Annex 6

Replacement Pages of the Planning Statement

4.2 Revised Traffic Arrangement under Current Application

4.2.1 The traffic arrangement under the current Application has been revised, taking into account the request from the TD. As compared to the development scheme under the approved Section 12A Application, while the site area of the Application Site remains unchanged, the intersection of the access to the Proposed Development and existing Hang Tau Road is converted from a mini-roundabout into a priority T-junction, as shown in **Figure 4.2** below. Besides, a further setback of the Application Site is proposed for the relocation of the GMB layby and vehicle turnaround facility from Hang Tau Road within the Application Site. A passenger shelter will also be provided at the proposed GMB layby for public benefit. The passenger shelter will be handed over to the Government as part of the public transport facility upon completion of construction.

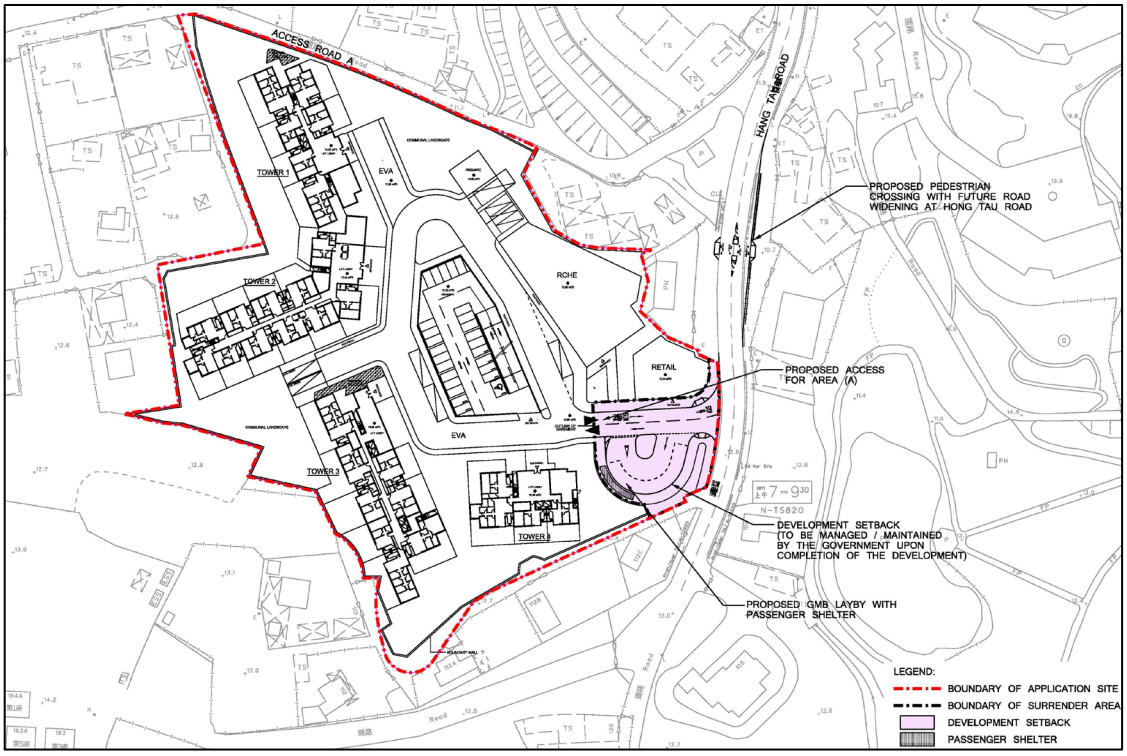


Figure 4.2 Proposed Traffic Arrangement under the Current Application
(*Source: Figure 2.1 of Appendix 2 TIA*)

4.3 Major Development Parameters of Current Application

4.3.1 The Application Site covers an area of about 17,990.9m^2 (including about 289.7m^2 of government land). Taking into account the revised scheme due to the request from the TD as discussed in Section 4.1, the setback area of about 1,076m^2 will be surrendered to the government upon completion of the land administration process at a later stage after planning approval.

