

## **Annex 2**

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Replacement Pages of Planning Statement

## **4 THE DEVELOPMENT PROPOSAL**

### **4.1 Development Scheme and Design Considerations**

- 4.1.1 The Application Site is located in a low-to-medium-dense neighbourhood sitting on a hillside surrounded by greenery coverage, which is an ideal location for residential development enjoying a private and tranquil living environment.
- 4.1.2 The future redevelopment of 58 Tai Hang Road at the “R(B)” site will comply with the statutory requirements. The preliminary redevelopment scheme intends to provide about 15 nos. of flats. To achieve parking requirements under the HKPSG, about 6 to 11 nos. of private car parking spaces, including two accessible parking spaces (one for the residents and one for the visitors), will be provided for the redevelopment of 58 Tai Hang Road. A loading and unloading space (3.5m x 7m) for light goods vehicles will also be provided within the residential building. The Proposed Access Road is therefore necessary to provide a proper vehicular connection for the residents to the residential redevelopment at 58 Tai Hang Road.
- 4.1.3 The proposed pedestrian footpath at the Application Site is intended to serve both the residents of 58 Tai Hang Road and the public. It is a reprovision of a safe and proper pedestrian access to replace the existing dilapidated staircase on the slope at the Application Site (i.e. upper section of Tai Hang Road). Upon the future redevelopment of 58 Tai Hang Road, the Applicant is also committed to providing a footpath connecting the residential development to the downhill Tai Hang Road near 16 Tai Hang Road (i.e. the lower section of Tai Hang Road). The proposed pedestrian footpath will be open for public access on a 24-hour basis. There will also be no gate or access control imposed at the Proposed Access Road. The Applicant will also be responsible for the future management and maintenance of the Proposed Access Road.
- 4.1.4 In terms of the design, since the Application Site sits on a steep slope abutting Tai Hang Road, the Proposed Access Road will be an elevated bridge cantilevering from Tai Hang Road. The level of the Proposed Access Road begins from 70mPD at Tai Hang Road, gradually sloping down to 68.3mPD to the G/F of the residential building at 58 Tai Hang Road. The Proposed Access Road with a total width of 13.2m will include a 1.5m wide pedestrian walkway and a 1.5 wide area for planters. A turntable with a 12m diameter is provided in open-air on the Proposed Access Road. The detailed architectural drawings of the Proposed Access Road are in **Annex 4**.
- 4.1.5 In respect of the landscape consideration, a Landscape Proposal is prepared with a view to minimising the potential impact on the surrounding landscape brought by the Proposed Access Road. A total of 35 nos. of trees on the steep slope will unavoidably be felled upon the construction of the Proposed Access Road. To compensate for the tree loss, a total of 12 nos. of heavy standard trees and 23 nos. of standard trees are proposed within the planter strips located along the Proposed Access Road and on the platform of the 58 Tai Hang Road residential site. Therefore, the compensation ratio of 1:1 for the tree lost in term of quantity is achieved. The detailed landscape and tree assessment is provided at **Annex 5**.

## **5.5 Enhancing road safety by separating vehicles and pedestrian access to the residential development at 58 Tai Hang Road**

- 5.5.1 The existing run-in/out of 58 Tai Hang Road is shared with 60 Tai Hang Road, which is a one-lane-two-way with shared-vehicle and pedestrian access. To enhance the safety of both pedestrians and drivers, the Proposed Access Road is two-lane-two-way with a separated driveway and walkway. This upgrade in the access road design offers more space and creates a safer environment for future residents entering and leaving private property. Moreover, the setting of designated driveway and walkway also improves the visibility of road users, further ensuring the safety of motorists and pedestrians.

## **5.6 Compatible with the surrounding environment regarding land use and development intensity**

- 5.6.1 The Proposed Access Road is an ancillary use of the residential redevelopment at 58 Tai Hang Road in the "R(B)" zone, subject to a maximum plot ratio of 5 and maximum building height of 30 storeys. Since the residential redevelopment complies with the development restrictions stipulated on the OZP and is always permitted in "R(B)" zone, the residential site does not form part of the current planning application. Given that most of the surroundings areas are clustered with low-to-medium-dense private residential development and surrounded by greenbelt, the Proposed Access Road is considered part of the residential development and is not incompatible with the surrounding land uses and development intensity.

## **5.7 Aligning with TPG PG No. 10 Application for Development with "GB" zone under section 16 of the Ordinance**

- 5.7.1 The Proposed Access Road is in line with the TPB PG No. 10 in that its scale, design and layout are compatible with the character of the surrounding area, given that most of the surroundings area is clustered with low-to-medium-dense private residential development and surrounded by greenbelt. Moreover, with the proposed landscape treatment along the Proposed Access Road, the Applicant has demonstrated an effort to preserve the surrounding landscape environment. Hence, no insurmountable environmental and landscape impacts on the surrounding "GB" area are anticipated.

## **5.8 No adverse impacts from landscape, traffic, geotechnical, visual and environmental aspects**

### Landscape

- 5.8.1 A total of 35 trees will unavoidably be felled upon the construction of the Proposed Access Road. To compensate for the tree loss, 35 nos. of new trees are proposed in the planter strips located along the Proposed Access Road and on the platform of the residential site of 58 Tai Hang Road, therefore achieving a 1:1 tree compensation ratio. As a result, no insurmountable landscape impact is anticipated. The detailed landscape assessment is provided at **Annex 5**.

### Traffic

- 5.8.2 For traffic engineering perspective, the Proposed Access Road facilitates future use by vehicles to the residential development at 58 Tai Hang Road and enhances the Emergency Vehicular Access. The swept path analysis at **Annex 6** has demonstrated that the Proposed Access Road would not obstruct traffic manoeuvring, particularly for emergency vehicles. The sightline analysis is also provided at **Annex 6**.

### Geo-technical

- 5.8.3 According to the Geo-technical Planning Review Report (**Annex 7**), the Proposed Access Road is geotechnically feasible and would have no adverse effect on adjoining grounds, buildings and wall features.

#### Visual

- 5.8.4 According to the photomontages at **Annex 8**, three viewpoints have been selected to demonstrate the visual compatibility of the Proposed Access Road with the surrounding environment. The Application Site is surrounded by mature-grown canopies and the existing tree clusters could serve as a visual buffer for the general public using Tai Hang Road (including pedestrians, motorists and other travellers). Hence, no significant adverse visual impact from the public point of view is anticipated.

#### Environmental

- 5.8.5 According to TPDM Volume 1 Appendix 1 Annex D for the use of Private Housing: Medium-Density / R(B), the additional traffic flow from the Proposed Access Road is anticipated to be 3 vehicles (Generation) / 2 vehicles (Attraction) in AM Peak; 2 vehicles (Generation) / 2 vehicles (Attraction) in PM Peak. Hence, there will be very limited additional traffic flow and no adverse environmental and vehicular emission impact is anticipated. Moreover, the proposed 12m diameter turntable will be powered by electricity, therefore its operation will not involve any air emission, and no adverse environmental impacts will be generated.
- 5.8.6 During the construction phase of the Proposed Access Road, the Applicant will adhere to and implement good site practices and necessary dust control measures as stipulated in the Air Pollution Control (Construction Dust) Regulation to minimise the dust impact at the nearby Air Sensitive Receivers. The Applicant will also comply with the relevant legislations/guidelines to minimise noise impact, including ProPECC PN1/24 Minimizing Noise from Construction Activities.