSO	Checked	HWL	Scale	NTS	Date	NOV 2024	Drawing No.	4.20	Rev.	-



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B	RESPONSE TO COMMENTS	TKM	02SEP24													
A	RESPONSE TO COMMENTS	TKM	03AUG23													
Rev.	Description	Checked	Date													
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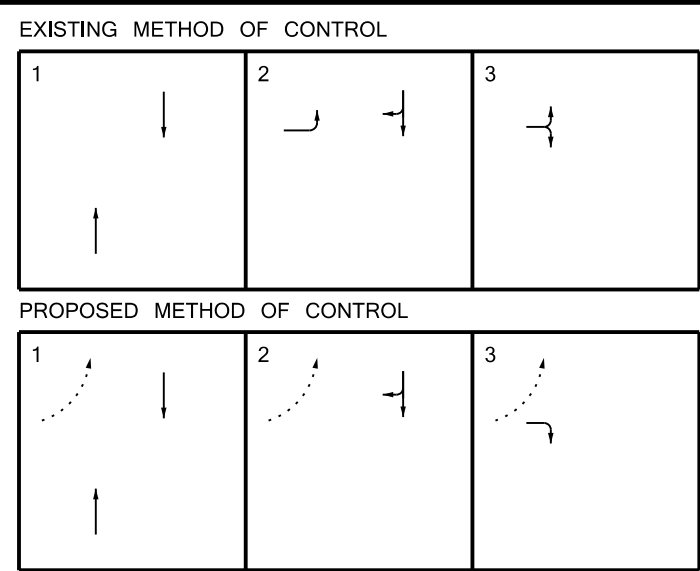
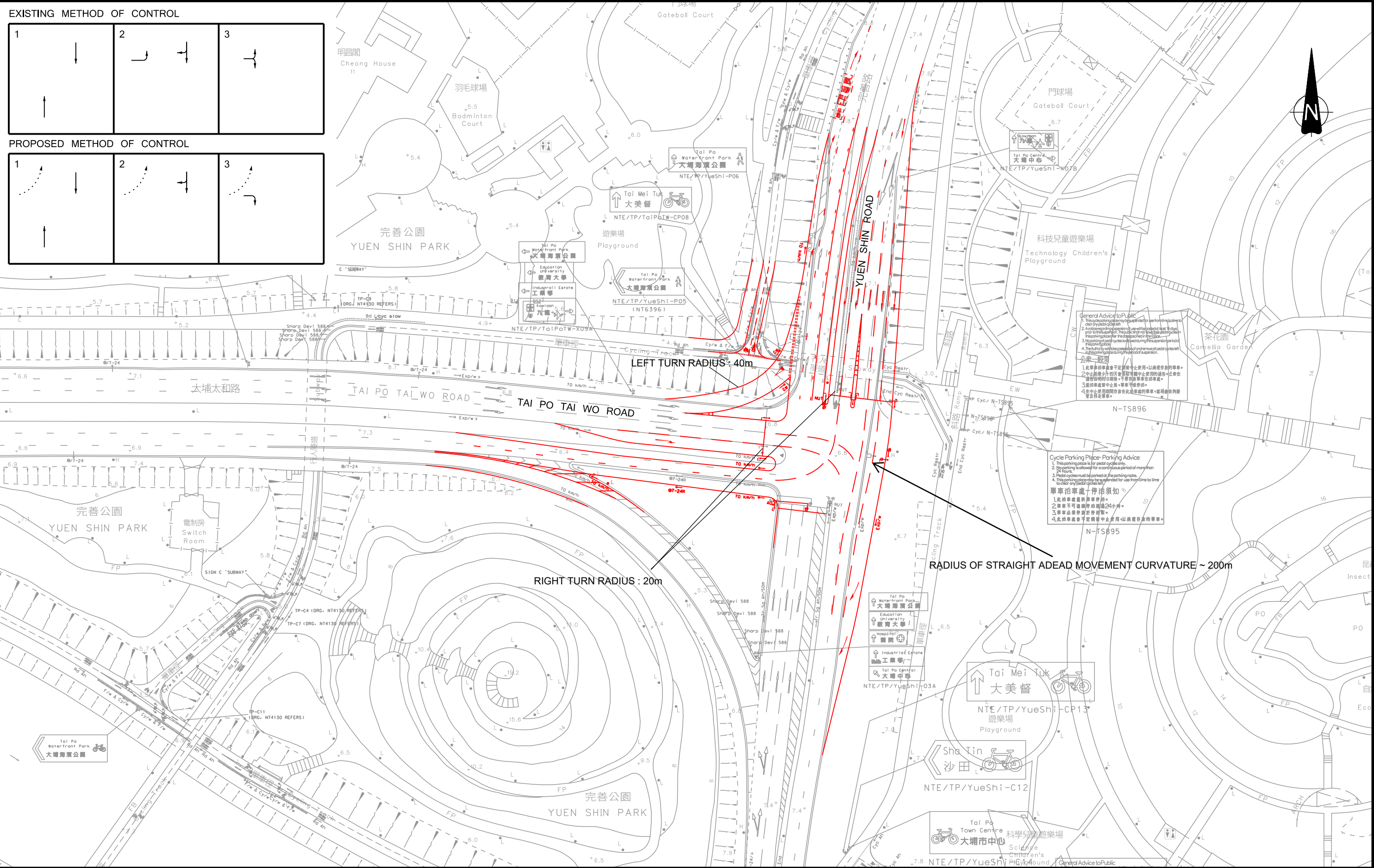
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Rev.	Description	Checked	Date

Project Title

TCS FOR THE PROPOSED APPLICATION IN
UNSURVEYED DISTRICT AT WONG YUE TAN
LOT NOS. 11 RP & 14 RP, TAI PO

Drawing Title			
PROPOSED IMPROVEMENT SCHEME OF YUEN SHIN ROAD / DAI FAT STREET (J2)			
Designed	Checked	Scale	Date
TLY	TKM	1:1000(A3)	MAR 2023
Drawing No.		Rev.	
4.22		B	



