

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/NE-SSH/120

- Applicant** Light Time Investments Limited represented by Llewelyn-Davies Hong Kong Limited
- Site** Tai Po Town Lot 157 and Various Lots in D.D. 165, D.D. 207 and D.D. 218 and Adjoining Government Land, Sai Sha, Shap Sz Heung, New Territories
- Site Area** About 74.8ha (Including about 10.9ha of Government land)
- Lease/
Land Status**
- (i) Tai Po Town Lot 157 (about 62.3ha) (about 83%)
 - Restricted to non-industrial (excluding godown, hotel, offices and petrol filling station) for a lease term of 50 years from 8.9.2017
 - (ii) Various Lots in D.D. 165, D.D. 207 and D.D. 218 (about 1.6 ha) (about 2%)
 - Block Government Lease (demised for agricultural/building purposes)
 - (iii) Government land (about 10.9 ha) (about 15%)
- Plans** Approved Shap Sz Heung Outline Zoning Plan (OZP) No. S/NE-SSH/11 and Approved Ma On Shan OZP No. S/MOS/22
- Zonings** “Comprehensive Development Area” (“CDA”) on the approved Shap Sz Heung OZP No. S/NE-SSH/11 (about 85%) (about 63.6ha)
- Restricted to a maximum domestic gross floor area (GFA) of 448,576m², a maximum GFA of 8,957m² for residents’ club, a maximum GFA of 9,290m² for commercial facilities including kindergarten/nursery and church, and a maximum building height (BH) of 24 residential storeys over one storey of residential entrance lobby and a maximum 3 levels for ancillary car park, if the residential building is constructed above the car park.
 - Minor relaxation of GFA/BH restrictions may be considered by the Town Planning Board (the Board) on application under section 16 of the Town Planning Ordinance.

The remaining portions fall within “Village Type Development” (“V”), “Government, Institution or Community” (“G/IC”), “Open Space” (“O”), “Green Belt” (“GB”) and area shown as ‘Road’ on the Approved Shap Sz Heung OZP No. S/NE-SSH/11 and “V”, “G/IC”, “GB”, “Country Park” and area shown as ‘Road’ on the Approved Ma On Shan OZP No. S/MOS/22

(about 15%) (about 11.2ha)

Application Proposed Comprehensive Residential and Commercial Development with Government, Institution or Community Facilities (GIC) with Minor Relaxation of GFA and BH Restrictions

1. The Proposal

- 1.1 Pursuant to section 4(A)2 of the Town Planning Ordinance, the applicant has submitted a Master Layout Plan (MLP) under this application to seek planning permission for a comprehensive residential and commercial development with GIC facilities, with minor relaxation of GFA and BH restrictions at the subject site (the Site).
- 1.2 Majority of the Site falls within the “CDA” zone on the approved Shap Sz Heung OZP No. S/NE-SSH/11. A comparison between the development restrictions under the Notes for the “CDA” zone (which are generally the same under the last approved scheme (Application No. A/NE-SSH/61-2) for the Site as mentioned in paragraph 1.14 below) and the development parameters of the current application is as follows:

	Restrictions on the OZP (a)	Proposed scheme under current application (b)	Difference (b)-(a)
Maximum domestic GFA	448,576m ²	Not more than 538,213m ²	+89,637m ² (+20%)
GFA for residents' club	8,957m ²	Not more than 13,446m ²	+4,489m ² (+50.1%)
GFA for commercial facilities	9,290m ²	Not more than 12,077m ²	+2,787m ² (+30%)
Maximum BH	24 residential storeys over one storey of residential entrance lobby and a maximum 3 levels for ancillary car park	31 residential storeys over one storey of lobby and 1 to 3 levels for carpark/M&E/ Clubhouse	+7 residential storeys (+29.2%)

- 1.3 The proposed MLP submitted by the applicant is at **Drawings A-1 to A-4**. The section plans are at **Drawings A-5 and A-6**. The indicative landscape master plans (LMP) are shown at **Drawings A-7 to A-10**. The future road layout plan is at **Drawing A-26**. According to the applicant, about 83% of land within the Site has been secured by the applicant and the land holding plan submitted by the applicant is at **Drawing A-27**. The proposed development is anticipated to be completed by 2025 to 2030.
- 1.4 The proposed development comprises three portions (i.e. Valley Site (Site A), South Plain (Site B) and North Plain (Site C) (**Drawings A-1 to A-4**). The major development parameters in each portions are as follows:

	Valley Site (Site A)	South Plain (Site B)	North Plain (Site C)	Overall
Development Site Area (m ²) ⁽¹⁾	About 115,559	About 164,366	About 366,983	About 646,908
Domestic GFA (m ²)	Not more than 240,250	Not more than 297,573	390 ⁽²⁾	Not more than 538,213
No. of Residential Storeys	21 to 31	16 to 31	-	16 to 31
Maximum BH (mPD)	147	131	37	37 to 147
No. of Residential Towers	Phase 1: 16 towers Phase 2: 1 tower ⁽³⁾	29 towers	-	46 towers
No. of Flats	Not more than 4,100	Not more than 5,400	-	Not more than 9,500
Average Flat Size (m ²)	About 58.60	About 55.11	-	About 56.65
Commercial GFA (m ²) ⁽⁴⁾	Not more than 6,788	Not more than 5,289	-	Not more than 12,077
Residents' Club GFA (m ²)	Not more than 6,006	Not more than 7,440	-	Not more than 13,446
No. of Residential Parking Spaces	Not specified	Not specified	-	2,415 (residents) ⁽⁵⁾ 230 (visitors) 95 (motorcycle) ⁽⁶⁾ 950 (bicycle) 46 (loading & unloading (L&UL) bay)
Transport Interchange GFA (m ²)	Not more than 4,500	Not more than 4,500	-	Not more than 9,000
Public Open Space (m ²)	-	Not less than 8,000		Not less than 8,000
Recreation & Sports Centre with Ancillary Facilities GFA (m ²)	-	-	Not more than 17,500	Not more than 17,500
No. of Parking Spaces for Recreation & Sports Centre at Site C	-	-	175 (private car) 2 (L/&UL bay)	175 (private car) 2 (L/&UL bay)
Public Vehicle Park GFA (m ²)	-	-	Not more than 9,000	Not more than 9,000

	Valley Site (Site A)	South Plain (Site B)	North Plain (Site C)	Overall
No. of Parking Space in Public Vehicle Park	-	-	160 (private car) 20 (bus) 2 (light bus lay-by)	160 (private car) 20 (bus) 2 (light bus lay-by)
Welfare Centre GFA (m ²)	-	-	Not more than 5,560	Not more than 5,560
Reserved Primary School Sites (m ²)	-	-	Not more than 12,400 (two sites each of not more than 6,200m ²)	Not more than 12,400 (two sites each of not more than 6,200m ²)

Remarks

- (1) Excluding Sai Sha Road widening works area and areas reserved for sewage pumping station near Tseng Tau Village.
- (2) Including a GFA of 390m² for two existing houses at Site C to be retained.
- (3) Phase 2 involves one 24-storey residential tower with a domestic GFA of about 15,170m² to uphold the development rights of the owners of private land not yet been secured by the applicant.
- (4) Including accommodation for kindergarten/nursery, church and other commercial uses.
- (5) The allowable demand flexibility (i.e. not more than 5% of required provision but not more than 50 spaces) and demand flexibility (i.e. not more than 5% of required provision) for car parking spaces provision under the lease to be included in later detailed design stage.
- (6) The allowable demand flexibility (i.e. not more than 5% of required provision) for residential motorcycle parking spaces provision under the lease to be included in later detailed design stage.

Sites A and B

- 1.5 Sites A and B comprise mainly residential use, with totally 46 residential towers (with 21 to 31 and 16 to 31 residential storeys at Sites A and B respectively) over not more than three storeys of carpark and residential club house facilities and one storey of residential lobby (excluding refuge floor and transfer plate). The maximum BHs (main roof level) are 147mPD at Site A and 131mPD at Site B respectively (**Drawings A-2, A-3, A-5 and A-6**). Non-domestic blocks of not more than four storeys (including one to two storeys of basement carparks) with a total commercial GFA of about 12,077m² and residents' club GFA of about 13,446m² are also proposed at Sites A and B to accommodate two kindergartens/nurseries (each with not less than six classrooms), a church of not less than 1,500m², other commercial uses including retail facilities and residents' clubhouse facilities to cater for the daily needs of the proposed development and the nearby communities.
- 1.6 Besides, two transport interchanges, each with an area of about 4,500m², are proposed at basement level at Sites A and B respectively (**Drawings A-5 and A-6**), which will be constructed by the applicant as part of the development. Each transport interchange will accommodate three bus bays (each with 43m-long to accommodate 4 buses) (for franchised bus services including a feeder route to MTR station and long haul routes to urban areas), one green mini-bus bay (with 32m-long to accommodate four minibuses) and one taxi stand (with 30m-long to accommodate six taxis). Upon completion, the transport interchanges will be opened to the public under management and maintenance by the proposed development.

