
Appendix | 1

Replacement pages of revised Planning Statement and Illustrations

List of Figures

Figure 1	Location Plan
Figure 2	Extract of Lot Index Plan (No. ags_S00000096413_0001)
Figure 3	Extract of Draft Tai Tong Outline Zoning Plan No. S/YL-TT/19
Figure 4	Aerial Photo dated 07.11.1994

List of Tables

Table 1	Similar Planning Applications for Uses being similar to the Proposed Use covered by other OZPs in the recent 10 years
Table 2	Major Development Parameters of the Proposed Development
Table 3	Comparison of Development Parameters of the Existing Development and the Proposed Development

List of Illustrations

Illustration 1	Existing Condition of the Application Site
Illustration 2	Surrounding Land-use Characteristics
Illustration 3	Proposed Development and Setback Areas

List of Appendices

Appendix 1	Architectural Drawings and Plans
Appendix 2	Traffic Impact Assessment and Swept Path Analysis
Appendix 3	Environmental Assessment

4. THE DEVELOPMENT PROPOSAL

4.1 Proposed Site Layout, Major Development Parameters and Operation

- 4.1.1 The proposed development is configured as a low-rise and low-density residential development, which involves a 2-storey residential block comprising 16 flats, a recreation facility, a guard house and a basement carpark. Communal open spaces and landscape area would be provided within the proposed development. The Master Layout Plan, floor plans and section drawings of the proposed development are shown in **Appendix 1**. The tentative completion year of the proposed development is proposed to be Year 2027.
- 4.1.2 The proposed development has a plot ratio of approximately 0.48, a total GFA of about 789m², a maximum building height of 8.15m, and not more than 2 storeys. The major proposed development parameters are tabulated in **Table 1** below.
- 4.1.3 The proposed development is planned to be built on two private lots (Lot 4988 and 4996) with a total site area of approximately 1,644m². **The developable area of the development is about 1,492m², while about 9% of the site area (about 152m²) will be reserved for setbacks and widening of local access to provide public benefits.**
- 4.1.4 The current application serves to comply with the latest minimum unit size requirement of at least 26m² promulgated by the Government as from 2022 and responds to the latest policy address to create high quality homes. The proposed development will comprise 16 flats, ranging in floor area from approximately 37m² to 72m². The floor-to-floor height will range from 3.5m to 4m, in compliance with the requirements from Buildings Department Practice Note No. PNAP APP-5, to provide spacious living spaces and higher living quality for young families in response to demand in the area. The design and layout of the development will include 8 units on the ground floor with landscape gardens and 8 units on the first floor connected by a staircase and lift. In addition, a recreation facility is proposed to be located to the west of the application site to serve the recreational needs of future residents. The facility will be equipped with fitness equipment and will operate as a private clubhouse. A guard house is also proposed at the entrance for security purposes.
- 4.1.5 In order to create a comprehensive residential development that ensures pedestrian safety, a basement carpark is proposed at the application site with a view to separating vehicular and pedestrian movements and providing ample open space for visual amenity. The proposed basement carpark will involve excavation of land and have a floor height of 3.15m, **providing 5 private carparking spaces, including 2 accessible carparks, 1 motorcycle parking space and 1 bicycle parking space. Additionally, there will be 2 private carparking spaces and 1 heavy goods vehicle (HGV) loading/unloading bay on grade.** The proposed development will meet the carparking provision requirements under the high-end standards of Hong Kong Planning Standards and Guidelines Chapter 8.
- 4.1.6 The proposed development will feature approximately 307m² of landscaping area and 500m² of communal open spaces. Additionally, extensive plantation of trees and

other vegetation will be implemented along the boundary of the application site, internal access road, and common landscaped areas to provide a screening effect and enhance the overall landscape value of the area.

- 4.1.7 Excavation of land is proposed for the basement carpark at the application site. The approximate area of excavation is about **313m²**, and the approximate depth of excavation is about 3.5m.