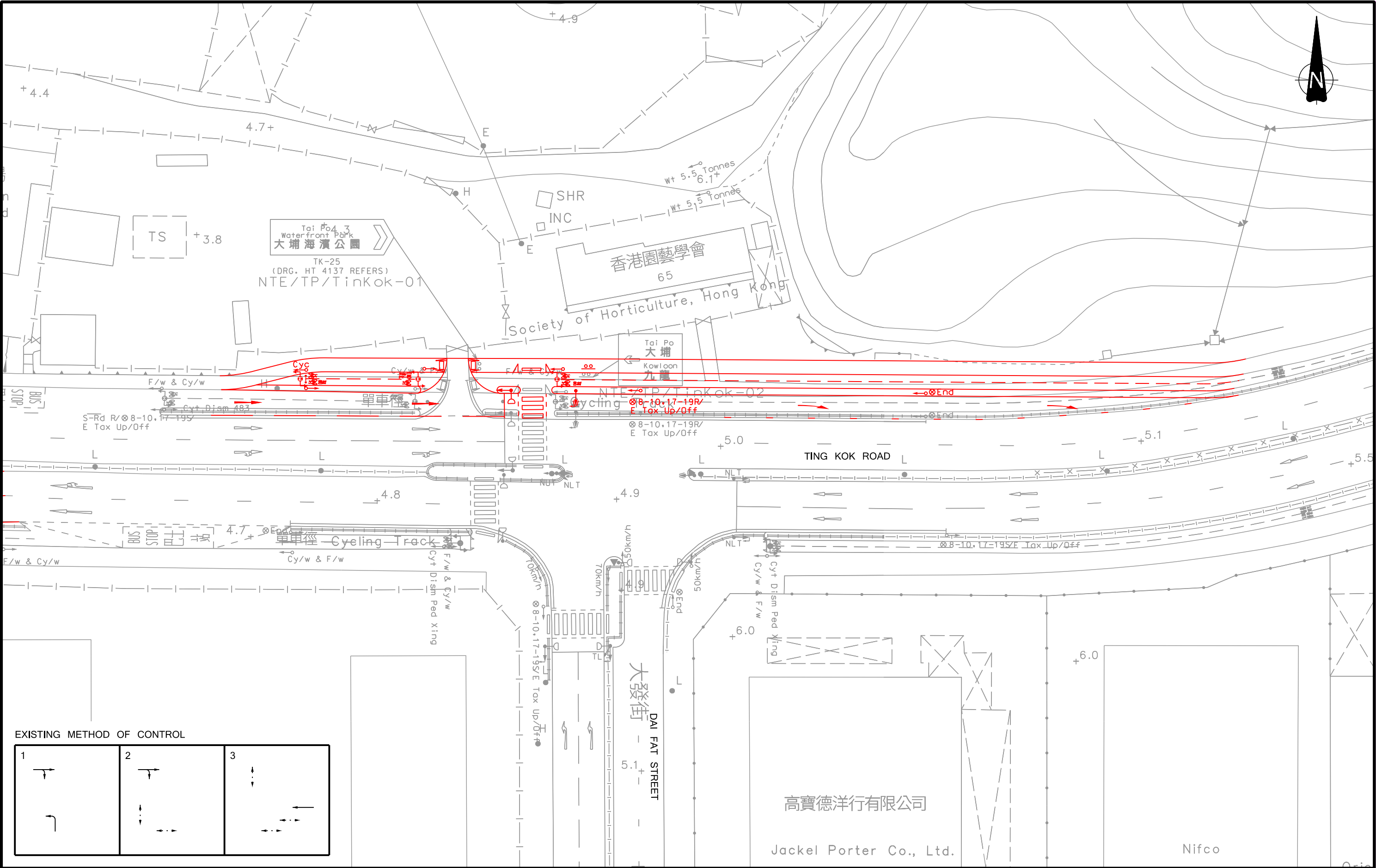


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B	RESPONSE TO COMMENTS	TKM	29AUG24
A	RESPONSE TO COMMENTS	TKM	03AUG23
Rev.	Description	Checked	Date

Project Title
TCS FOR THE PROPOSED APPLICATION IN UNSURVEYED DISTRICT AT WONG YUE TAN LOT NOS. 11 RP & 14 RP, TAI PO

Drawing Title											
PROPOSED IMPROVEMENT SCHEME OF TAI PO TAI WO ROAD / YUEN SHIN ROAD (J3)											
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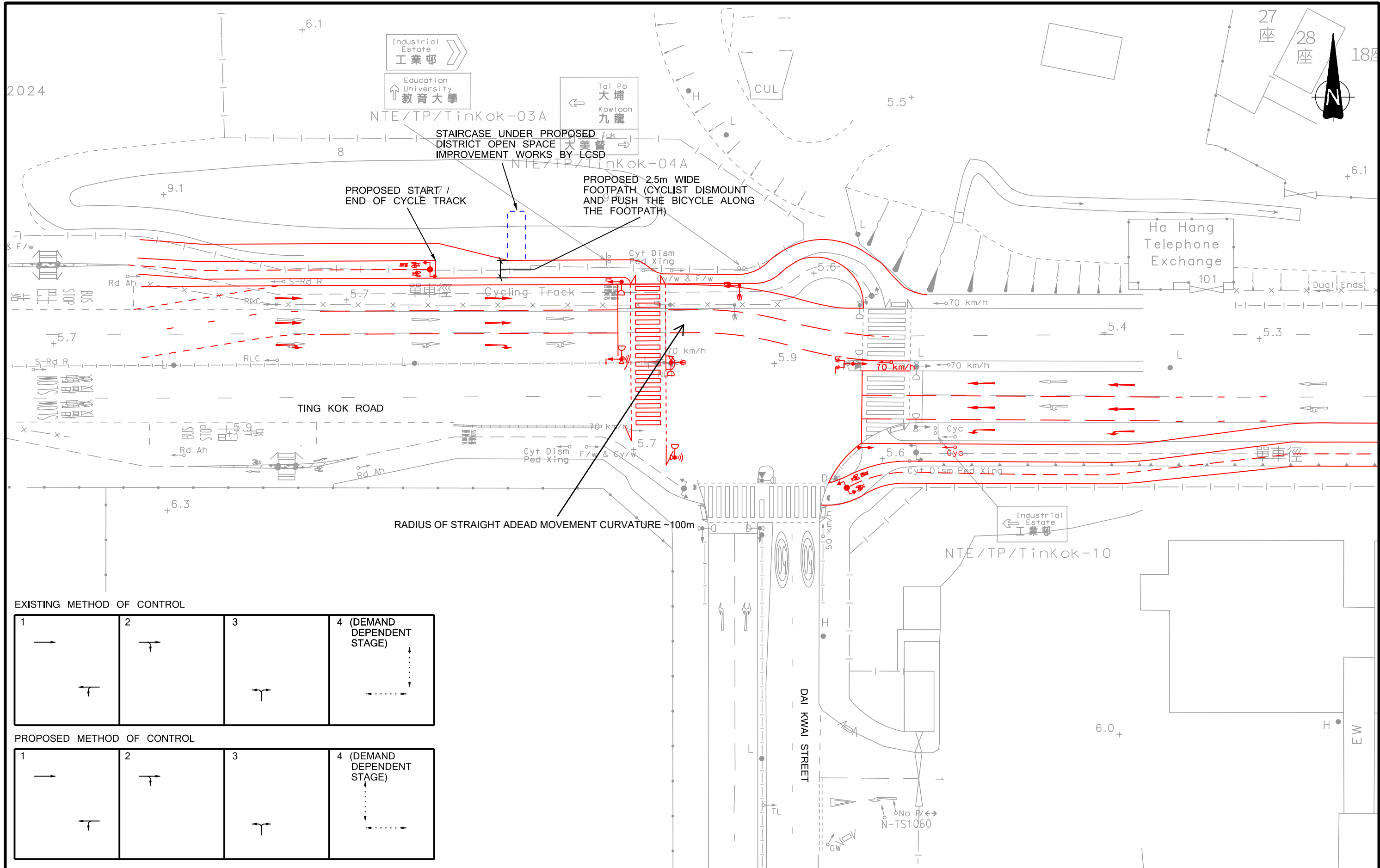


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B	RESPONSE TO COMMENTS	TKM	06JUN24
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Project Title
TCS FOR THE PROPOSED APPLICATION IN UNSURVEYED DISTRICT AT WONG YUE TAN LOT NOS. 11 RP & 14 RP, TAI PO

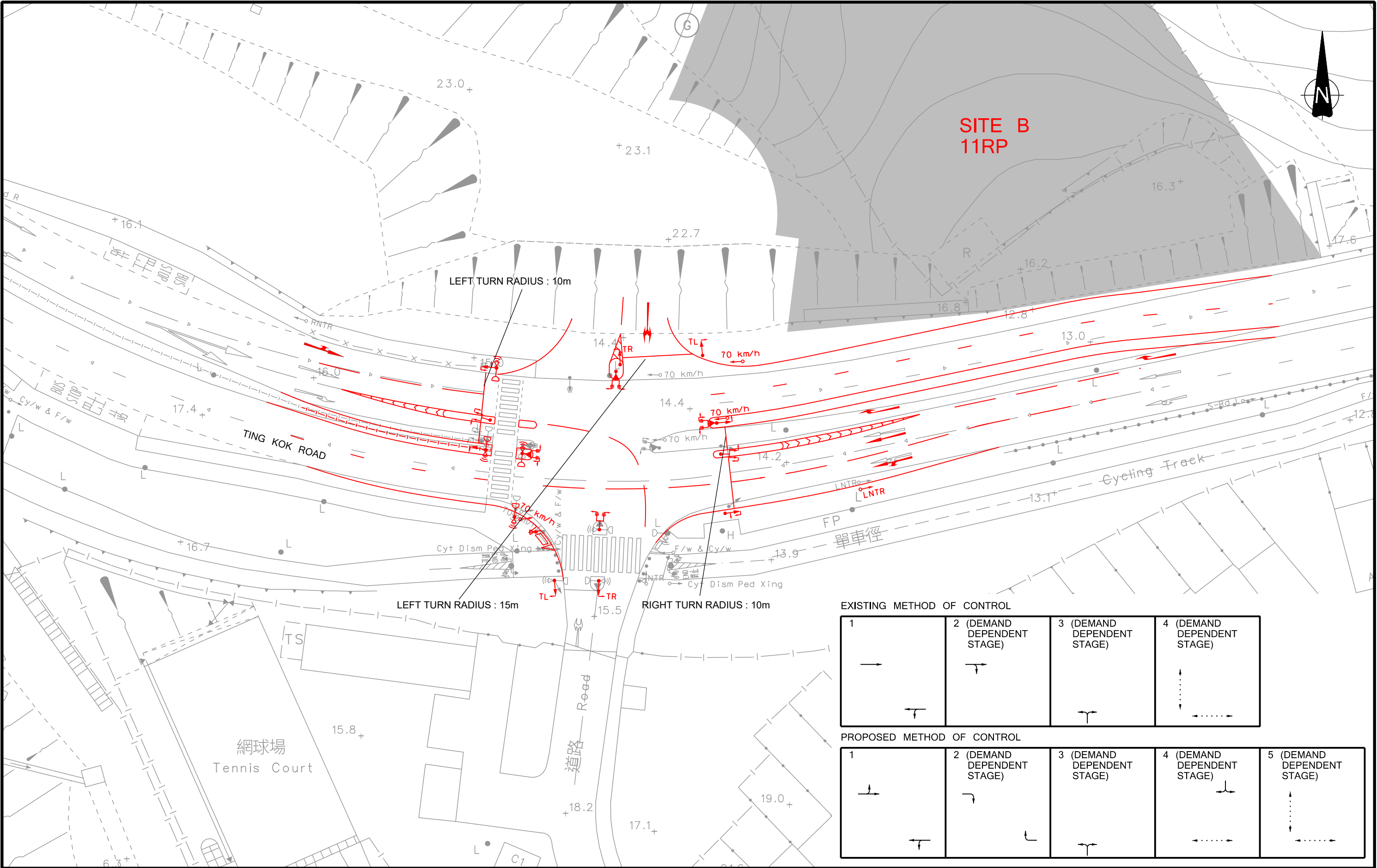
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Designed	TLY	Checked	TKM	Scale	1:500(A3)	Date	MAR 2023	Drawing No.	4.24	Rev.	C