- 1.7 The proposed development at Site A comprises two phases (i.e. Phases 1 and 2) (**Drawings A-1 and A-2**). Whilst Phase 1 development involves 16 residential blocks with a total domestic GFA of about 225,080m², Phase 2 development comprises one 24-storey residential block with a total GFA of about 15,170m². With inclusion of third party lots within the Site (about 2%), the Phase 2 development is proposed to reserve the development rights of the third party owners, which will be developed based on their own development programme.

Site C

- 1.8 Site C comprises mainly a recreation & sports centre and golf facilities (two driving ranges and one mini-driving range) for public use at payment of fees (**Drawing A-4**). The original proposal of a golf course with 9 fairways proposed under the last approved scheme has been deleted. On the other hand, ecological trails along part of the northern boundary of Site C as well as the preserved woodland to the north of Che Ha Village, as proposed in the last approved scheme for public enjoyment of the natural environment of Sai Sha area, will be retained in the current proposal (**Drawing A-28**). Interpretation boards and signage will be provided along the trails to serve educational purpose. Also, a public open space of not less than 8,000m² will also be provided and managed by the applicant at Sites B and C near Tseng Tau Village (**Drawing A-1**). The public open space will be re-delivered the Government upon request.
- 1.9 In order to meet the community need, the applicant also proposes a 5-storey Welfare Centre cum Public Vehicle Park at Site C (**Drawing A-29**). The Welfare Centre will accommodate a District Support Centre for Persons with Disabilities, a 100-place Residential Care Home for the Elderly (RCHE)¹ cum 30-place Day Care Unit (DCU)², a Neighbourhood Elderly Centre (NEC)³ and a 60-place Special Child Care Centre (SCCC)⁴. Upon completion, the centre will be handed over to the Social Welfare Department (SWD) whereas the cost will be borne by SWD and the service operator would be selected by SWD. The Public Vehicle Park will provide 160 private car parking spaces and 20 bus parking spaces as well as two light bus lay-bys, which would be privately run for public use. Furthermore, two sites, each of about 6,200m² will be reserved at Site C near Che Ha Village for provision of two 30-classroom primary schools (**Drawing A-4**).

¹ RCHEs are targeted primarily for elders aged 65 or above who have long-term care needs and cannot be adequately taken care of at their domestic homes.

² Day Care Centres/Units for the Elderly (DEs/DCUs) provide a range of centre-based care and support services during daytime to enable the frail and demented elders suffering from moderate or severe level of impairment to maintain their optimal level of functioning, develop their potential, improve their quality of life and continue living in their homes wherever feasible and possible. Besides, DEs/DCUs also provide support and assistance to the carers of the elderly.

³ NECs are centre-based community support facilities providing a range of services for elders at district/neighbourhood level to enable them to remain in the community and to lead a healthy, respectful and dignified life. At the neighbourhood level, NECs promote active ageing, and provide outreach and referral services as well as social and recreational activities.

⁴ SCCC provides services for children with moderate and severe disabilities aged between two and six years old, aiming to develop these children's fundamental developmental skills and intellectual ability, as well as the perceptual-motor, cognitive, communication, social and self-care skills to facilitate their smooth transition from pre-school education to primary education. Residential facilities are available in some SCCC to cater for the needs of children with disabilities who are homeless, abandoned or dwelling in abject living conditions or family environment.

Ecological and Nature Features

- 1.10 Besides the ecological trails mentioned in paragraph 1.8 above, a 20m wide ecological buffer zone will be designated on each side of Tai Tung Wo Liu Stream in Sites A and C for preservation and enhancement of the ecological value of the stream (**Drawings A-2 and A-4**). Except for the necessary slope stabilization works and two span-over crossings (including an EVA) at Site A to ensure the safety, no building structures or developments will be undertaken within the ecological buffer zone. No recreational facilities such as footpath/trail and viewing platform will be provided within the ecological buffer zone in order not to encourage human activities within this zone.
- 1.11 About 917 trees to be felled within the Site will be compensated by the planting of about 1,820 trees at a ratio of 1: 1.99. Individual trees assessment within the ecological buffer zone will be revised at detailed design stage to maximum the trees to be preserved as far as practical. The preserved/new trees, together with the ecological buffer zone will form a framework of featured landscape amenity components (**Drawings A-7 to A-10**).

Upgrading of Transport and Other Infrastructure

- 1.12 The proposed development includes the widening works of Sai Sha Road, which has been gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in 2002 and commenced by the applicant in early 2018. Under the works (**Drawing A-26**), Sai Sha Road will be upgraded to a dual 2-lane carriageway with footpaths, cycle tracks, pedestrian crossing facilities and three footbridges (i.e. near Nai Chung Village, Kwun Hang Village and Ma Kwu Lam Village). Moreover, the works also involve reconstruction of the existing open-air public car park and public bus terminus near Nai Chung. New roundabout and vehicular accesses are also proposed to connect the Site with Sai Sha Road. According to the applicant, the concerned road widening works and public transport terminus would be completed by 2023 tentatively. Besides, a junction improvement scheme for the roundabout of Sai Sha Road/Nin Wah Road/Nin Fung Road to the west of the Site has been proposed and would be implemented by the applicant subject to further design and review (**Drawing A-31**).
- 1.13 Furthermore, existing infrastructures including drainage, sewerage and water supply system will be upgraded to support the proposed development. Amongst others, three private sewage pumping stations will be provided at underground/basement level of Site B; whereas the planned Sai O Trunk Sewer Sewage Pumping Station (TSSPS) and Tseng Tau Sewage Pumping Station (**Drawing A-30**) are proposed to be constructed by the applicant and handed over to the Government for maintenance and operation upon completion. Moreover, the applicant has undertaken to implement the upgrading works of fresh water and salt water supply distribution system and the cost of the upgrading works would be borne by the applicant. To alleviate the potential noise impact arising from Sai Sha Road Widening, at-source mitigation measures including noise barriers and semi-enclosure at roadside of the widened Sai Sha Road would also be provided subject to detailed design.
- 1.14 The Site is the subject of several previously approved applications (No. DPA/NE-SSH/12, A/NE-SSH/5, 7, 10, 15, 16, 18, 22, 26, 28 and 61) submitted by the same applicant for comprehensive development since 1995. Compared

with the last approved scheme (Application No. A/NE-SSH/61-2), the current application largely retains the major development components, layout and block orientation. The main differences are an increase in development intensity in Valley Site (Site A) and South Plain (Site B) (e.g. 20% increase in maximum domestic GFA, 30% increase in maximum BH and 93% increase in number of flats) and provision of two transport interchanges at Sites A and B as well as offers of additional public facilities (i.e. a welfare centre and two reserved school sites). A comparison of major development parameters of the last approved application and the current application is summarized in paragraph 5 with more details shown at **Appendix II** and comparison of MLP, section plans and photomontages shown at **Drawings A-11 to A-25**.

- 1.15 In support of the application, the applicant has submitted the following documents:
- (a) application form and attachments received on **(Appendix I)** 16.7.2018; and
 - (b) supplementary planning statement including Urban **(Appendix Ia)** Design Proposal, Landscape Design and Tree Preservation Proposal, Visual Impact Assessment (VIA), Air Ventilation Assessment (AVA), Environmental Assessment (EA), Ecological Impact Assessment (EcoIA), Traffic Impact Assessment (TIA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA), Preliminary Appraisal of Hazard Impact and Geotechnical Planning Review Report (GPRR) received on 16.7.2018.
 - (c) further information received on 28.8.2018 providing **(Appendix Ib)** responses to departmental comments, a revised VIA and a Preliminary Archaeological Impact Assessment (PAIA) (*accepted but not exempted from publication and recounting requirements*)
 - (d) further information received on 2.11.2018 providing **(Appendix Ic)** responses to departmental and public comments, revisions to the MLP, Urban Design Proposal, Landscape Design and Tree Preservation Proposal and various technical assessments, a Quantitative Risk Assessment (QRA) for nearby town gas installations, a Noise Assessment for Sai Sha Road Widening, and a supporting letter from Tai Po Rural Committee (TPRC) (*accepted but not exempted from publication and recounting requirements*)
 - (e) further information received on 30.11.2018, **(Appendices Id and Ie)** 3.12.2018 and 4.12.2018 providing responses to departmental comments together with technical clarifications on urban design proposal, AVA, QRA and EcoIA as well as letters from Sai Kung North Rural Committee (SKNRC) and other village committees in Shap Sz Heung (*accepted and*

exempted from publication and recounting requirements)

- (f) further information received on 12.12.2018 and 13.12.2018 providing responses to departmental comments and public comments together with technical clarifications on WSIA, PAIA, EA, SIA and Urban Design Proposal (*accepted and exempted from publication and recounting requirements*) (**Appendices If and Ig**)
- (g) further information received on 14.12.2018 and 17.12.2018 providing responses to departmental comments together with technical clarifications on revised EcoIA and a supporting letter from a Tai Po District Councillor (*accepted and exempted from publication and recounting requirements*) (**Appendices Ih and Ii**)
- (h) further information received on 21.12.2018 providing responses to departmental comments together with technical clarifications on PAIA (*accepted and exempted from publication and recounting requirements*) (**Appendix Ij**)
- (i) further information received on 4.1.2019 and 8.1.2019 providing responses to departmental comments together with technical clarifications on the revised SIA and DIA as well as a supporting letter from SKNRC (*accepted and exempted from publication and recounting requirements*) (**Appendices Ik and Il**)