Table 2: Major Development Parameters of the Proposed Development

Major Development Parameters of the Proposed Development	
Site Area	About 1,644m ²
Proposed Site Coverage (SC)	About 24.9%
Proposed Plot Ratio (PR)	0.48
Gross Floor Area	About 789m ²
Number of Block	3 (1 Residential block for flat, 1 recreation facility and 1 guard house)
Number of Storeys	Not More than 2 storeys
Residential block (for Flat)	2 storeys
Recreation facility (Clubhouse)	2 storeys (including 1 storey of basement carpark)
Guard House	1 storey
Building Height	Not More than 8.15m
Residential block (for Flat)	7.65m
Recreation facility (Clubhouse)	8.15m
Guard House	2.8m
Recreation Facility GFA ⁽¹⁾	About 38.4 m ² (<Max 39.45m ²)
Guard House GFA	About 4m ²
Number of Flats	16
Floor-to Floor Height	
Residential block (for Flat)	3.5m - 4m
Recreation facility (Clubhouse)	5m
Guard House	2.8m
Average Flat Size	About 49m ² (Ranging from 37m ² to 72m ²)
Total Estimated Number of Residents	48
Communal Private Open Space	500 m ²
Greening Ratio	About 20.8%
Private Car Parking Space	Total 7 (Including 2 Accessible Car Parking Spaces)
Motorcycle Parking Space	Total 1
Bicycle Parking Space	Total 1
Loading/Unloading Bay	Total 1 (for HGV)
Excavation of Land for Proposed Basement Carpark	
Area of Excavation	About 313m²
Depth of Excavation	About 3.5m

⁽¹⁾ The GFA of the recreation facility is exempted from GFA according to PNAP-APP-104.

4.1.8 **Table 3** summarizes a comparison of the major development parameters/items between the current application and the existing development. The proposed redevelopment seeks to provide 11 additional flats, **accommodating 11 extra families (+220%) compared to the existing configuration**. Consolidating the existing separated dwellings and optimizing land use will enable the development of an inclusive and liveable community.

Table 3: Comparison of Development Parameters of the Existing Development and the Proposed Development

Major Development Parameters	Existing Development (a)	Proposed Development (b)	Difference (b)-(a) (About)
Site Area	About 1,644m ²	About 1,644m ²	No change
Maximum Site Coverage (SC)	About 17%	About 24.9%	+7.9%
Maximum Plot Ratio (PR)	About 0.4	About 0.48	+0.08 (+20%)
GFA	About 653m ²	About 789m ²	+136m ² (+20%)
Number of Block	5 (5 residential block and 3 ancillary structures)	3 (1 residential block, 1 Recreation facility (Clubhouse) and 1 guard house)	-2 (-40%)
Number of Storeys / Building Height	3 storeys About 9 m	Not more than 2 storeys Not more than 8.15m	-1 (-33.3%) -0.85m (-28.3%)
Number of Flats	5	16	+11 (+220%)
Average Flat Size	N.A.	37 m ² - 72m ²	N.A.
Total Estimated Number of Residents	15	48	33 (+220%)
Communal Private Open Space	0m ²	500m ²	+500m ²
Greening Ratio	0%	20.8%	+20.8%
Private Car Parking Space	5	7	+2 (+40%)
Motorcycle Parking Space	0	1	+1 (+100%)
Bicycle Parking Space	0	1	+1 (+100%)
Loading/Unloading Bay	0	1 for HGV	+1 (+100%)

4.2 Design Merits

Setbacks for Public Benefit

- 4.2.1 **The proposed development includes a generous setback that would use approximately 9% of the application site area (about 152m²) for widening local access for public benefit,** as shown in **Appendix 1** and **Illustration 3**.
- 4.2.2 The current access to inner lots (Lot 4995, 5000, 5001, and 5002) is narrow and of about 3m wide. While the proposed development allows local residents to continue using the local access on private land, it also **incorporates a further setback within its private lots to enable widening of the existing local access,** providing a more pleasant walking experience for local residents (see **Appendix 1** and **Illustration 3**). The proposed setback in the current application would help unlock the development potential and stimulate permanent development or redevelopment in the inner areas, as intended.