EXISTING METHOD OF CONTROL			
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PROPOSED METHOD OF CONTROL			
1	2	3	4 (DEMAND DEPENDENT STAGE)

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C	RESPONSE TO COMMENTS	TKM	29AUG24		Designed TLY	Checked TKM	Scale 1:500(A3)	Date JUN 2024	Drawing No. 4.25	Rev. D		
B	LCSD LAYOUT INCORPORATED	TKM	06JUN24									
A	RESPONSE TO COMMENTS	TKM	03AUG23									
Rev.	Description	Checked	Date									



EXISTING METHOD OF CONTROL

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PROPOSED METHOD OF CONTROL

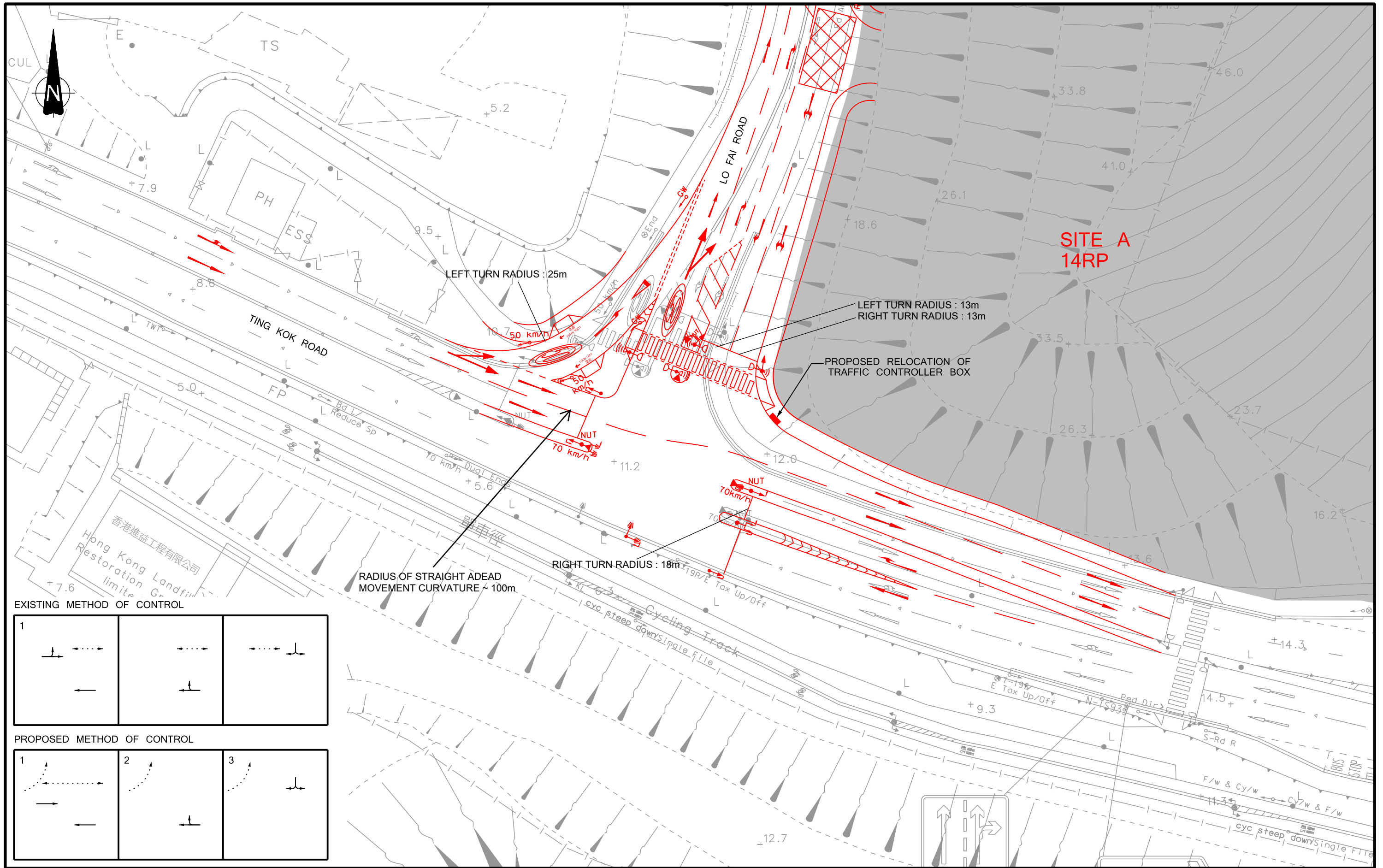
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Rev.	Description	Checked	Date

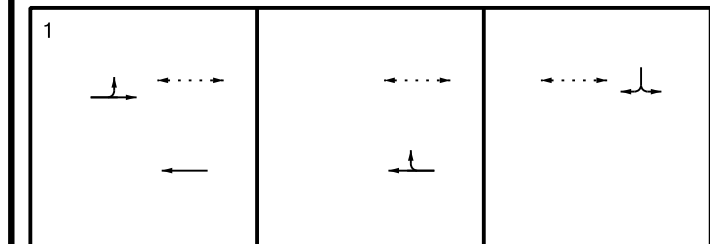
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TCS FOR THE PROPOSED APPLICATION IN UNSURVEYED DISTRICT AT WONG YUE TAN LOT NOS. 11 RP & 14 RP, TAI PO