1.16 On 19.10.2018 and 21.12.2018, the Board agreed to the applicant's requests to defer making a decision on the application, each for two months, to allow time for the preparation of further information to address departmental comments. Subsequently, the applicant submitted further information to address comments/concerns from Government departments and submit a supporting letter from SKNRC. The application is scheduled for consideration by the Committee on 18.1.2019.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in the supporting planning statement (**Appendix Ia**) and further information (**Appendices Ib to Il**). They can be summarized as follows:

In line with the Current Government Policies and Other Statutory Requirements

- (a) the proposed development would provide about 9,500 residential units, which would double the provision under the last approved scheme and is in line with the Government's policy to increase housing supply;
- (b) the proposed increase in commercial GFA is justified in view of the population increase in the proposed development, which is considered not excessive as

compared with other similar comprehensive residential developments in Hong Kong, such as Double Cove and Century Link;

- (c) the proposed increase in/inclusion of GFA for other items including Residents' Club, Transport Interchange and Public Vehicle Park are either associated with the provision of necessary supporting facilities for residential development or technical rectifications in view of changes in statutory requirements;

Adherence to the planning vision of Hong Kong 2030+

- (d) the proposed development has adopted appropriate development principles including a responsive urban design concept, promoting functional integration, incorporating active design and enrichment of green and blue assets towards the planning vision of Hong Kong 2030+ for a livable high-density city;

Appropriate Development Scale

- (e) the proposed relaxation in BH restriction is required to accommodate additional floor spaces in an appropriate building form. The proposed magnitude of relaxation is comparable with the Government's upzoning exercises for various projects, such as Kai Tak Development and other land sale sites and public housing projects in recent years. The development scale of the proposed development is also comparable to other comprehensive residential development in the vicinity (i.e. Double Cove in Wu Kai Sha);
- (f) there were previous applications (No. A/NE-SSH/16 and 26) with similar development intensity (total domestic GFA of about 538,840m²) approved by the Board in 2002 and 2003;

Improvement of Overall Layout and Design

- (g) compared with the last approved scheme, the currently proposed scheme has retained all the design merits and attributes including a clustering concept, variation in BHs, stepped building height profile, building separations and view corridors and breezeways. It has also made improvements including a further accentuated stepped building height profile, further setback of residential towers and minimised building footprint to enhance the visual and air permeability;

In line with Planning Intention of "CDA" zone

- (h) the proposed development is in line with the planning intention of the "CDA" zone in that it will not only provide a medium-density living environment, but also provide additional necessary facilities, such as kindergarten, church and transport interchange, to support the local community;

More Public Planning Gains

- (i) all the public planning gains committed under the last approved application, including Sai Sha Road widening works with footbridges and pedestrian crossings and the provision of public open space, sports facilities, eco-trails, church and public vehicle park, will be retained in the current scheme. Furthermore, two primary school sites are reserved and a Welfare Centre is proposed at Site C as additional planning gains;

Timely Implementation of the Proposed Development

- (j) since the majority of the Site has already been secured by the applicant and the land exchange was executed in 2017, timely implementation of the proposed development could be warranted;

Sustainable in Technical Terms

- (k) technical assessments have been conducted for the proposed development with the increase in GFA and BH, which conclude that the proposal is sustainable in all major aspects, including visual, air ventilation, traffic, environmental, ecological, drainage, sewerage, water supply, risk and geotechnical aspects. The proposed development has already taken into account the future potential housing development in Ma On Shan area and the report findings concluded that there will be no significant impacts on public infrastructure with relevant mitigation measures/improvement works implemented; and

Local Support

- (l) the proposed development would improve the local traffic network as well as other infrastructure facilities in the area and provide community facilities, sports and recreational facilities, school sites, kindergarten, public vehicle park and commercial facilities, which is generally supported by the locals including the District Councillor of Sai Kung North and SKNRC as it could improve the living environment of the neighborhood.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is one of the current land owners. In respect of the other current land owner(s), the applicant has complied with the requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) by posting site notice and giving notification. Detailed information would be deposited at the meeting for Members’ inspection. As for the Government land portion, the “owner’s consent/notification” requirements are not applicable.

4. Town Planning Board Guidelines

The Town Planning Board Guidelines (TPB PG-No. 17A) for ‘Designation of “CDA” Zone and Monitoring the Progress of “CDA” Developments’ and TPB PG-No. 18A for “Submission of Master Layout Plan under section 4A(2) of the Town Planning Ordinance” are relevant to this application. The major relevant points are as follows:

(a) TPB PG-No. 17A

For “CDA” sites which are not under single ownership, if the developer can demonstrate with evidence that due effort has been made to acquire the remaining portion of the site for development but no agreement can be reached with the landowners, allowance for phased development could be considered. In deriving the phasing of the development, it should be demonstrated that:

- (i) the planning intention of the “CDA” zone will not be undermined;

- (ii) the comprehensiveness of the proposed development will not be adversely affected as a result of the revised phasing;
 - (iii) the resultant development should be self-contained in terms of layout design and provision of open space and appropriate GIC, transport and other infrastructure facilities; and
 - (iv) the development potential of the unacquired lots within the “CDA” zone should not be absorbed in the early phases of the development, access to these lots should be retained, and the individual lot owners’ landed interest should not be adversely affected.
- (b) TPB PG-No.18A
- (i) the Board may require all applications for permission in an area zoned as “CDA” to be in the form of MLP and supported by other relevant information;
 - (ii) in general, the MLP should include plans showing the location of the “CDA” site and the general layout of the whole development and a development schedule showing the main development parameters;
 - (iii) if the “CDA” site is not under single ownership, the applicant should be required to demonstrate that the proposed phasing of development has taken due consideration of the development potential of the lots which are not under his ownership. The corresponding GFA and flat number distribution as well as provision of GIC, open space and other public facilities in each phase should be clearly indicated;
 - (iv) the MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such basic information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, design population, provision of GIC, recreation and open space facilities including responsibility for their construction cost and operation/management, vehicular and pedestrian circulation system including widths and levels of roads/footbridges and whether they would be handed back to the Government on completion; and
 - (v) additional information such as TIA, EA, HA, VIA and drainage/sewage impact studies may also be required, where appropriate.

5. Previous Applications

- 5.1 The Site is the subject of 11 previously approved applications (No. DPA/NE-SSH/12, A/NE-SSH/5, 7, 10, 15, 16, 18, 22, 26, 28 and 61) submitted by the same applicant for comprehensive development between 1995 and 2009 (**Plan A-1**). Except Application No. A/NE-SSH/61, the planning permissions for other 10 applications were lapsed and no longer valid.
- 5.2 The latest planning application (No. A/NE-SSH/61) was approved with conditions on 8.5.2009. Subsequent application for Class B amendments to the approved scheme (Application No. A/NE-SSH/61-1) was approved on

2.12.2009, which mainly involved increase in the number of flats from 4,730 to 4,930 (+200 units), reduction in the number of building blocks from 51 to 46 (-5 blocks), reduction in residential car parking spaces from 2,814 to 2,681 (-133 spaces), changes in disposition of building blocks and layouts of internal road, and the validity of the concerned planning permission was extended once until 8.5.2017 (under Application No. A/NE-SSH/61-2).

- 5.3 The building plan submissions for the last approved scheme for Sites A, B and C were approved by the Building Authority on 12.19.2016, 13.4.2017 and 25.4.2017 respectively. Furthermore, the land exchange was executed on 8.9.2017. The concerned development scheme is commenced.
- 5.4 The current proposal mainly involves relaxation of maximum domestic GFA restriction by 20% (from 448,576m² to 538,213m²), maximum commercial GFA by 30% (from 9,290m² to 12,077m²), maximum residents' club GFA by 50% (from 8,957m² to 13,446m²) and maximum BH restriction by 29% (from 24 to 31 residential storeys). A comparison of major development parameters of the last approved application and the current application is summarized as follows with more details shown at **Appendix II** and the comparisons of MLP, section plans and LMP are shown at **Drawings A-11 to A-18**:

Major Development Parameters	Last Approved Scheme (Application No. A/NE-SSH/61-2) (a)	Current Scheme (b)	Difference (%) (b) - (a)
Total Site Area (m ²)	About 749,000	About 748,400	-600 (-0.08%)
Development Site Area (m ²) ⁽¹⁾	About 646,908	About 646,908	No change
Domestic GFA (m ²) ⁽²⁾	Not more than 448,576	Not more than 538,213	+89,637 (+20%)
Domestic PR ⁽³⁾	About 0.693	About 0.832	+0.139 (+20%)
No. of Storeys for residential blocks - Residential - Lobby - Carpark/M&E/Clubhouse - Refuge Floor	16 to 24 (Towers) 3 (Houses) 1 1 to 3 Nil	16 to 31 (Towers) (No House) 1 1 to 3 (including basement carpark) 1 (for towers over 24 residential storeys)	+7 (+29.2%) (for maximum number of storeys) No change No change +1 (+100%)
Maximum BH (mPD)	128.1	147	+18.9 (+14.8%)
No. of Residential Towers	46	46	No change
No. of Houses	32	Nil	-32 (-100%)