Low-Rise and Low-Density Development

- 4.2.3 While the current application seeks a minor increase in plot ratio (+20%) to accommodate 11 additional families, **the proposed building height has been reduced by 33.3%**. With the incorporation of setbacks, the visual impact of the proposed development would be negligible.

Landscaping and Green Features

Currently, the application site lacks any landscaping or green features, and its extensive hard paving with low albedos leads to high pavement surface temperatures during hot and sunny days, making the open-air area unpleasant to use. The proposed development incorporates extensive greenery to enhance the microclimate within the application site and create a more pleasant living environment for residents. By providing incentives for redevelopment under the current application, landscape provision can be significantly increased, offering a range of benefits such as improved air quality, reduced urban heat island effect, and enhanced visual amenity. The incorporation of green features and landscaping in the proposed development will have a positive impact on the environmental quality of the site and contribute to the overall liveability of the area.

- 4.2.4 In addition, extensive landscaping work is proposed for the application site, aimed at creating a natural and green environment for future occupants. Trees are proposed along the eastern side to provide shade for pedestrians using the access road (see **Appendix 1**). **It is proposed that species suitable for the location would be planted at the private landscaped area and selection of plant combination will be added to the rooftop of the proposed flat providing visual gradation of the development and visual amenity to the surrounding premises.** If it is further required and considered essential, the Applicant will submit a landscape proposal and further implement additional landscape planting to the satisfaction of Planning Department by way of compliance of approval condition(s).
- 4.2.5 The proposed development features a basement carpark, which not only frees up space for greenery but also allows for the implementation of soft landscape measures. To further integrate the proposed development with the surrounding landscape, the addition of heavy standard trees, shrubs, groundcovers, and climbing plants along the edge of the application site is proposed, creating soft planted edges. Additionally,

several landscaped zones are planned for the ground and rooftop floors of the proposed development, providing both visual amenity and an enjoyable space for users and visitors on the application site. Furthermore, tree and shrub planting are proposed for the internal access road and common landscaped areas.

Building height Reduction

- 4.2.6 The proposed residential block with a building height of 7.65m would replace 5 blocks of existing 3-storeys dwellings (about 9m). The proposed development is not expected to have any significant visual impact on the surrounding area, as the area is predominantly characterized by 3-storey dwellings.

Higher Floor to Floor height for better air circulation and natural lighting

- 4.2.7 The proposed floor-to-floor height of 3.5 to 4m would reduce energy consumption by increasing air circulation and providing additional natural lighting to the proposed flats.

Clear separation of vehicular and pedestrian movement

- 4.2.8 To create a harmonious residential area that prioritizes pedestrian safety and separates vehicular and pedestrian movement, the proposed development includes a basement carpark. This design choice ensures that parking and loading activities do not interfere with residents' major pathways. Moreover, the ingress/egress of vehicles is separate from the entrance to the future occupants' living areas.

Communal Roof Garden, common green areas and Recreational Facility

- 4.2.9 To foster an inclusive and liveable community, communal roof gardens are proposed. The roof garden is anticipated to promote social bonding between future occupants and their families. The recreational facility as clubhouse would serve the future occupant's recreational needs.