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				Rev. C

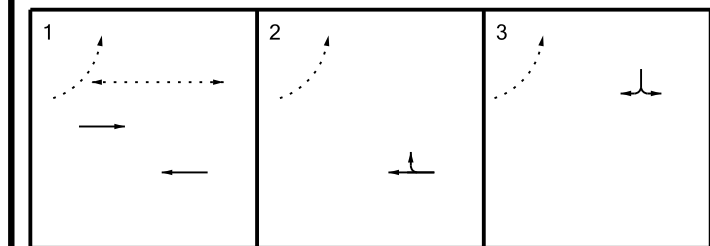




EXISTING METHOD OF CONTROL



PROPOSED METHOD OF CONTROL

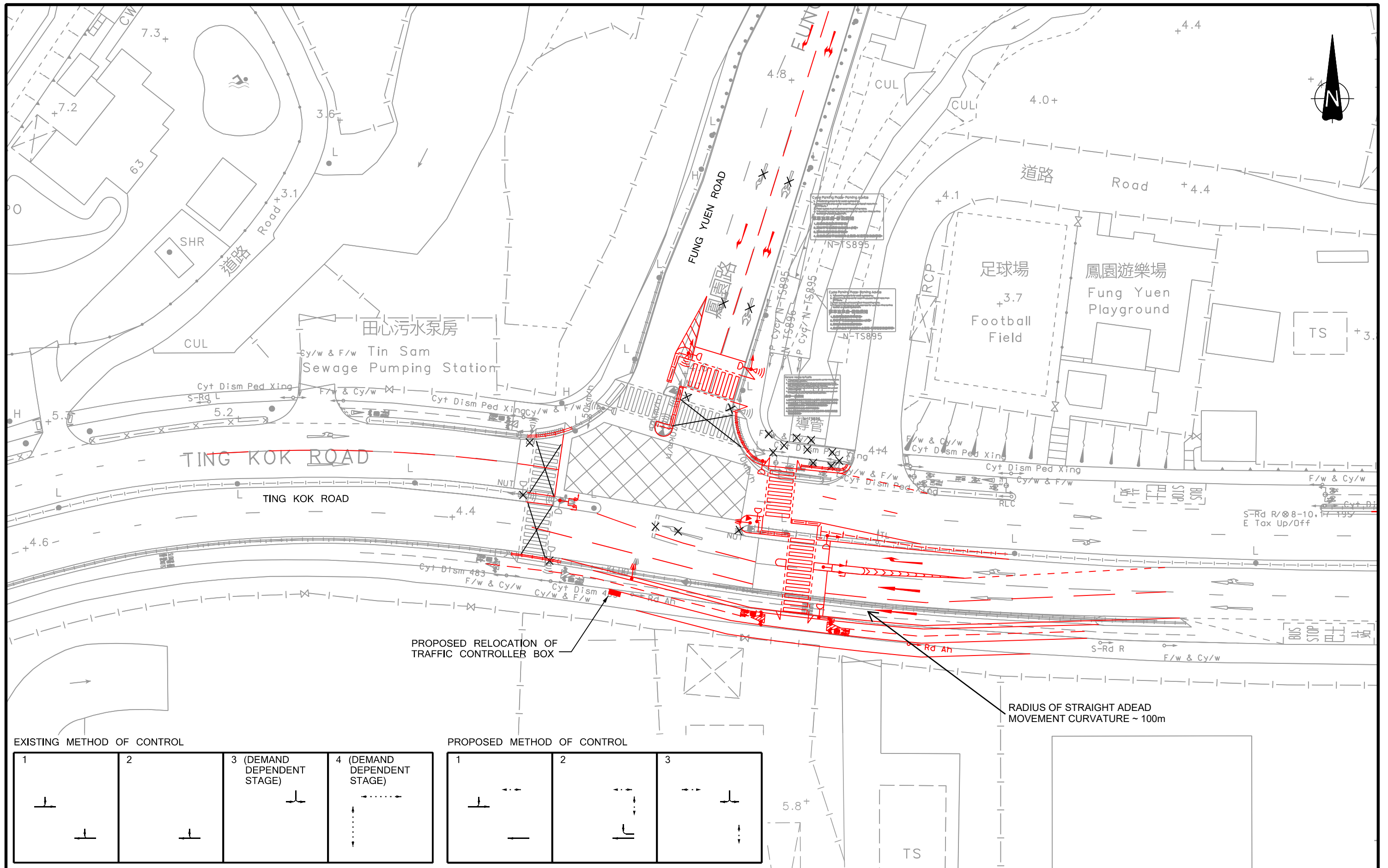


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Rev.	Description	Checked	Date	

TCS FOR THE PROPOSED APPLICATION IN
UNSURVEYED DISTRICT AT WONG YUE TAN
LOT NOS. 11 RP & 14 RP, TAI PO

Drawing Title				
PROPOSED IMPROVEMENT SCHEME TING KOK ROAD / LO FAI ROAD (J7)				
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Date	APR 2023	Drawing No.	4.27	Rev. D





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B	RESPONSE TO COMMENTS	TKM	02SEP24								
A	RESPONSE TO COMMENTS	TKM	03AUG23								
Rev.	Description	Checked	Date								
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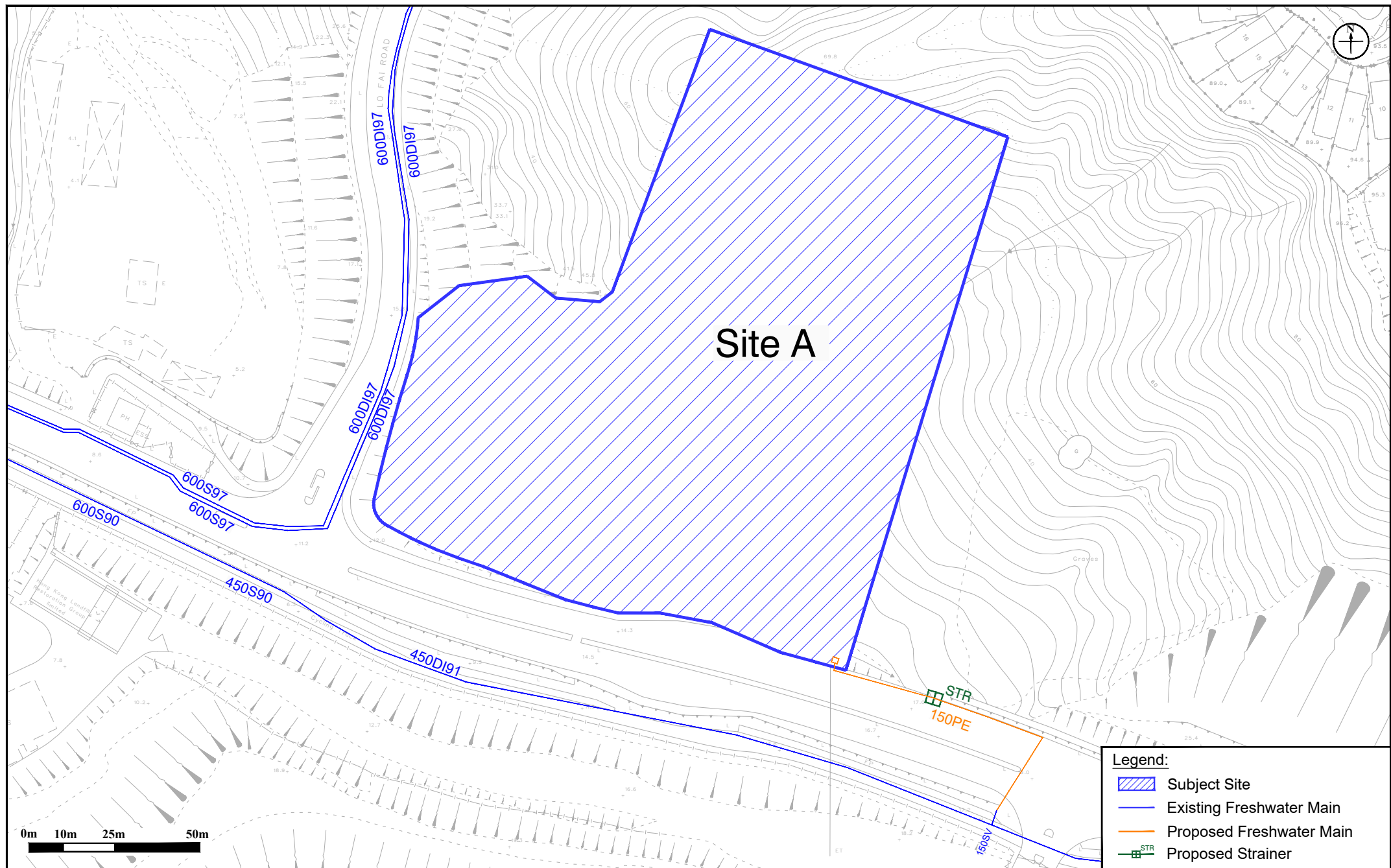


Figure: 4.29

Title: Proposed Freshwater Supply System for Site A

Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP and Adjoining Government Land (Site A) & Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land (Site B), Wong Yue Tan, Tai Po