Major Development Parameters	Last Approved Scheme (Application No. A/NE-SSH/61-2) (a)	Current Scheme (b)	Difference (%) (b) - (a)
No. of Flats	4,930	9,500	+4,570 (+92.7%)
Average Flat Size (m ²)	About 90.99	About 56.65	-34.34 (-37.7%)
Anticipated Population ⁽⁴⁾	13,262	28,500	+15,238 (+114.9%)
Commercial GFA (m ²)	Not more than 9,290 ⁽⁵⁾	Not more than 12,077 ⁽⁶⁾	+2,787 (+30%)
Residents' Club House GFA (m ²)	Not more than 8,957	Not more than 13,446	+4,489 (+50.1%)
No. of residential parking spaces	2,681 (residents)	2,415 (residents)	-266 (-9.9%)
Transport Interchange GFA (m ²)	Nil	Not more than 9,000	+9,000 (+100%)
Public Open Space (m ²)	Not less than 8,000	Not less than 8,000	No change
Recreation and Sports Centre and Ancillary Facilities GFA	Not more than 17,500	Not more than 17,500	No change
No. of Parking Spaces for Recreation & Sports Centre at Site C	Not specified	175 (private car) 2 (L/&UL bay)	N/A
Public Vehicle Park GFA (m ²)	Not more than 9,000	Not more than 9,000	No change
No. of parking space in Public Vehicle Park	160 (private car) 20 (bus) 2 (light bus lay-by)	160 (private car) 20 (bus) 2 (light bus lay-by)	No change
Welfare Centre GFA (m ²)	Nil	Not more than 5,560	+5,560 (+100%)
Reserved Primary School Sites (m ²)	Nil	Not more than 12,400 (two sites each of not more than 6,200m ²)	+12,400 (+100%)

Remarks:

⁽¹⁾ Excluding Sai Sha Road widening works area and areas reserved for sewage pumping station near Tseng Tau Village.

⁽²⁾ Including a GFA of 390m² for two existing houses at Site C to be retained.

⁽³⁾ Based on Development Site Area.

⁽⁴⁾ Based on a PPOF of 2.69 under previous scheme and a PPOF of 3.0 under the current application.

⁽⁵⁾ Including not less than 9-classroom kindergarten/nursery and a church of about 1,500m².

⁽⁶⁾ Including two kindergartens/nurseries of not less than 6 classrooms each at Sites A and B respectively and a church in Site A (with not less than 1,500m²).

5.5 Details of the previous applications are summarized at **Appendix III** and their locations are shown on **Plan A-1**.

6. Similar Application

There is no similar application for the proposed comprehensive development on the OZP.

7. The Site and Its Surrounding Areas (Plan A-1, aerial photo on Plan A-2 and site photos on Plans A-3a and A-3b)

7.1 The Site is:

- (a) situated in a scenic part of Shap Sz Heung overlooking Three Fathoms Cove predominantly rural in character with village settlements interspersed with fallow agricultural land;
- (b) bisected by Sai Sha Road into two major portions. To the west is the Valley Site (Site A) whereas to the east is the South Plain (Site B) and North Plain (Site C);
- (c) accessible by Sha Sha Road which links to Ma On Shan New Town in the west and Sai Kung in the south-east;
- (d) mainly vacant and partly occupied by two temporary golf driving ranges in Site C;
- (e) traversed by a natural stream (i.e. Tai Tung Wo Liu Stream) with ecological value at Sites A and C;
- (f) largely within the Che Ha and Tai Tung Sites of Archaeological Interest (SAI); and
- (g) located within 1km consultation zone of Ma On Shan Water Treatment Works (MOSWTW).

7.2 The surrounding area has the following characteristics:

- (a) interspersed with and in the immediate vicinity of several villages including Che Ha, Tseng Tau, Ma Kwu Lam, Tai Tung, Ngau Yiu Tau, Tai Tung Wo Liu, Nai Chung and Sai O;
- (b) to the south-west is Ma On Shan Country Park while to its north and east are the coastal areas, the woodland near Che Ha and coastal knolls; and
- (c) to the further east at the coastal area are designated as “Site of Special Scientific Interest” (“SSSI”), namely Tseng Tau Coast and Kei Ling Ha Mangal, which are of geological and ecological significance respectively.

8. Planning Intention

The “CDA” zone is intended for comprehensive development of the area for residential, commercial and recreational uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over

development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

9. Comments from Relevant Government Departments

9.1 The following Government departments have been consulted and their views on the application are summarized as follows:

Land Administration

9.1.1 Comments of the District Lands Officer/Tai Po, Lands Department (DLO/TP, LandsD):

- (a) no objection to the application;
- (b) the Site falls mainly within Tai Po Town Lot 157 which is held under Conditions of Exchange dated 8.9.2017 for a term of 50 years from 8.9.2017 and the rest falls within various old schedule lots in DD 165, DD 207 and DD 218 and adjoining Government Land;
- (c) the user of Tai Po Town Lot 157 is restricted to non-industrial (excluding godown, hotel, offices and petrol filling station) purposes. In addition, Site C of the lot shall be used for such recreational purposes as the Director of Lands may approve in writing and for the Operation of Public Vehicles Park (within the Pink Hatched Blue Area) and Sports Centre and for no other purposes. The total GFA of the lot shall not be less than 277,401m² and shall not exceed 462,335m², while the total GFA for private residential purpose shall not exceed 435,545m². No buildings on the lot shall exceed 24 storeys including any floor or space below the level of the ground⁵. The lot shall not be developed except in accordance with the master layout plan approved by the Board on 2.12.2009 (Application no. A/NE-SSH/61-2);
- (d) with regard to the old schedule lots in DD 165, DD 207 and DD 218, the lots are restricted to agricultural/building purposes. Some of the lots are not owned by the applicant;
- (e) the proposed comprehensive development at the Site is in breach of the respective lease conditions. If the planning application is approved, the applicant is required to apply to LandsD for lease modification/ land exchange to give effect to the proposal. However there is no guarantee at this stage that the lease modification/ land exchange together with the adjoining Government Land would be approved. If it is approved by LandsD acting in its capacity as landlord at its sole discretion, it will be subject to such terms and conditions as proposed by

⁵ Under the lease, any floor predominantly used for entrance lobby, carport, E&M or any similar purpose, is excluded for calculating the number of storeys.

LandsD, including but not limited to payment of premium and administrative fee;

- (f) the applicant also proposed to reserve two sites of about 6,200m² each in Site C for the provision of primary schools. If the school sites are to be surrendered to the Government, the relevant bureau/ department, presumably EDB, should be asked to confirm its agreement to take up the sites;
- (g) the proposed welfare centre at Site C is proposed on top of the public vehicle park. If it is to be surrendered to the Government, the relevant bureau/department, presumably SWD, should be asked to confirm its agreement to take up the premises and advise the arrangement on its capital cost and recurrent costs; and
- (h) the area of the application site and other details submitted by the applicant have not been verified and the applicant is required to demonstrate the dimensions and calculations of the area when the lease modification/ land exchange application is submitted.

Traffic

9.1.2 Comments of the Commissioner for Traffic (C for T):

- no in-principle objection to the application from traffic and transport point of view subject to following approval conditions and advisory clauses at **Appendix VI**:
 - (i) the implementation of the modification of the roundabout of Sai Sha Road/Nin Wah Road/Nin Fung Road (**Drawing A-31**), as proposed by the applicant;
 - (ii) the provision of public car park of not less than 160 car parking spaces, 20 coach parking spaces and two light bus lay-bys in the “G/IC” zone near Tseng Tau Village;
 - (iii) no occupation of the residential development, except for 600 dwelling units prior to the completion of the Sai Sha Road widening project, subject to the implementation of traffic improvement measures recommended in the TIA;
 - (iv) the design and implementation of improvement works on the vehicular access road network for the proposed development and the adjoining villages, as proposed by the applicant; and
 - (v) the design and provision of two public transport interchanges as proposed by the applicant; and the public transport interchanges should be kept open for the use by the public transport as approved by TD and all members of the public 24 hours a day free of charge and without any restriction. The public transport interchanges will be owned, operated, managed and maintained by the owner(s) of the development.

9.1.3 Comments of the District Commander/Shatin District, Hong Kong Police Force (DC/ST, HKPF):

- subject to the adequacy of transportation facilities and sufficiency of parking/loading for the proposed comprehensive development, he has no specific comments from the perspective of local policing.