4.3 Traffic Arrangement

Traffic Access Arrangement, Pedestrian Facilities and Internal Transport Facilities

- 4.3.1 The proposed development would make use of existing vehicular access and ingress/egress in accessing the application site. A 7m wide access would be maintained and sufficient manoeuvring space would be allowed within the application site in ensuring no queuing and/or waiting of vehicles from the application site onto public road. The proposed development would ensure existing road to inner lots that is under Applicant's ownership, be maintained without being disturbed.
- 4.3.2 Regarding vehicular access and car parking spaces, a total of 7 private car parking spaces (including 2 accessible car parking spaces), 1 motorcycle parking space, 1 bicycle parking space and 1 heavy goods vehicle (HGV) loading/unloading bays will be provided within the application site. Out of the 7 private car parking spaces, 5 car parking spaces will be provided in the basement to cater the parking needs of the proposed development, whilst 2 car parking spaces and 1 heavy goods vehicle loading/unloading bays will be provided on grade near the ingress/egress. Details of the provision of parking spaces and loading/unloading bays are indicated in **Table 2** above and **Appendix 2**.

- 4.3.3 Appropriate traffic arrangement measures would be established to enhance the safety of pedestrians and drivers at the application site.

Traffic Impacts

- 4.3.4 Traffic Impact Assessment (**Appendix 2** refers) has been conducted and concluded that the capacities of all key junctions would be performing satisfactorily during the peak periods for both reference and design scenarios. While there will be sufficient capacity to accommodate the expected traffic growth to Year 2027 as well as the traffic generated from the proposed development, the impact of the proposed development traffic on the road network is negligible and is considered acceptable from traffic engineering point of view.

4.4 Tree Preservation and Landscape Proposal

- 4.4.1 **There is no existing tree within the Application Site, hence no existing tree is expected to be affected.** To create a liveable community, extensive greenery would be introduced in the proposed development. The proposed development involves a total greenery area of about 307m² and a greenery ratio of 20.8%, which is more than the required 20% greenery requirement set out in PNAP APP-152 – Sustainable Building Design Guidelines. In order to further integrate the proposed development with the surrounding landscape, soft landscape measures including heavy standard trees, shrubs, groundcovers and climbing plants are proposed along the edge of the application site to create soft planted edges. Moreover, several landscaped zones are proposed at G/F and R/F of the proposed development to provide visual amenity and for the enjoyment of the users and visitors on the application site. There are also tree and shrub planting along the internal access road and common landscaped areas.

- 4.4.2 To mitigate potential traffic noise, the proposed development includes a 2.4-meter-high fence wall along the eastern side of the local road, setback from the application site boundary. Tree planting is also proposed along the local road to enhance the visual quality. The other sides of the application site boundary will have a 2.4-meter-high fence wall with tree planting around the periphery. These measures will minimize the visual impact of the proposed development while promoting a harmonious and green environment.

- 4.4.3 Furthermore, the landscaping measures and greenery that provides screening effect would enhance the compatibility of the proposed development with the surrounding land uses.

4.5 Environmental Aspects

- 4.5.1 Environmental Assessment (**Appendix 3** refers) has been conducted for the proposed development to evaluate that no adverse air quality, noise, water quality or waste impacts are anticipated to be generated by the proposed development, as well as to recommend mitigation measures to alleviate any identified environmental impacts.

Air Quality

4.5.2 As referred to **Section 3 of Appendix 3**, due to the small-scale of the proposed development, dust emission induced by the proposed development would be expected to be insignificant. With the implementation of proper mitigation measures, no adverse air quality impacts are anticipated during construction phase. In addition, considering that 5m buffer distances have been provided between the proposed development and the nearby Local Road and Tai Tong Road, no adverse impact arising from road traffic emissions is anticipated. Furthermore, no industrial chimney was identified within 500m Study Area, therefore, adverse air quality impact due to industrial emission on the proposed development is not anticipated.

Noise Impact

4.5.3 As referred to **Section 4 of Appendix 3**, no adverse noise impact is anticipated during the construction phase of the proposed development with the implementation of noise mitigation measures. With the recommended mitigation measures, the traffic noise impact on the proposed development will comply with the standards recommended in Chapter 9 Environment of the Hong Kong Planning Standards and Guidelines. As such, no adverse noise impact is anticipated during the construction and operation phases of the proposed development.