4.3.2 With an overall PR of about 1.692, the Proposed Development comprises a domestic GFA of 26,554m^2 and a non-domestic GFA of 3,886m^2 in total for the retail and RCHE facilities. The Proposed Development consists of four blocks of residential towers ranging from 9 to 10 storeys, with a maximum BH (at main roof level) of 45.25mPD. With an average unit size of about 79.5m^2, the Proposed Development would provide a total of 334 units. Based on a Person-Per-Flat ratio of 2.8, it is estimated that the Proposed Development would accommodate a population of about 936 persons.

Development to the surrounding road network and is considered acceptable from the traffic engineering point of view.

Junction Capacity

4.5.2 According to the junction assessment of the TIA, together with the Kam Hang Road improvement scheme as proposed in the approved rezoning application nos. Y/NE-KTS/12 and Y/NE-KTS/14, all identified junctions and road links could operate within adequate capacities during both morning and evening peak periods in the Design Scenario of year 2034.

Improvement for Pedestrian Crossing

4.5.3 Currently, there are no proper pedestrian crossing facilities along Hang Tau Road near the Application Site. To enhance pedestrian accessibility and safety, an improvement scheme with the provision of a proper pedestrian crossing at Hang Tau Road was proposed in the previous scheme of the approved Section 12A application. Such pedestrian improvement measure has been included in the current application, as shown in **Figure 4.3** below.

Proposed Public Transport Facility

4.5.4 As previously discussed in Sections 4.1 and 4.2, traffic arrangements have been further revised as compared to the previously approved Section 12A application in response to the request of the TD.

4.5.5 Given that the current public transport service for the Hang Tau Tai Po area is limited to one GMB route no. 50K only, and there is absent of proper layby along Hang Tau Road, the proposed layby under the revised road widening scheme would serve future enhancement of public transport service (i.e. increase of GMB route) for the existing and future residents in the area. Meanwhile, the proposed vehicle turnaround facility by setting back the development would facilitate a proper turnaround facility to allow GMB turns around without the need of passing through the narrow roads in Hang Tau Village.

4.5.6 In response to the comments from the Commissioner for Transport on the approved Section 12A application, the road widening scheme has been further reviewed and amended under the current application to fulfil the requirement that GMB layby should be 26m long to accommodate 3 GMBs (as shown in **Figure 4.3** below). A passenger shelter will also be provided at the proposed GMB layby for public benefit. The passenger shelter will be handed over to the Government as part of the public transport facility upon completion of construction.

4.5.7 Notwithstanding the above changes, road widening of Hang Tau Road section abutting the Application Site for a 7.3m carriageway with a 3m footpath alongside remains in the revised scheme.