Environment

9.1.4 Comments of the Director of Environmental Protection (DEP):

- (a) based upon the EA submitted in support of the application, he is of the view that insurmountable environmental impacts are not anticipated and has no objection to the subject application;
- (b) he suggests to impose the following planning approval conditions:
 - (i) the submission of an environmental assessment for the proposed development and the implementation of the mitigation measures identified therein;
 - (ii) the submission of a hazard review with respect to the risk due to liquid chlorine storage at the MOSWTW, and the implementation of the risk mitigation measures identified therein before any population intake at the proposed development; and
 - (iii) the submission of a sewerage impact assessment and the implementation of the mitigation measures identified therein;
- (c) since there might be other future developments within the catchment before and after first population intake of the proposed development (i.e. year 2025 as given in the application), the applicant should closely liaise with DSD and other relevant parties to ensure the Ma On Shan Sewage Pumping Station (MOSSPS) (which will be upgraded by another project), has sufficient capacity to cater for population intake of the proposed development in the ultimate flow scenario;
- (d) if the first population intake at the Site happens before sewerage provisions, the project would be a designated project under Item P.2 of the Environmental Impact Assessment Ordinance (EIAO) as it would be “A Residential Development of not less than 2,000 flats and not served by public sewerage networks by the time a flat is occupied”. In that case, the applicant has to follow and undergo the necessary EIAO procedure for the subject development;
- (e) the applicant is advised to consider more features to minimize non-point source pollution into drainage system, e.g. water features in non-paved area, grass paver blocks in paved area, etc;

- (f) according to the submissions, practicable planning and noise mitigation measures would be available to address the noise impacts caused by the widened Sai Sha Road and the noise impacts associated with the proposed development. The above noise submissions accordingly demonstrated that there would not be insurmountable noise impacts. Meanwhile, the noise submissions also indicated that the noise impact assessments have been conducted based on the information currently available, for which some are preliminary/indicative only and would be subject to further details in the subsequent design stage; and
- (g) regarding the DIA, it is noted that the stormwater runoff from the reserved school sites, social welfare facilities, and Che Ha Village access road will be discharged towards Site C outfall. The applicant should be reminded that the stormwater runoff system should include facilities (e.g. grease trap, silt trap, etc.) to remove rubbish or other non-point source pollutant in the surface runoff in order to protect the water quality of water near the outfall.

Visual and Urban Design

9.1.5 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) the proposed development for Site A with some tower blocks ranging from 31-storeys to 28-storeys is about 29% to 17% higher than the last approved scheme with 24-storeys block and about 933% to 833% higher than adjacent village type developments with 3 no. of domestic storeys;
- (b) the proposed development for Site B with some tower blocks ranging from 31-storeys to 27-storeys is about 41% to 21% higher than the last approved scheme with 22-storeys blocks and about 933% to 800% higher than adjacent village type developments with 3 no. of domestic storeys; and
- (c) it is undesirable from visual impact point of view and may not be compatible to adjacent village type developments. The visual and compatibility issues arising from such extent of BH relaxation should be duly addressed and justified.

9.1.6 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Development Profile in Surrounding Context

- (a) the Site zoned “CDA” is situated in coastal area of Sai Sha overlooking the view of Three Fathoms Cove (Kei Ling Ha Hoi). Distant from the Ma On Shan New Town at its further west, the Site is predominately rural with low-rise village settlements (Che Ha, Kwun Hang, Tai Tung and Tseng Tau) and natural landscape with Sai Kung Country Park towards its further east. As the Ma

On Shan Bypass intersected with Sai Sha Road at Wu Kai Sha, the Double Cove marks the end of high-rise residential development and low-to-medium-rise development (such as Symphony Bay and Villa Rhapsody) are subsequently emerged at the eastern fringe and more village developments such as Cheung Muk Tau, Sai O, Nai Chung are located towards the east direction of Three Fathoms Cove reaching the Site along Sai Sha Road. Sites A and B are mostly vacant barren land while Site C is partly occupied by two driving ranges;

Increase in building height and GFA

- (b) while the development layout and building block orientation are fundamentally similar to the last approved scheme, the BH for the revised scheme is increased by about 30% from maximum 24 residential storeys to 31 residential storeys while maximum domestic GFA has increased by 20% so as to provide additional flat units. The current scheme with as tall as 31 storeys would further reinforce the height contrast with 1-3 storeys village development in the surrounding rural context. Moreover, the proposed development reaching about 147mPD at a rural location near the coastal area of Three Fathoms Cove could be visually prominent. It is noted that the proposed development arranged in building cluster has adopted variation in BH (stepping BH profile descending from the hillside to the shorefront) and maximized “setback” distance from the village developments;

Visual Permeability

- (c) although the proposed development inevitably changes the existing environment into large comprehensive development, the Site has been zoned “CDA” for the development and the current application has proposed building separation of not less than 15m wide to alleviate the visual impacts and ensure some visual linkages towards Ma On Shan and Three Fathoms Cove as illustrated in the submission;

VIA

- (d) judging from the photomontages at the selected viewpoints from the VIA, the proposed scheme will not induce significant adverse visual impact compared with the last approved scheme. The increase of BH and GFA would intensify the development; however, as seen in the photomontages, the visual change between the approved scheme and the current proposed scheme is considered not significantly adverse even at close ranges (VP7 and VP9);

Air Ventilation

- (e) initial study using computational fluid dynamics has been conducted to support the current application. Two scenarios, i.e.

the last approved scheme (baseline scheme) and current scheme (proposed scheme) have been assessed in the study;

- (f) according to the latest technical clarification, the annual and summer local spatial average velocity ratio (LVR) are the same for both studied schemes. Slight enhancement of spatial average velocity ratio (SVR) is found for the proposed scheme when compared to the baseline scheme in annual wind condition, which represents a slight enhancement in ventilation performance at the immediate vicinity. The summer SVR is the same for both studied scheme. Thus, no significant impact is anticipated; and

Connectivity

- (g) it is noted that Sai Sha Road would be widened and provided with at-grade pedestrian crossing facilities and footbridges connecting two sides of the road while the proposed development would also involve different pedestrian levels within the PTI, commercial areas and resident's clubhouse. The details on the overall connectivity system should be carefully designed and presented at the subsequent detailed design stage.

Landscape

9.1.7 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

- (a) compared with the last approved scheme, more trees are proposed to be felled at Site A (i.e. 13 under last approved scheme and 480 under current scheme) while less trees are proposed to be felled at Site B (i.e. 80 under last approved scheme and 23 under current scheme) and Site C (i.e. 502 under last approved scheme and 414 under current scheme). The adverse impact would be mitigated by the increased number of compensatory trees (i.e. 17 under last approved scheme and 843 under current scheme at Site A);
- (b) as such, he has no objection to the application from landscape planning perspective; and
- (c) should the application be approved by the Board, the following landscape conditions are recommended:
 - (i) the submission and implementation of a LMP including a tree survey and a tree preservation scheme; and
 - (ii) the submission and implementation of the eco-trail proposal.

Drainage and Sewerage

9.1.8 Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

- (a) no in-principle objection to the application from public drainage and sewerage viewpoint;
- (b) the DIA and SIA submitted by the applicant demonstrated that the existing public drainage and sewerage systems, with appropriate upgrading works to be implemented, would adequately cater for the increasing flow induced by the Site and other presently known future developments in the catchment;
- (c) whilst the ultimate scope and details of upgrading work for MOSSPS pertaining to the relocation of Sha Tin Sewage Treatment Works to Caverns and other public/private development projects in the catchment including the proposed development will take time for coordination and reach agreement amongst various project teams of interfacing projects and DSD, the applicant is required to keep on closely liaising with the concerned interfacing parties including the relocated Shatin Caverns Sewage Treatment System (CSTS), MOS housing sites development, etc, to refine the ultimate flow scenario of the MOSSPS and to ensure that the necessary upgrading work required for implementation at MOSSOS would adequately cater for the ultimate population intake in the catchment. Further comments on the SIA will be offered when more detailed sewerage information for the above-mentioned projects are available in future; and
- (d) should the application be approved by the Board, approval condition on the submission of a drainage and sewerage impact assessments together with the provision of drainage and sewerage facilities, and the implementation of mitigation measures identified therein should be imposed.

Water Supply

9.1.9 Comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

- (a) apart from bearing the cost of the upgrading of the fresh water supply system and salt water supply system, the applicant should also undertake to implement the upgrading works;
- (b) it is recommended that the following approval conditions stated in the previous application be continued to impose in the current application and his advisory comments are at **Appendix VI**:
 - (i) the diversion of water mains to be affected by the proposed development; and

- (ii) the submission of a water supply impact assessment and the implementation of upgrading works identified therein, as proposed by the applicant; and
- (c) majority of the Site is within the 1km consultation zone of MOSWTW. Chlorine generation facility will be installed in MOSWTW which can greatly reduce the use and storage of chlorine on site. Upon completion of the above proposed works, MOSWTW will probably be removed from the list of Potentially Hazardous Installations (PHI) by 2022.