Water Quality

4.5.4 As referred to **Section 5 of Appendix 3**, no adverse water quality impact site is anticipated from the construction of the proposed development with the implementation of the recommended measures. With the provision of on-site septic tank, the sewage generated will be treated to comply will the WPCO standard prior to discharge. Therefore, no adverse water quality impact during operation is anticipated.

Waste Management

4.5.5 As referred to **Section 6 of Appendix 3**, due to the small scale and simple construction process of the proposed development, with the implementation of good waste management practices at the site, adverse environmental impacts are not expected to arise from the storage, handling and transportation of workforce wastes.

4.6 Provision of Drainage and Sewerage Facilities

Drainage

The application site has been fully paved with gravel and served existing residential development and there have not been any flooding issues. On the other hand, the current application proposed extensive greenery with a greenery ratio of 20.8%, the proposed greenery and additional trees are anticipated to reduce surface runoff and no significant adverse drainage impact is anticipated.

Sewerage

- 4.6.1 The proposed development is small scale in nature, accommodating 16 flats and 48 people (less than 50). This figure is an addition of merely 11 individuals when compared to the existing conditions. Given its scale, the sewage and wastewater projected to emerge from the application site are deemed negligible. While there is no public sewer in close proximity to the Application Site, the distance from the Application Site to the nearest public sewer along Shui Tsiu San Tsuen Road is over 100m and involves various private land lots of existing village house. Considering the potential difficulty related to the design and implementation of the connection to public sewer, e.g. land availability, conflicts with utilities, it is not cost effective to construct a sewer connecting to Shui Tsiu San Tsuen Road.
- 4.6.2 To properly treat the sewage and wastewater generated, a new septic tank and soakaway system, referred to as the "STS system," will be constructed and used for the application site (see **Appendix 1**). As the proposed development accommodates approximately 48 people without a swimming pool, the sewage generation will not be more than 20m³ per day. This amount is lower than the capacity of a septic tank/soakaway pit system, which can treat up to 41m³. This approach also aligns with the guidelines stated in HKPSG Chapter 9, which suggests that for isolated premises with a small number of occupants, a septic tank and soakaway system can be adopted as long as the location is suitable for the system's operation.
- 4.6.3 The new STS system will comply with the requirements outlined in Professional Persons Environmental Consultative Committee Practice Note 5/93 (referred to as "ProPECC PN 5/93"), including clearance distances and percolation tests. It will also be certified by an Authorized Person. The new STS system is considered an upgrade or proper improvement to treat wastewater. Consequently, no adverse sewage impact is expected from the proposed development."

create a significant visual impact on the surrounding area, as it conforms to the low-rise profile of the locality. The application balances the need for development and its potential impacts, resulting in optimal benefits.

6.7 Stimulating Local Environmental and Infrastructural Improvement by Introducing Planning and Design Merits

6.7.1 With a view to promoting the formation of liveable environment and residential community as intended under the Outline Zoning Plan and stimulating local infrastructural improvement in supporting the proposed development, the current application offers numerous planning and design merits for the benefits of the future user in the locality.

6.7.2 To fully untap the development potential and stimulating permanent development as intended, the proposed development will incorporate setbacks in order to provide a wider access to the inner lots (i.e. Lot 4995, 5000, 5001 and 5002). The proposed development will also incorporate a setback at the eastern periphery of the application site to improve the pedestrian walking experience and further safeguard pedestrian safety.

6.7.3 In environmental and landscaping aspects, extensive landscaping work within the application site is proposed with a view to creating a natural and green environment for the residents and pedestrians. The proposed trees along the eastern periphery of the application site shall provide shading for the pedestrians using the access road. The proposed development that involves extensive greenery would provide sufficient visual amenity for future occupants.

6.7.4 Through approval of the current application, a well-planned low-rise and low-density development would be established in addressing the community needs for housing supply. In addition, the application includes various landscaping measures such as extensive tree planting along the site boundary and access road, common landscaped areas, and a landscape garden on the proposed development. These measures aim to enhance the overall landscape value of the site, make efficient use of land, and improve the rural environment, micro-climate of the neighbourhood, and overall landscape value of the area.