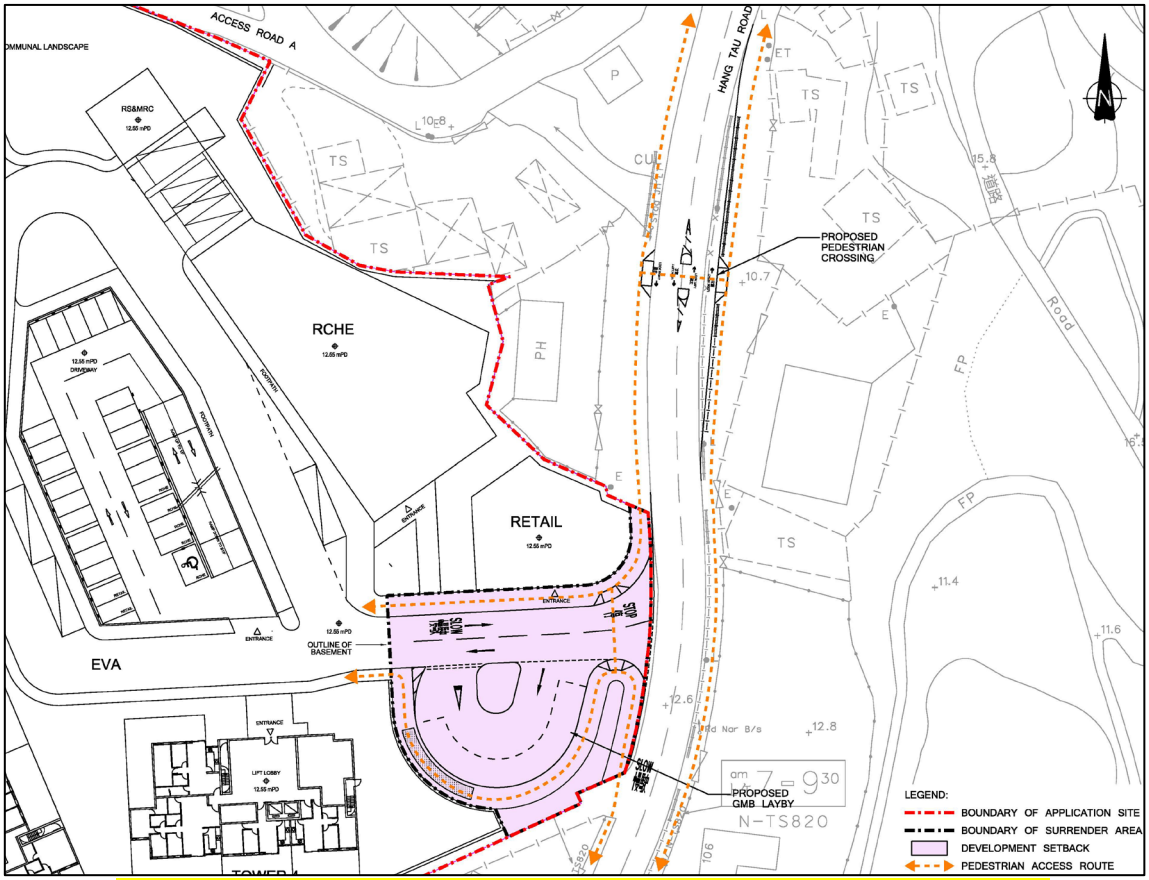


Figure 4.3 Proposed Pedestrian Crossing and Setback for Road Widening
(*Source: Drawing 2.3 of Appendix 2 TIA*)

4.6 Environmental Considerations

4.6.1 An Environmental Assessment ("**EA**") has been prepared to identify the potential environmental impacts arising from and upon the proposed development and propose possible mitigation measures, as necessary to demonstrate the environmental acceptability of the Proposed Development at the Application Site (**Appendix 3** refers).

Noise

4.6.2 Traffic noise impact has been assessed based on the projected peak hour flows for the worst year within 15 years from the day of occupancy. The assessment results concluded that the predicted traffic noise levels at all noise sensitive receivers ("**NSRs**") would comply with the HKPSG standard of 70dB(A). Hence, no adverse road traffic noise impact is anticipated.

4.6.3 As for the fixed noise arising from the operation of the sewage pumping station for Hang Tau Village and an open storage area of construction equipment, the assessment results demonstrated that no adverse noise impact associated with the fixed noise source of sewage pumping station and open storage area of construction equipment upon the Proposed Development is anticipated.

4.6.4 If necessary, fixed glazing will be applied to the façade facing the concerned fix noise source or noise barrier will be proposed between the concerned fix noise source and the RCHE along the site boundary in order to comply with the noise criteria stipulated in the Noise Control Ordinance.

5 PLANNING JUSTIFICATIONS

5.1 Contributing to the Provision of Housing Supply in Hong Kong

5.1.1 Expedition of housing supply is always one of top priorities of Government's policy. According to the Long Term Housing Strategy, the Government aims to achieve a private housing supply target of 132,000 units for the next 10-year period from 2025-26 to 2034-35.