Nature Conservation

9.1.10 Comments of the Director of Agriculture, Fisheries and Conversation (DAFC):

- (a) noted that the development layout is largely similar to the last approved scheme despite the 114% increase of anticipated population. The applicant has submitted updated EcoIA including wet and dry season ecological survey results as well as tree surveys report to identify the possible ecological impacts and the required mitigation measures. Besides, the mitigation measures proposed in the previously approved EcoIA, such as 20m ecological buffer zone along each side of Tai Tung Wo Liu Stream at Site A, are also maintained in the present submission (with imposition of the same for the section of the stream in Site C under current scheme). The applicant also committed to further revise the LMP, compensatory tree planting plan and arrangement of boundary fencing to minimize the adverse impacts of the proposed development and submit revised ecological impact assessment taking into account the revised MLP for the Agriculture, Fisheries and Conversation Department (AFCD)'s approval in subsequent stage;
- (b) noting that the revised layout of the proposed EVA at Site A runs perpendicular to the Tai Tung Wo Liu Stream and spans over a minimum area of the stream and the ecological buffer zone at Site A, he has no further comment on the layout of the proposed EVA in the submission; and
- (c) the applicant's original submission proposed extensive tree felling and landscape enhancement at the part of ecological buffer zone of Tai Tung Wo Liu Stream at Site A which may undermine the original intention of this zone. Nevertheless, the applicant's later submissions (**Appendices Ih** and **Ii**) indicate that it recognizes the need to protect the ecology of Tai Tung Wo Liu Stream and its riparian habitats, and has committed to delete the proposed trail and viewing platform within the ecological buffer zone at Site A and review the individual trees assessment within this zone with an aim to preserve additional trees as far as practicable. The concerned tree felling and planting proposal shall be submitted for AFCD's approval in subsequent stage. He has no in-principle objection to the application from nature

conservation point of view subject to following approval conditions:

- (i) the design (including the submission of detailed tree preservation and planting proposal) and provision of a 20m ecological stream buffer zone along each side of Tai Tung Wo Liu Stream; and
- (ii) the submission of revised ecological impact assessment taking into account the revised MLP and the implementation of the mitigation measures identified therein.

Geotechnical

9.1.11 Comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD):

- (a) it is noted that the applicant has committed in the GPRR, to undertake a natural terrain hazard study (NTHS) and to implement any necessary mitigation measures as part of the proposed development. He has no geotechnical comments on the GPRR; and
- (b) has no in-principle objection to the application. Should the application be approved by the Board, an approval condition on the submission of a NTHS and implementation of the mitigation measures recommended therein, as part of the development, is required.

Fire Safety

9.1.12 Comments of the Director of Fire Services (D of FS):

- (a) no in-principle objection to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction to the Fire Services Department; and
- (b) the Emergency Vehicular Access arrangement shall comply with the Code of Practice for Fire Safety in Buildings 2011 administrated by the Buildings Department. Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plan.

Education

9.1.13 Comments of the Secretary for Education (S for Education):

- (a) based on data at hand, including Census and Statistics Department (C&SD)'s population projection, PlanD's projection of district-based population distribution and EDB's forecast of the demand and supply of public sector school places of the school net concerned, provision of one 30-classroom primary

school site at the subject development should already meet the community's education need;

- (b) however, taking into consideration the relatively remote location of the proposed development and the limitations of various projections quoted in (a) above, he has no objection to reserving two school sites (each having a site area of not less than 6,200m² with a minimum width of 65m) as proposed by the applicant provided that sufficient flexibility will be allowed in the land grant with the applicant on the need and timing for pursuing the building programme on the school sites to be reserved;
- (c) the indicative layouts for the proposed schools (**Appendix Ic**) are considered acceptable for planning purposes. The actual layout of the school premises will be determined during the design stage;
- (d) subject to the Transport Department (TD)'s advice, a roundabout instead of a hammer head is preferred at the end of the cul-de-sac serving as the vehicular access to school sites. The road should also be of sufficient width to accommodate school coaches and serve as EVA to the school sites;
- (e) the applicant shall be responsible for infrastructural works to facilitate school development at the reserved sites, and shall lay and form the school sites on or before a date to be specified by the Government; and
- (f) he has no comment on the applicant's proposal of providing two kindergartens each with not less than six classrooms in the proposed development.

Social Welfare Facilities

9.1.14 Comments of the Director of Social Welfare Services (DWS):

- (a) in view of the large scale of the proposed development and significant population growth, additional welfare facilities are required;
- (b) the premises for the agreed welfare facilities should be provided as an integral part of the development and will be assigned back as a Government Accommodation (GA) upon construction completion. The construction cost of this premises would be borne by SWD and the service operator would be selected by SWD;
- (c) no further comment on the indicative layout for proposed welfare centre and public vehicle park at this stage. The developer shall provide detailed design layout for DSW's further comments separately at a later stage;
- (d) upon satisfactory completion of works by the developer, the Government will reimburse the developer the actual cost of

construction or the consideration sum as stipulated in the land lease, whichever is the lesser, according to the established practice; and

- (e) should the application be approved by the Board, an approval condition on provision of a District Support Centre for Persons with Disabilities, a 60-place Special Child Care Centre, a Neighbourhood Elderly Centre and a 100-place Residential Care Home for the Elderly cum 30-place Day Care unit is recommended.

Building Matters

9.1.15 Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

- (a) no in-principle objection to the application and his advisory comments are at **Appendix VI**; and
- (b) detailed comments will be given at the building plan submission stage.

Archaeological

9.1.16 Comments of the Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office (ES(AM), AMO):

- (a) part of the proposed development may affect the Che Ha and Tai Tung SAIs and archaeological resources revealed in previous archaeological surveys. The applicant has committed in the PAIA to undertake FAIA and to implement any recommended mitigation measures as appropriate. In this regard, he has no objection to the application; and
- (b) should the application be approved by the Board, an approval condition on the undertaking of FAIA based on the findings of the revised PAIA and implementation of mitigation measures identified therein is recommended.

Electricity Supply and Town Gas Safety

9.1.17 Comments of the Director of Electrical and Mechanical Services (DEMS):

Electricity Supply Safety

- (a) no comment on the application from electricity supply safety aspect with advice given at **Appendix VI**; and

Town Gas Safety

- (b) there is a high pressure underground town gas transmission pipeline (running along Sai Sha Road) in the vicinity of the Sites A and C. It is anticipated that the proposed developments in

Sites A and C will result in a significant increase in population in the vicinity of the above gas installations. As the project proponent has submitted revised QRA for the concerned town gas installations, he has no comment on the application from town gas safety aspect with advice given at **Appendix VI**.

Public Open Space and Safety Management

9.1.18 Comments of the Director of Leisure and Cultural Services (DLCS):

- (a) no in-principle objection to the application;
- (b) LCSD will not take over the future management of the proposed open space near Tseng Tau Village in lack of additional resources. As the open space will mainly serve residents of the proposed development, it will be desirable that the applicant shall consider taking over the future management of the open space;
- (c) should the application be approved by the Board, an approval condition on provision of public open space facilitates and the management of this open space which should be kept open daily for public use, as proposed by the applicant, is recommended; and
- (d) for the applicant's management of the golf driving ranges, advice on safe management practices as recommend in **Appendix VI** for the applicant to follow.

9.2 The following departments have no objection to/comment on the application:

- (a) Chief Highway Engineer/New Territories East, Highways Department (CHE/NTE, HyD);
- (b) Project Manager/New Territories East, Civil Engineering and Development Department (PM/NTE, CEDD); and
- (c) District Officer/Shau Tin and District Officer/Tai Po, Home Affairs Department (DO/ST and DO/TP, HAD).

10. Public Comments Received During Statutory Publication Periods

10.1 On 27.7.2018, 28.9.2018 and 13.11.2018, the application and the FIs were published for public inspection. During the first three weeks of the statutory public inspection periods, a total of 1,605 public comments were received. The full set of public comments is at a CD-ROM at **Appendix V** for Member's reference. Extract of the public comments are at **Appendices IV-1 to IV-24**.

10.2 Majority of the commenters (i.e. 939 commenters (mainly individuals)) support the application, on the following grounds:

- (a) the proposal will ease the acute housing shortage, stabilise the real estate market, and generate employment opportunities. The proposed medium density development (e.g. the massing, scale and townscape) with

appropriate overall layout and design is also comparable to the Ma On Shan New Town;

- (b) accessibility of the area will be greatly improved after the proposed Sai Sha Road widening works according to the proposal. Also some car parking spaces, road junctions and road crossing will be provided in order to lessen the traffic jam and road accidents;
- (c) the proposal may reduce the noise level with the provision of the planned noise barriers along the Sai Sha Road; and
- (d) the proposal which offers primary school sites, shopping and food center, public open spaces, transport interchanges, recreational facilities and community centre will help cater for the education, commercial, recreation and social needs in the locality.