6.8 No Adverse Traffic Impacts

6.8.1 Traffic Impact Assessment (**Appendix 2** refers) has been conducted and concluded that with the construction of the new access road and the implementation of appropriate traffic measures to facilitate the operation, the application site would be able to cope with the traffic generated from the proposed development. The proposed development would not cause any adverse traffic impacts.

6.9 No Adverse Environmental, Drainage or Sewerage Impacts

6.9.1 From the environmental perspective, given that the scale of the proposed

development is small and the population increase is insignificant, no adverse air, noise or water quality impacts are anticipated from the proposed development with the recommended mitigation measures to alleviate any identified environmental impacts with reference to **Appendix 3**.

6.9.2 As for drainage impact, the application site has long been paved with gravel and has served existing residential development since 1990s without any flooding issues. The proposed development would introduce extensive greenery which is anticipated to reduce surface runoff. If considered necessary, the applicant will submit a drainage proposal and implement additional drainage facilities to the satisfaction of the Drainage Services Department or the Board, as specified in the approval conditions.






6.9.3 As for sewerage impact, since the proposed development is small in scale and the population increase is not significant, no adverse impact on sewerage is envisaged. To properly treat the sewage and wastewater generated by the development, a new septic tank and soakaway system, will be constructed and utilized for the application site which aligns with the guidelines outlined in HKPSG Chapter 9. The implementation of the new STS system is considered an upgrade or a proper improvement in wastewater treatment. The disposal of site effluent generated within the application site during the operation phase would follow relevant guidelines and practices as given in the ProPECC PN 5/93. Consequently, no adverse impact on sewage is expected to result from the proposed development. If deemed necessary, the Applicant will submit a sewerage impact assessment to the Environmental Protection Department or the Board as part of the approval conditions.