RAMBOLL

Drawn by: MW

Checked by: CC

Rev.: 1.3

Date: Oct 2024

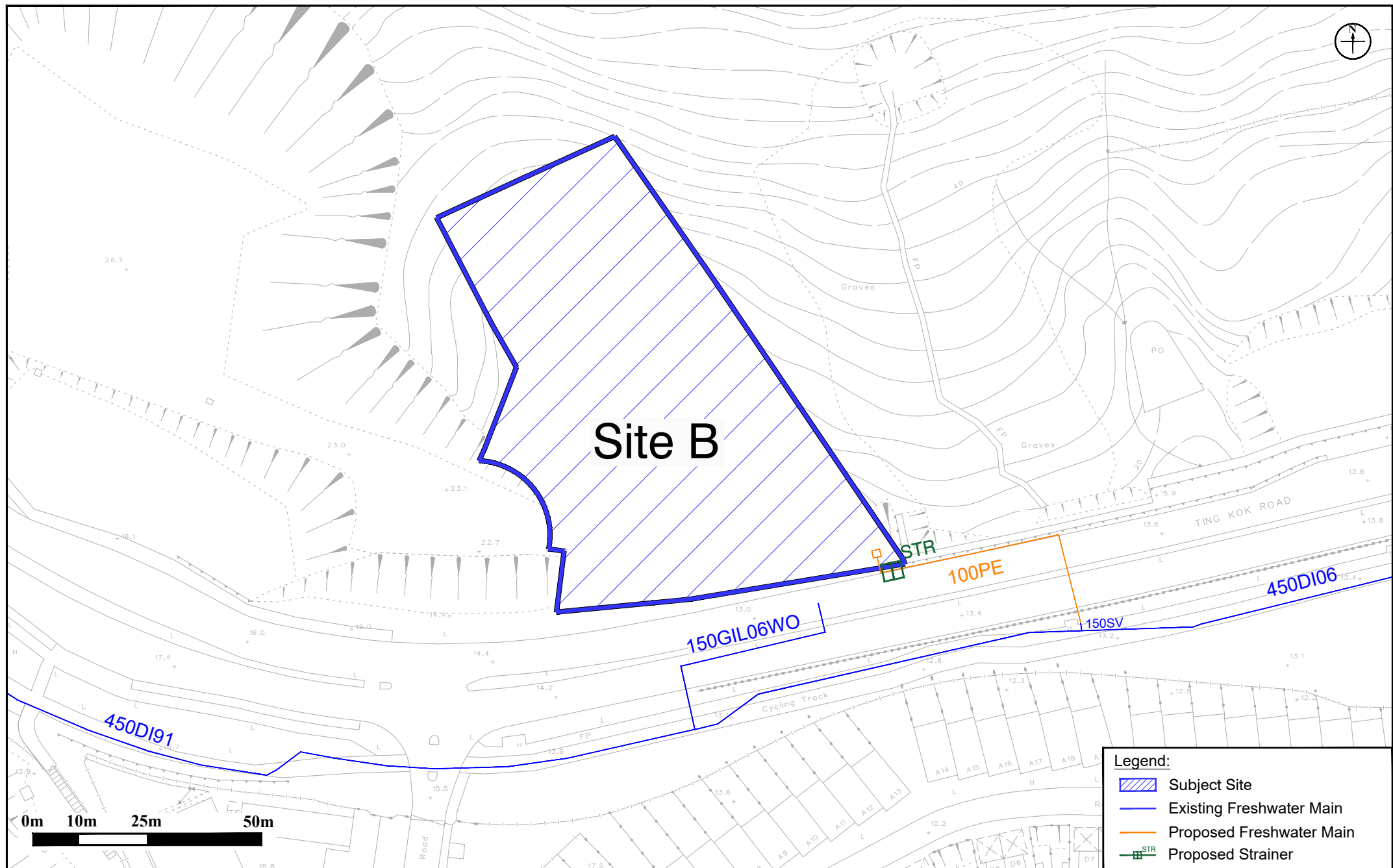


Figure: 4.30

Title: Proposed Freshwater Supply System for Site B

Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP and Adjoining Government Land (Site A) & Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land (Site B), Wong Yue Tan, Tai Po

RAMBOLL

Drawn by: AL

Checked by: CC

Rev.: 1.3

Date: Aug 2023



Figure: 4.31

Title: Proposed Saltwater Supply System for Site A

Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP and Adjoining Government Land (Site A) & Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land (Site B), Wong Yue Tan, Tai Po

RAMBOLL

Drawn by: MW

Checked by: CC

Rev.: 1.3

Date: Oct 2024

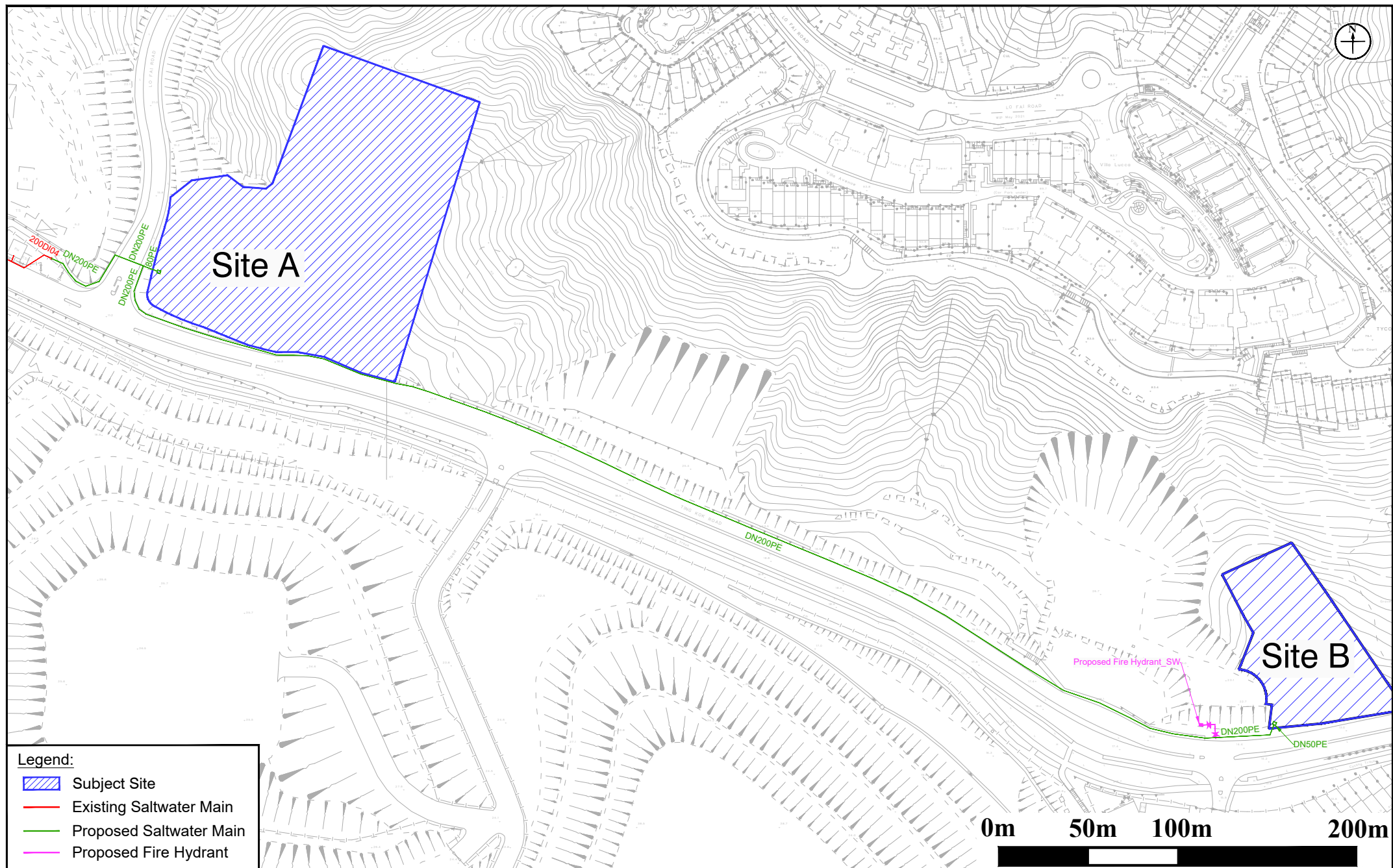


Figure: 4.32		RAMBOLL	
Title: Proposed Saltwater Supply System for Site B		Drawn by:	MW
		Checked by:	CC
Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP and Adjoining Government Land (Site A) & Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land (Site B), Wong Yue Tan, Tai Po		Rev.:	1.4
		Date:	Oct 2024