10.3 Other 666 commenters (with 430 in the form of standard letters (**Appendices IV-1 to IV-4**)) including one member each of Sha Tin and Tai Po District Councils, Hong Kong Baptist Theological Seminary, Sai Kung Planning Concern Front, Kadoorie Farm and Botanic Garden, Land Justice League, Designing Hong Kong, Green Sense, Hong Kong Birds Watching Society, The Hong Kong and China Gas Company Limited, a lot owner of Tai Tung Wo Liu Village and individuals (**Appendices IV-1 to IV-24**) object to/have concerns on the proposed development, on the following grounds:

- (a) the proposed increase of development intensity is to provide more luxury homes which are generally unaffordable to the public and unable to alleviate the acute housing shortage in Hong Kong. It would also result in negative social impacts. To increase housing supply, the Government should consider other type of land resources including brownfield sites and the developer should timely implement the previously approved scheme. Furthermore, the area is lacking of public and commercial facilities to support the proposed development. Although public facilities will be provided under the development, there are concerns whether nearby villagers and the public can be benefited by such facilities. The applicant should also consider to open up the landscape area within the Site for public access;
- (b) the proposed development will have adverse environmental, ecological, and landscaping impacts to the locality as no development should be permitted within/adjacent to ecologically sensitive areas including the Tai Tung Wo Liu Stream, Tseng Tau Coast and Kei Ling Ha Mangal. Furthermore, a section of the stream (i.e. about 150m) may be lost due to the road widening works. Given the significant development scale, the proposed development should follow the necessary EIAO procedure. Approval of the application would result in an irreversible damage to the natural environment and valuable ecological species as well as setting of an undesirable precedent for other similar applications. Besides, a QRA study should be conducted to evaluate the potential risk and determine necessary mitigation measures related to the existing high pressure gas pipeline running along Sai Sha Road near Tai Tung;
- (c) there are concerns on the traffic capacity and public transport provision as the existing Sai Sha Road is already congested and the area is not well

served by public transport. The proposed development will have adverse traffic impact to the locality despite the proposed road widening works in accommodating the increased population. The extension of railway services should be duly considered. The study area of the submitted TIA should be enlarged to assess the potential traffic impact in wider area. Moreover, there is also grave concern on the road safety arising from the proposed road widening works. The existing village access might be affected by the proposed development and there is no information in the submission to demonstrate any re-provision of the affected local access. Besides, the proposed public vehicle park should be expanded as the area is lacking of car parking facilities to serve the local residents;

- (d) the intensified development proposal is incompatible with the surrounding environment and would cause adverse visual and air ventilation impact to the area;
- (e) the proposed development will have adverse Fung Shui impact to the ancestral burial grounds. The applicant should provide protective measure to ensure the existing urns will not be subjected to any physical damage. Furthermore, the development right of the owners of unacquired lots within the Site might be affected by the proposed development; and
- (f) there are concerns on the possible environmental impacts of the proposed development including noise, air quality and road safety impacts as well as the interface issue with the infrastructure facilities including a proposed pumping station on a theological seminary at Sai O.

10.4 A set of hard copy of the public comments is deposited at the Secretariat of the Board for Members' inspection.

11. Planning Considerations and Assessments

The Proposal

11.1 The application is for a proposed comprehensive residential and commercial development with GIC facilities, with minor relaxation of maximum domestic GFA restriction by 20% (from 448,576m² to 538,213m²), maximum commercial GFA by 30% (from 9,290m² to 12,077m²), maximum GFA for residents' club by 50% (from 8,957m² to 13,446m²) and maximum BH restriction by 29% (from 24 to 31 residential storeys). Compared with the last approved scheme (Application No. A/NE-SSH/61-2) (**Appendix II**), the current application largely retains the major development components, layout and block orientation. The main differences are an increase in development intensity in Sites A and B (e.g. 20% increase in maximum domestic GFA, 29% increase in maximum BH and 93% increase in number of flats (from 4,930 to 9,500)) and provision of two transport interchanges at Sites A and B as well as offers of additional public facilities. By relaxing the domestic GFA and BH restrictions as well as reduction of average flat size by 38% (from 90.99m² to 56.65m²), the proposed development will provide about 9,500 residential flats (increase by 93%). The proposed increase in GFA for resident's club house and commercial facilities are mainly to match the increase in the future population. The two transport interchanges proposed at Sites A and B are to cater for the latest forecast of transport needs.

- 11.2 Whilst the ecological trails, public open space and public vehicle park as well as recreation and sports centre proposed at Site C (**Drawings A-4, A-28 and A-29**) for public use in the previously approved scheme will be retained in the current proposal, the applicant also offers additional public facilities to meet the community need including provision of a welfare centre and reservation of two sites at Site C for primary school development (**Drawings A-4 and A-29**). Besides, two driving ranges and one mini-driving range instead of a 9-hole golf course are proposed at Site C in the current application.

Planning Intention

- 11.3 The “CDA” zone is intended for comprehensive development of the area for residential, commercial and recreational uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. Based on individual merits of a development or redevelopment proposal, minor relaxation of the GFA/BH restrictions may be considered by the Board on application. In addition, pursuant to section 4A(2) of the Ordinance, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval by the Board. The proposed development is generally in line with the planning intention of the “CDA” zone. The proposed relaxation of GFA and BH restrictions should be subject to technical feasibility and assessment of impacts in the area.

Land Use Compatibility

- 11.4 The Site is situated in a coastal area of Shap Sz Heung overlooking the view of Three Fathoms Cove (Kei Ling Ha Hoi) (**Plans A-1 to A-2**). Distant from the Ma On Shan New Town at its further west, the Site is predominantly rural in character with village settlements interspersed with fallow agricultural land and natural landscape with Ma On Shan Country Park towards its west. The Site zoned “CDA” is identified to be suitable for recreation and residential developments taking the advantage of the landscape backdrop of Ma On Shan Country Park and the proximity to the scenic coastal area (**Plans A-3a and A-3b**). It is intended that the Site should be developed in a comprehensive manner by integrating recreational development with residential elements. With appropriate development intensity and scale, the proposed development is considered not incompatible with the surrounding areas.
- 11.5 In terms of development scale, the applicant claims that the proposed development could provide about 9,500 residential units by relaxation of domestic GFA restriction of 20%. This represents an increase of 4,570 units when compared with the last approved scheme with a domestic GFA of 448,576m², which will help contribute to providing more flats to address the housing shortage in Hong Kong. Furthermore, the proposed development intensity is also comparable to the previous applications (No. A/NE-SSH/16 and 26) approved in 2002 and 2003 with similar domestic GFA of about 538,840m².

Urban Design, Visual, Landscape and Air Ventilation Aspects

- 11.6 The BH of the proposed development ranges from 24 to 31 residential storeys (compared to 16 to 24 residential storeys in the previously approved scheme).

In terms of maximum main roof height, the residential towers of proposed development which ranges from 69mPD to 147mPD (compared to 34.8 to 128.1mPD in the previously approved scheme) is accounted for an increase of about 15% (**Drawings A-12 and A-14**). By locating part of the car park/M&E floors in basement levels, this scheme has reduced the extent of BH increase to a certain level. CTP/UD&L advises that the proposed development arranged in building cluster with building separation has adopted variation in BH (stepping BH profile descending from the hillside to the shorefront) and maximized setback distance from the village developments. On this basis, the proposed development will not induce significant adverse visual as well as air ventilation impacts compared with the last approved scheme as demonstrated in the revised VIA (**Drawings A-20 to A-25**) and AVA (**Appendices Ia, Id and Ie**) respectively. Taking into account the scale of the development, the proposed variations in BH and the surrounding context, appropriate approval condition related to the BH restriction is recommended to be incorporated as in paragraph 12.2(b) if the application is approved.

- 11.7 From landscape planning point of view, CTP/UD&L, PlanD has no objection to the application as adverse impact arising from more trees to be felled at the Site would be mitigated by the increased number of compensatory trees. In this regard, relevant approval conditions related to landscape planning is recommended as in paragraph 12.2(c) should the Committee approve the application.

Traffic, Environmental and Infrastructural Capacity and Heritage Aspect

- 11.8 The proposed development includes the widening works of Sai Sha Road including upgrading existing road to a dual 2-lane carriageway with footpaths, cycle tracks, pedestrian crossing facilities and footbridges (**Drawing A-26**). Furthermore, existing infrastructures will be upgraded to support the proposed development including provision of three private sewage pumping stations, Tseng Tau Sewage Pumping Station and Sai O Trunk Sewer Sewage Pumping Station (**Drawing A-30**) as well as upgrading of existing drainage system and water supply system. With various upgrading works and mitigation measures, the proposed comprehensive development with minor relaxation in GFA and BH restrictions would not create adverse traffic, fire safety, environmental and sewerage impacts on the surrounding areas according to the various assessments conducted by the applicant. Besides, part of the Site falls within the Che Ha and Tai Tung SAIs and the applicant has committed in the PAIA to undertake FAIA and to implement any recommended mitigation measures as appropriate. Relevant Government departments including DAFC, C for T, ES(AM) of DEVB, CHE/NTE of HyD, CE/MN and CE/CM of DSD, DEP, CE/C of WSD, D of FS, PM/N and H(GEO) of CEDD and DEMS have no adverse comments on the application. Relevant approval conditions on nature conservation, traffic and transport, environment, sewerage, drainage, water supply, slope safety, fire safety and heritage are suggested to be imposed as shown in paragraphs 12.2 (e) to (s).

Provision of public facilities

- 11.9 Apart from the widening of Sai Sha Road, provision of public open space, recreation and sports centre, a public vehicle park, two ecological trails and a church as proposed by the applicant in the last approved scheme, the applicant offers additional public facilities in the current application including the

provision of a welfare centre and reserving two primary school sites at Site C (**Drawing A-3**) to serve the community needs. DSW has agreed with the provision of welfare centre subject to detailed design layout of the concerned social welfare facilities to be submitted to his consideration at a later stage. An approval condition on provision of the concerned facilities is suggested under paragraph 12.2(w).