6.10 Not Setting an Undesirable Precedent

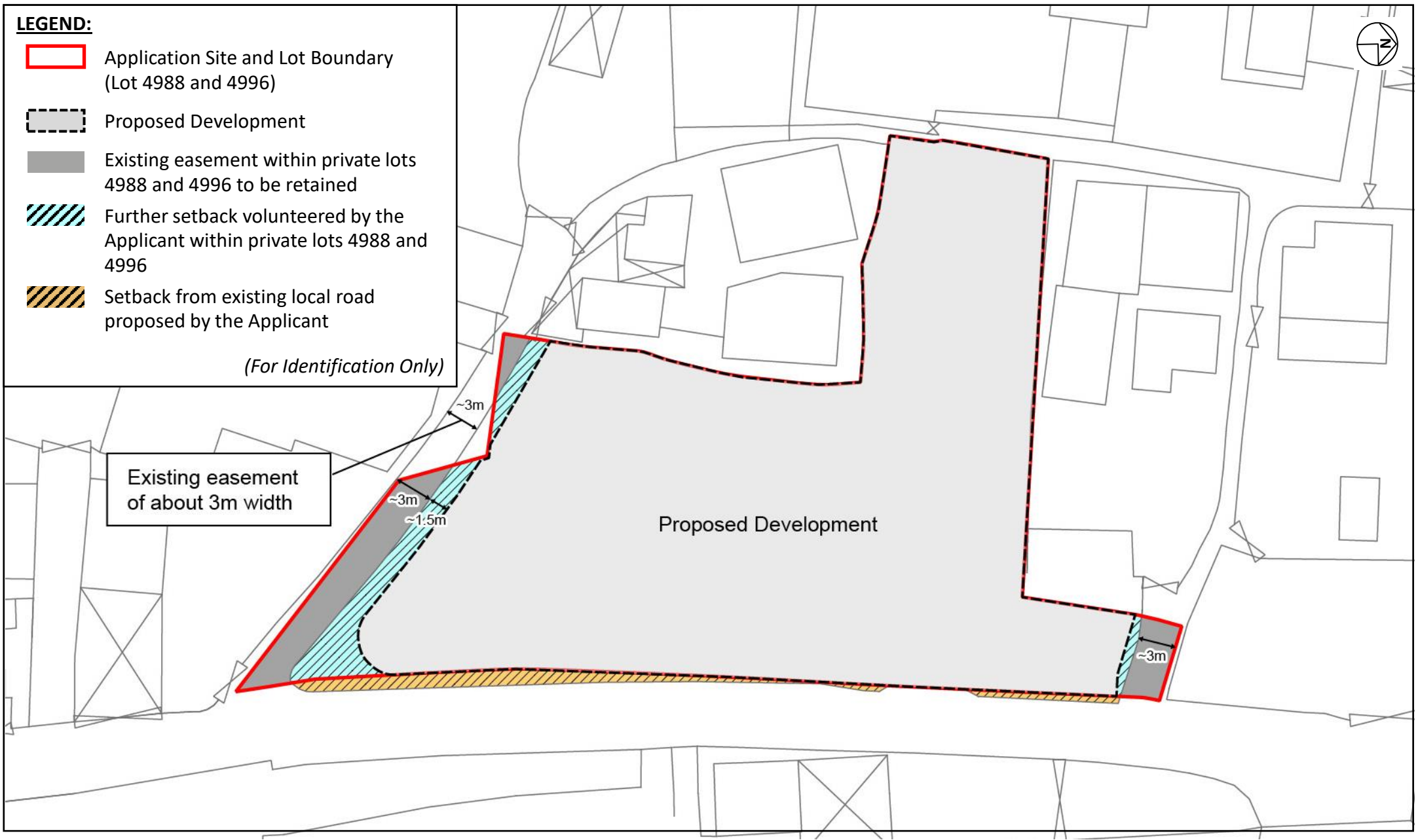
6.10.1 The proposed development of the current application falls within "R(D)" zone on the Current OZP. As explained in previous sections, the current application is considered fully in line with the planning intention of "R(D)" zone. The current application also demonstrates an efficient use of land resources through means of consolidating the structures in order to dedicate more space for communal spaces and facilities, as well as a higher ratio of green coverage as compared to the existing configurations. In view of these planning merits brought by this application, it should not be considered an undesirable precedent to other future similar applications.

6.10.2 The Board in recent years has also approved s.16 planning applications for proposed residential development (other than New Territories Exempted House) with minor relaxation of plot ratio and/or building height restriction in "R(D)" and other zones on other OZPs. Applications for minor relaxation of PR and BH restriction in over 30 housing sites in the KTN NDA and the FLN NDA were approved and justified with a view to optimising the land resources. In view of these similar planning applications, it is considered that approval of the current application would not set an undesirable precedent to any similar planning applications. Rather, it is believed that approval of the current application would set an exemplar to encourage developments in an efficient manner to timely cater for the surging housing needs and promoting liveability.

LEGEND:

-  Application Site and Lot Boundary (Lot 4988 and 4996)
-  Proposed Development
-  Existing easement within private lots 4988 and 4996 to be retained
-  Further setback volunteered by the Applicant within private lots 4988 and 4996
-  Setback from existing local road proposed by the Applicant

(For Identification Only)



Project:

Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Flat at Lot Nos. 4988 and 4996 in D.D.116, Tai Tong Road, Tai Tong, Yuen Long, New Territories

Title:

Proposed Development and Setback Areas

Illustration:

3

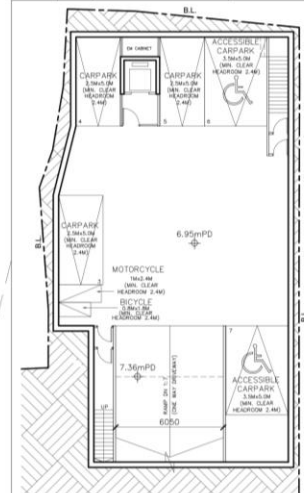
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Date:
Aug 2023