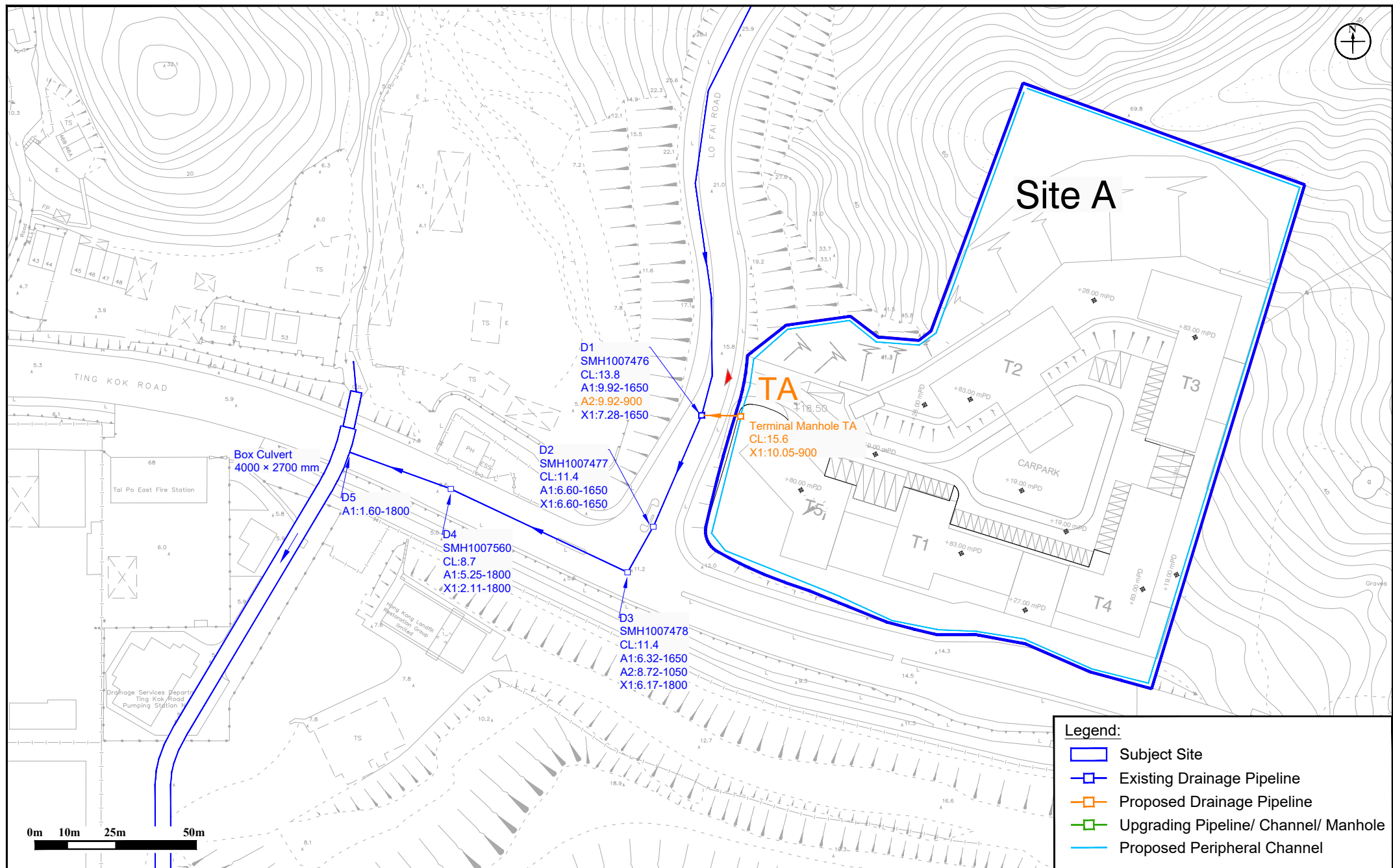


Figure: 4.33

Title: Existing Drainage System in the Vicinity of Site A and Proposed Drainage Pipeline

Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP and Adjoining Government Land (Site A) & Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land (Site B), Wong Yue Tan, Tai Po

RAMBOLL

Drawn by: MW

Checked by: CC

Rev.: 1.8

Date: Feb 2025

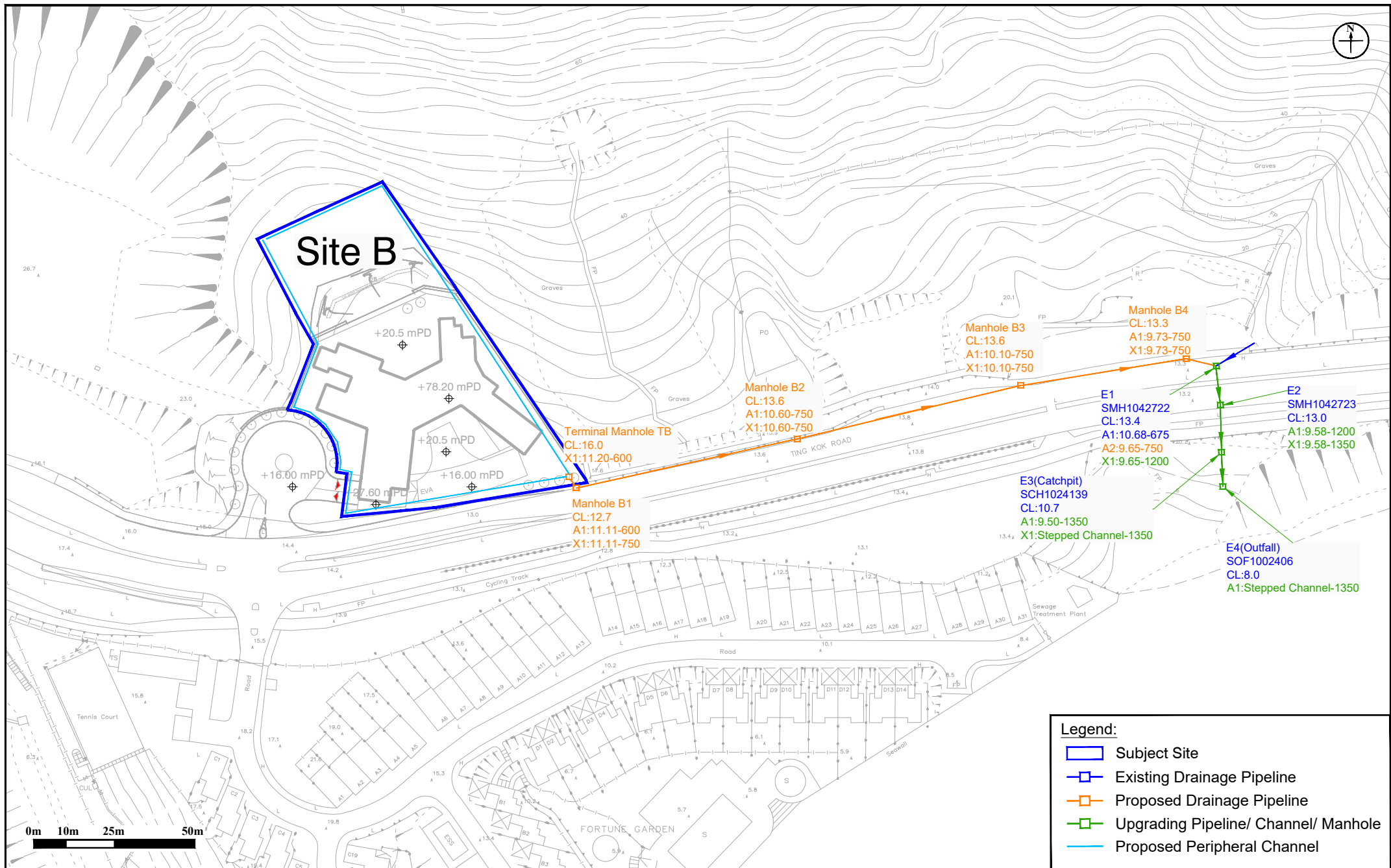


Figure: 4.34

Title: Existing Drainage System in the Vicinity of Site B and Proposed Drainage Pipeline – Option 1

Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP and Adjoining Government Land (Site A) & Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land (Site B), Wong Yue Tan, Tai Po