- 11.10 Regarding the proposed school sites, S for E advises that based on the C&SD's population projection, PlanD's projection of district-based population distribution as well as EDB's forecast of the demand and supply of public sector school places of the concerned school net, provision of one 30-classroom primary school site in the proposed development should already meet the community's education need. However, taking into consideration the relatively remote location of the proposed development, and on a basis that sufficient flexibility would be allowed to review the need and timing for pursuing the school building in future on the school sites to be reserved, S for E has no objection to reserving both sites as offered. In this regard, DLO/TP advises that it is technically feasible to designate the reserved school sites as areas to be formed and managed by the applicant until demand by the Government, subject to details in lease modification and approval by the relevant authority. On this basis, the applicant's offer to form and surrender two sites for primary school use is considered acceptable. An approval condition to specify the arrangement is suggested under paragraph 12.2(v) below.
- 11.11 S for E also advises that the indicative layout for the schools as provided in the applicant's submission is acceptable for planning purposes, and the actual layout of the school premises will be determined during the design stage. Regarding his suggestions about the details of vehicular access to the school sites, they could be handled in the stage of design and implementation of improvement works on the vehicular access road for the proposed development, as set out in paragraph 12.2(e) below.

Public Comments

- 11.12 Regarding the public comments received, the planning assessments above and departmental comments in paragraph 9 are generally relevant. For the concerns on the availability of the proposed public facilities for public enjoyment, appropriate approval conditions could be imposed to ensure that the facilities would be duly provided to the satisfaction of relevant Government departments. Besides, for the concern on the potential impact of Sai Sha Road widening works on Tai Tung Wo Liu Stream, it is noted that according to the approved road widening works under construction, the section of the stream crossing Sai Sha Road has been channelized and culverted with man-made structures. The remaining section of the stream within the Site would be protected by the applicant through designating a 20m ecological buffer zone along each side of the stream. Regarding the concern on the proposed sewage pumping station at Sai O, it is noted that the sewage pumping station is located outside the Site and the potential environmental impacts arising from it could be duly considered by the Administration under the EIA Ordinance mechanism. For the concern on protection of the ancestral burial grounds, it is noted that the applicant has reserved an access road connecting to Tseng Tau Village for grave sweepers. Regarding the concern of owners of the unacquired lots within the Site, it is noted that their development right has been reserved under Phase 2 development as proposed by the applicant.

12. Planning Department's Views

- 12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until **18.1.2023**, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are also suggested for Members' reference:

Approval Conditions

- (a) the submission and implementation of a revised Master Layout Plan (MLP), taking into account approval conditions (b) to (e) and (h) to (x) below, to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the building heights for the proposed development (in terms of mPD) shall not exceed the maximum building heights as proposed by the applicant;
- (c) the submission and implementation of a Landscape Master Plan including a tree survey and a tree preservation scheme to the satisfaction of the Director of Planning or of the Town Planning Board;
- (d) the submission and implementation of the eco-trail proposal to the satisfaction of the Director of Planning or of the Town Planning Board;
- (e) the design and implementation of improvement works on the vehicular access road network for the proposed development and the adjoining villages, as proposed by the applicant, to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (f) the implementation of the modification of the roundabout of Sai Sha Road/Nin Wah Road/Nin Fung Road, as proposed by the applicant, to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (g) no occupation of the residential development, except for 600 dwelling units prior to the completion of the Sai Sha Road widening project, subject to the implementation of traffic improvement measures recommended in the TIA to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (h) the design and provision of two public transport interchanges, as proposed by the applicant, to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (i) the submission of an environmental assessment for the proposed development and the implementation of the mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;

- (j) the submission of a sewerage impact assessment and the implementation of the mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (k) the submission of a hazard review with respect to the risk due to liquid chlorine storage at the Ma On Shan Water Treatment Works, and the implementation of the risk mitigation measures identified therein before any population intake at the proposed development to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (l) the design (including the submission of detailed tree preservation and planting proposal) and provision of a 20m ecological stream buffer zone along each side of Tai Tung Wo Liu Stream to the satisfaction of the Director of Agriculture, Fisheries and Conservation or of the Town Planning Board;
- (m) the submission of a revised ecological impact assessment taking into account the revised MLP and the implementation of the mitigation measures identified therein, to the satisfaction of the Director of Agriculture, Fisheries and Conservation or of the Town Planning Board;
- (n) the diversion of water mains to be affected by the proposed development, as proposed by the applicant, to the satisfaction of the Director of Water Supplies or of the Town Planning Board;
- (o) the submission of a water supply impact assessment and the implementation of upgrading works identified therein, as proposed by the applicant, to the satisfaction of the Director of Water Supplies or of the Town Planning Board;
- (p) the submission of a natural terrain hazard study and the implementation of the mitigation measures identified therein, as proposed by the applicant, to the satisfaction of the Director of Civil Engineering and Development or of the Town Planning Board;
- (q) the submission of a drainage impact assessment and the implementation of mitigation measures identified therein to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (r) the provision of fire fighting access, water supplies for fire fighting and fire services installations to the satisfaction of the Director of Fire Services or of the Town Planning Board;
- (s) the submission of the Further Archaeological Impact Assessment and the implementation of mitigation measures identified therein to the satisfaction of the Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office or of the Town Planning Board;
- (t) the provision of public car park of not less than 160 car parking spaces, 20 coach parking spaces and two light bus lay-bys in the adjoining "Government, Institution or Community" zone near Tseng Tau Village to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

- (u) the provision of no less than 8,000m² of public open space facilities in the “Open Space” and “Comprehensive Development Area” zones near Tseng Tau Village, and the management of this open space which should be kept open daily for public use, as proposed by the applicant, to the satisfaction of the Director of Leisure and Cultural Services or of the Town Planning Board;
- (v) the formation and surrender of two sites adjacent to Che Ha Village, each of about 6,200m² with a minimum width of 65m for building two primary schools, upon the demand of the Government, to the satisfaction of the Secretary for Education or of the Town Planning Board;
- (w) the design and provision of social welfare facilities in the “Government, Institution or Community” zone near Tseng Tau Village to the satisfaction of the Director of Social Welfare or the Town Planning Board; and
- (x) the submission of an implementation programme, with phasing proposals to tie in with the completion of both major infrastructural facilities serving the proposed development and the traffic improvement measures, to the satisfaction of the Director of Planning or of the Town Planning Board.

[The above conditions are the same as those imposed under the last approved application, except for deletion of conditions on no occupation of residential development prior to the opening of Route T7; proposal of golf course; submission of planning study and action plan for the approval of Co-coordinating Committee of Land-use Planning and Control relating to Potentially Hazardous Installations (CCPHI); mitigation measures against water pollution; provision of kindergartens/nurseries; and surrender of private lots upon demand of the Government; as well as the incorporation of new conditions (b), (h), (k), (l), (s), (v) and (w) to control building height; submit hazard review and FAIA; provide school sites, public transport interchanges, GIC facilities and ecological buffer zone as proposed by the applicant]

Advisory Clauses

The recommended advisory clauses are attached at **Appendix VI**.

12.3 There are no strong reasons to recommend rejection of the application.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application form received on 16.7.2018 and clarification letters received on 6.7.2018 and 12.7.2018
Appendix Ia	Supplementary planning statement received on 16.7.2018
Appendix Ib	Further information received on 28.8.2018
Appendix Ic	Further information received on 2.11.2018
Appendices Id and Ie	Further information received on 30.11.2018, 3.12.2018 and 4.12.2018
Appendices If and Ig	Further information received on 12.12.2018 and 13.12.2018
Appendices Ih and Ii	Further information received on 14.12.2018 and 17.12.2018
Appendix Ij	Further information received on 21.12.2018
Appendices Ik and Il	Further information received on 4.1.2019 and 8.1.2019
Appendix II	Detailed comparison between the previously approved scheme (Application No. A/NE-SSH/61-2) and the current development proposal
Appendix III	Previous applications
Appendix IV	Public comments (Extract)
Appendix V	Full set of public comments (CD-ROM)
Appendix VI	Advisory clauses
Drawings A-1 to A-4	Master layout plans submitted by the applicant
Drawings A-5 and A-6	Section Plans for Sites A and B submitted by the applicant
Drawings A-7 to A-10	Landscape master plans submitted by the applicant
Drawings A-11 to A-19	Comparison of master layout plans, section plans and landscape master plans between the previously approved scheme (Application No. A/NE-SSH/61-2) and current development scheme submitted by the applicant
Drawings A-20 to A-25	Comparison of photomontages between the previously approved scheme (Application No. A/NE-SSH/61-2) and current development scheme submitted by the applicant
Drawing A-26	Future road layout submitted by the applicant
Drawing A-27	Land holding plan submitted by the applicant
Drawing A-28	Previously approved preliminary alignment of eco-trail submitted by the applicant
Drawing A-29	Location and section plan of the Welfare Centre cum Public Vehicle Park submitted by the applicant
Drawing A-30	Proposed trunk sewer system plan submitted by the applicant
Drawing A-31	Proposed junction improvement scheme submitted by the applicant
Plan A-1	Location plan
Plan A-2	Aerial photo
Plans A-3a and A-3b	Site photos