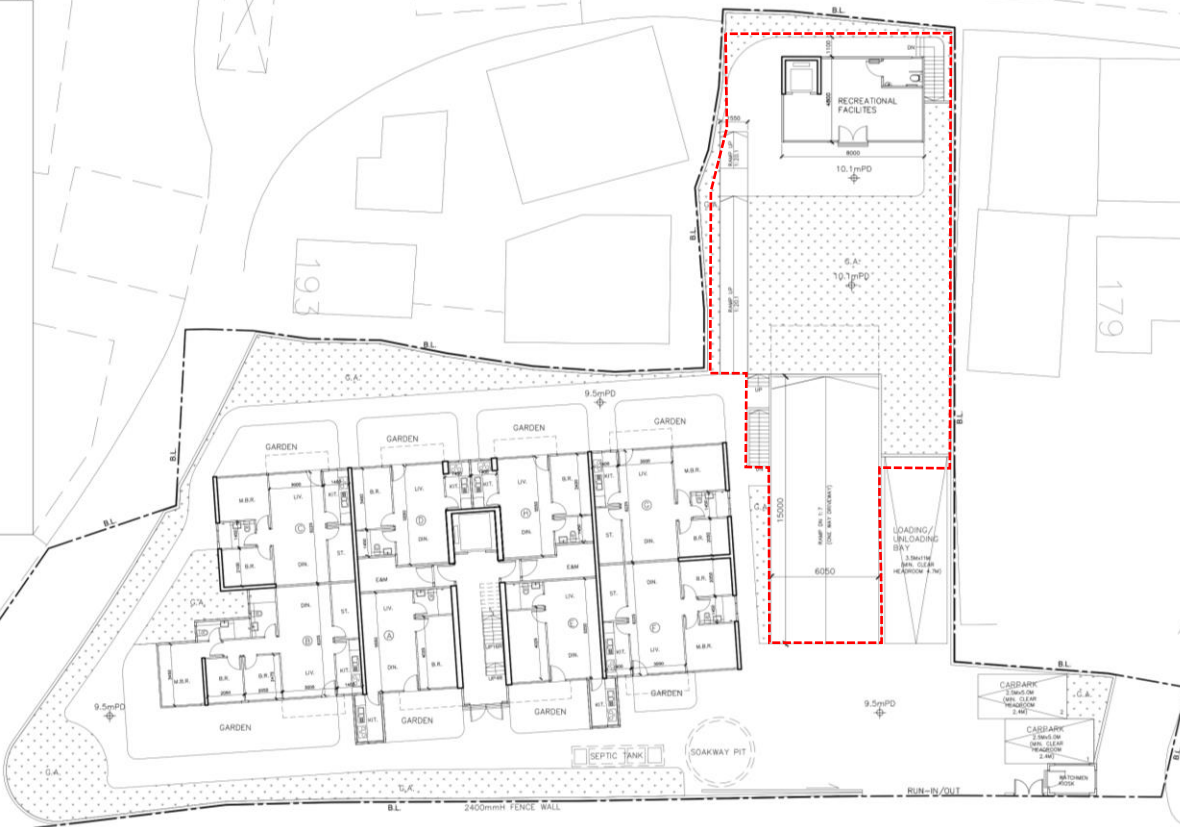
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AIKON DEVELOPMENT CONSULTANCY LTD.



BASEMENT



LEGEND:

- The Application Site
- Proposed Excavation of Land

(For Identification Only)

Project:
 Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio Restriction for Proposed Flat at Lot Nos. 4988 and 4996 in D.D.116, Tai Tong Road, Tai Tong, Yuen Long, New Territories

Title:
 Proposed Excavation of Land

Illustration:
 N.A

Scale:
 Not to Scale

Date:
 Aug 2023

Ref.: ADCL/PLG-10247-R001a