RAMBOLL

Drawn by: MW

Checked by: CC

Rev.: 1.8

Date: Feb 2025

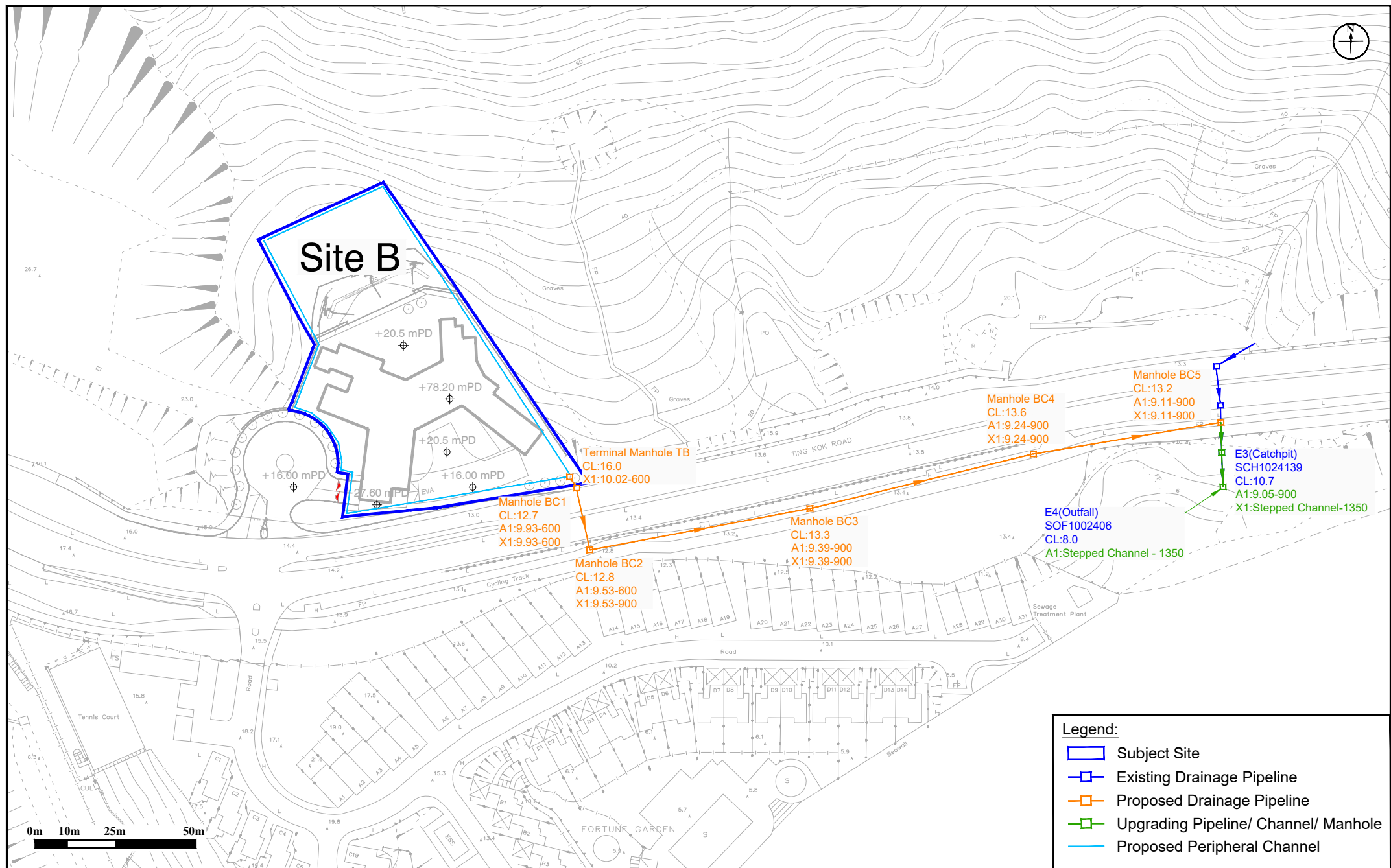


Figure: 4.35

Title: Existing Drainage System in the Vicinity of Site B and Proposed Drainage Pipeline - Option 2

Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP and Adjoining Government Land (Site A) & Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land (Site B), Wong Yue Tan, Tai Po

RAMBOLL

Drawn by: MW

Checked by: CC

Rev.: 1.8

Date: Feb 2025

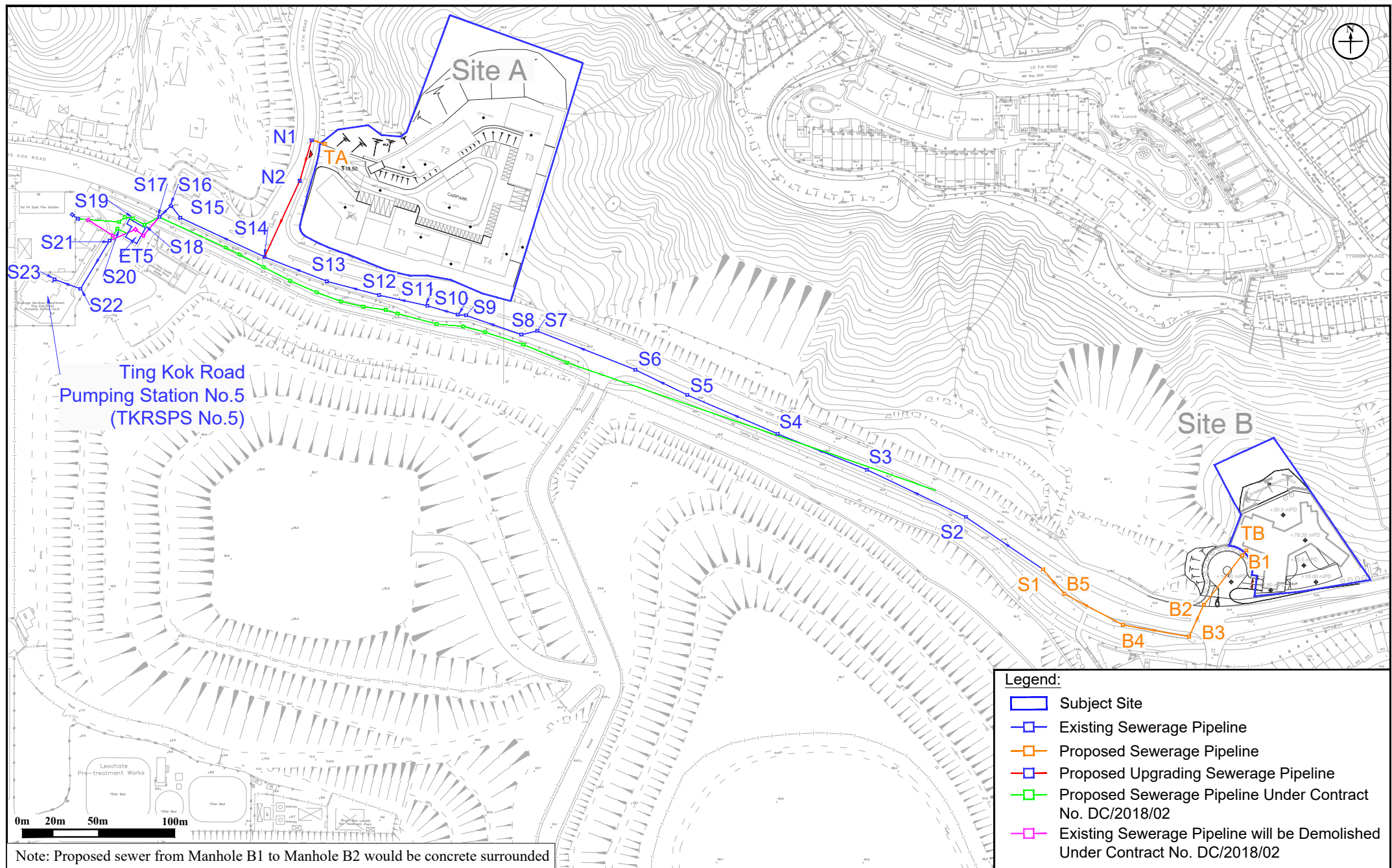


Figure: 4.36

Title: Existing Sewerage System in the Vicinity of Site A and Site B and Proposed Sewerage Pipeline

Project: Proposed Public Residential Housing / Starter Homes Development at UDWYT Lot 14RP and Adjoining Government Land (Site A) & Proposed Private Residential Development at UDWYT Lot 11 RP and Adjoining Government Land (Site B), Wong Yue Tan, Tai Po

RAMBOLL

Drawn by: MW

Checked by: CC

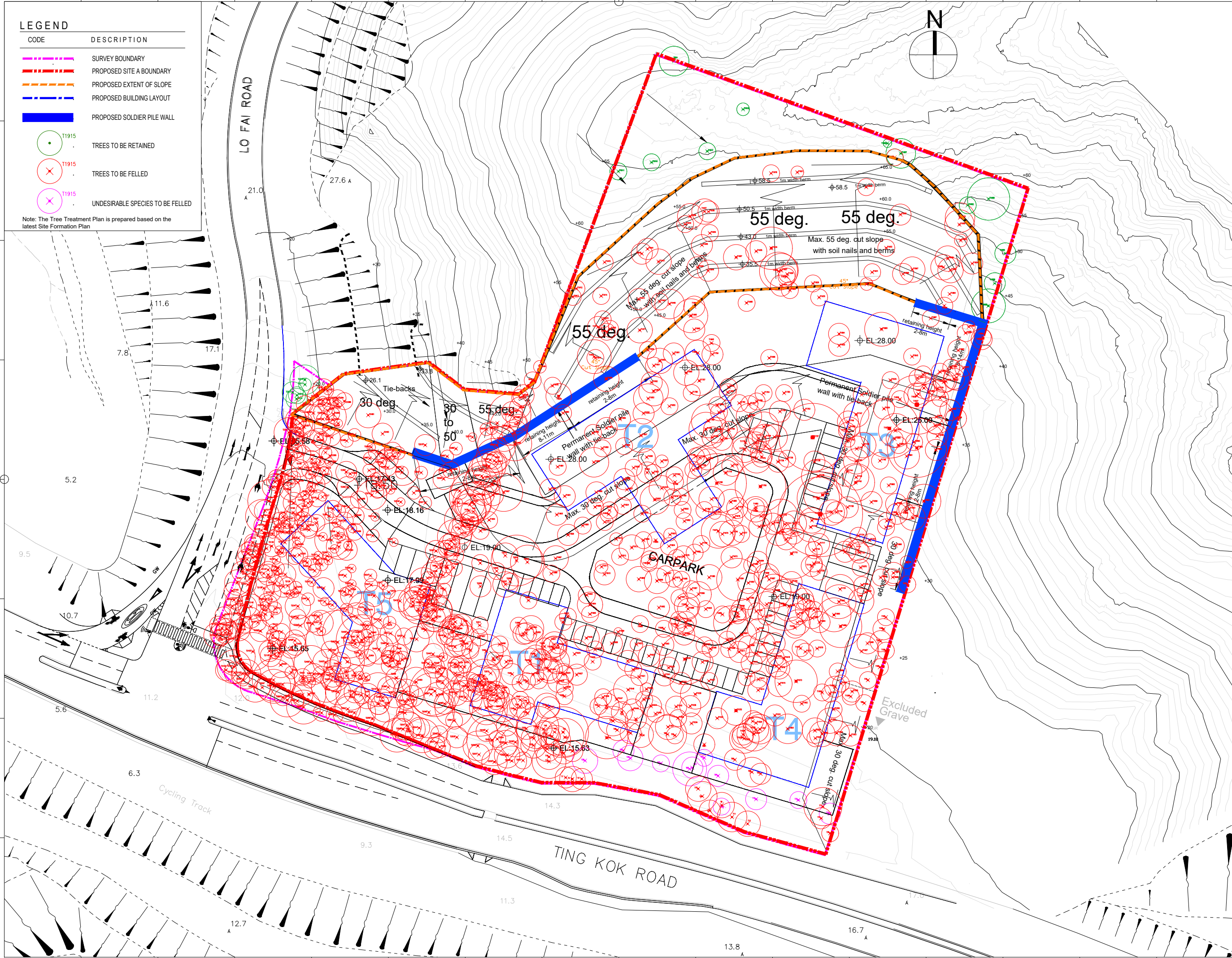
Rev.: 1.4

Date: Nov 2023

LEGEND

CODE	DESCRIPTION
---	SURVEY BOUNDARY
---	PROPOSED SITE A BOUNDARY
---	PROPOSED EXTENT OF SLOPE
---	PROPOSED BUILDING LAYOUT
█	PROPOSED SOLDIER PILE WALL
○ T1915	TREES TO BE RETAINED
✕ T1915	TREES TO BE FELLED
✕ T1915	UNDESIRABLE SPECIES TO BE FELLED

Note: The Tree Treatment Plan is prepared based on the latest Site Formation Plan



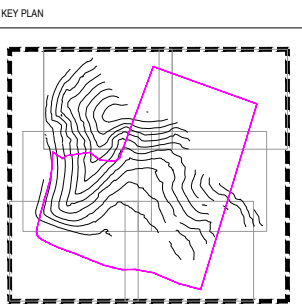
香港銅鑼灣告士打道262號中環大廈11樓
11/F, COFCO Tower, 262 Gloucester Road
Causeway Bay, Hong Kong
Tel: (852) 2559 9438 Fax: (852) 2559 9841

CLIENT

Kam Luk Investment
Company Limited

NOTES

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REVISION		
ISSUE	DESCRIPTION	DATE
-	SUBMISSION	JUL 2023
A	SUBMISSION	MAY 2023
B	SUBMISSION	AUG 2023
C	SUBMISSION	DEC 2023
D	SUBMISSION	JAN 2025

DESIGN: EW
DRAWN:
CHECKED: PL
STAGE:
PROJECT: 75520

PROPOSED PUBLIC HOUSING/
STARTER HOME DEVELOPMENT
AND PROPOSED PRIVATE
RESIDENTIAL DEVELOPMENT

TITLE:

TREE TREATMENT PLAN
(SITE A)

SCALE: 1:800(A3)
DRAWING NO.: 4.37
REVISION: E
DATE: FEB 2025
REFERENCE:

LEGEND

CODE	DESCRIPTION
	PROPOSED REZONING SITE BOUNDARY
	PROPOSED SITE B BOUNDARY
	PROPOSED EXTENT OF SLOPE
	PROPOSED BUILDING LAYOUT
	PROPOSED SOLDIER PILE WALL
	T1915 TREES TO BE RETAINED
	T1915 TREES TO BE FELLED
	T1915 UNDESIRABLE SPECIES TO BE FELLED

Note: The Tree Treatment Plan is prepared based on the latest Site Formation Plan



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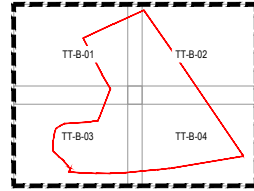
CLIENT

KAM LUK INVESTMENT
COMPANY LIMITED

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KEY PLAN



ISSUE	DESCRIPTION	DATE
-	SUBMISSION	APR 2023
A	SUBMISSION	JAN 2025
B	SUBMISSION	FEB 2025

DESIGN:	EW
DRAWN:	
CHECKED:	PL
STAGE:	

PROJECT: 75520

PROPOSED PUBLIC HOUSING/
STARTER HOME DEVELOPMENT
AND PROPOSED PRIVATE
RESIDENTIAL DEVELOPMENT

TITLE:

TREE TREATMENT PLAN
(SITE B)

SCALE:	1:500(A3)
DRAWING NO.: 4.38	REVISION B
DATE:	FEB 2025
REFERENCE:	

5 CONCLUSION AND SUMMARY

- 5.1 In order to unleash development potential of private lots at the Sites located outside specified environmentally sensitive areas and not covered by Government's planning efforts in order to boost both public and private housing supply, an indicative development proposal including proposed public residential housing / SH development and proposed private residential development at Site A and Site B respectively is submitted under the LSPS. The proposed developments will provide a total domestic GFA of about 87,522 m², and 1,750 nos. of flats²⁰.
- 5.2 The Land Sharing Office and Panel of Advisors are respectfully requested to give favourable consideration to support the development proposal based on the followings:
- (a) The development proposal submitted under the LSPS to unleash development potential of eligible private lots in order to boost both public and private housing supply is in line with the Government's policies to increase housing land supply. The development intensity of the Sites has been optimized to achieve optimal production of housing units which is considered a more optimum and efficient use of land resources.
 - (b) The development proposal for the Sites is in compliance with the minimum requirements and relevant criteria for the LSPS set out in the Guidance Note by providing increased domestic GFA of more than 50,000 m² and 1,000 nos. of additional residential units in total, of which 70% of the increased GFA will be handed over to the Government for subsidized housing development at Site A.
 - (c) The proposed residential developments at the Sites are considered compatible with the surrounding land use pattern and development intensity with due consideration given to the context of the Sites' locations at the urban fringe of Tai Po New Town.
 - (d) The proposed BHs of not more than 83mPD and 78.2mPD at Site A and Site B respectively have been optimized taking into account topography of the Sites, building height profile of the area and minimization of potential visual impacts to the adjacent developments.
 - (e) Provision of GIC facilities (which accounts about 5% of the total GFA of Site A) at the proposed public housing development has responded to the imminent need of the community and policy initiatives to increase provision of social welfare facilities.
 - (f) The proposed residential developments have been sensitively designed with

²⁰ Based on the assumed average flat size of 50m², subject to detail design.

carefully designed building disposition in view of the site topography and surrounding settings including the graves and/or permitted burial ground adjacent to the Sites to minimize any visual interface as far as practicable.

- (g) Greenery provision at the proposed developments has been maximized to create a pleasant and sustainable neighbourhood environment.
- (h) Technical assessments demonstrated that the development proposal will not result in insurmountable traffic, visual, air ventilation, environmental, drainage, sewerage, water supply, ecological, geotechnical and landscape impact on the surrounding areas.