5.1.2 The current Proposed Development utilises the valuable land resources for a comprehensive development with a provision of 334 flats and ancillary facilities. With the minor relaxation of PR and BH restrictions, the Proposed Development contributes to the private housing supply in Hong Kong with more sizeable and quality flats, which aligns with the Government's intention on promoting quality housing supply and alleviating housing problems in Hong Kong.

5.1.3 The Proposed Development not only enhances the overall housing supply but also significantly improves the living conditions for future residents in Hong Kong. The increased average flat size reflects a focus on more generous living spaces that cater to the diverse needs of families and individuals in the community. The Proposed Development aims to enhance the overall quality of life for residents while contributing positively to the living environment.

5.2 Addressing the Rising Need for RCHE Provision in Hong Kong

5.2.1 According to the Census and Statistics Department ("**C&SD**"), 20% of the total population in Hong Kong is aged 65 years or above by the end of 2022[2]. The elderly population is estimated to increase to about 28% and 32% in 2032 and 2042 respectively.

5.2.2 The urgent demand for residential care service ("**RCS**") for the elderly is also fully reflected on the Central Waiting List for various types of subsidised residential care services for the elderly ("**the List**"). As of 31 May 2024, there are a total of 16,567 applicants being waitlisted in the List. The average waiting time is about 9 months for care and attention places and nursing home places[3].

5.2.3 In respect of the Kwu Tung South area, according to the RNTPC Paper No. 3/24 dated 10.5.2024, it is expected that there will be shortfalls in several social welfare facilities, in the Kwu Tung South area, which include elderly care facilities. According to the requirement of the HKPSG, there will be a shortfall of 146 beds for the RCHE facility.

5.2.4 The Proposed Development will provide a RCHE with 100 bed places in recognition of the demand to increase the supply of RCHEs to relieve the pressure on service demand and shorten the waiting for the much-needed care services, especially in the Kwu Tung South area, which in turn could ease the burdens on the society and the residents' family.

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[2] Census and Statistics Department, *Table 1A: Population by Sex and Age Group*, https://www.censtatd.gov.hk/en/web_table.html?id=1A

[3] Social Welfare Department, Statistics on 'Waiting list for subsidised residential care services for the elderly', 'Waiting time for residential care services' and 'Turn for placement offer for cases applying for residential care services', https://www.swd.gov.hk/storage/asset/section/1022/en/CWL/LTC%20statistics_HP-EN(202405).pdf

5.3 Maximising Synergies with Kwu Tung North NDA

5.3.1 The Northern Metropolis ("**NM**") is envisioned to be one of the main sources of future housing supply, integrating quality life, leisure, and promoting a better home-job balance and green living, etc. Located to the south of Kwu Tung North NDA, which was positioned as a 'Mixed Development Node' with a mix of residential, commercial, leisure and community facilities, the Proposed Development is strategically located to leverage these goals of the Kwu Tung area.

5.3.2 With a view to uplifting development density in the NDAs, new developments in Kwu Tung North have recently sought an increase in PR and BH restrictions for public and private housing developments, of which reaching a maximum intensity for a PR of 7.8 and BH of +180mPD. The current application, seeking to increase development intensity through minor relaxation of PR and BH restrictions for increasing housing supply, is considered in line with the long-term vision of NM in expediting housing supply and optimising the use of land resources.

5.3.3 The Proposed Development not only offers residential flats but also incorporates social welfare and retail facilities, creating an inclusive local community. By aligning with the planning visions of the NM, it maximises synergy with the Kwu Tung North NDA by offering quality residential, commercial, and social elements, ultimately enhancing the overall living experience in Kwu Tung area.

5.4 Conforming to the Planning Intentions of the "CDA" Zone

5.4.1 The planning intention of "CDA" zone is for residential 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. Through providing 334 nos. of residential flats with open space and commercial and social welfare facilities, the Proposed Development would achieve to align with the planning intention of the concerned "CDA" zone. In addition, the master layout plan and other technical assessments have demonstrated that the Proposed Development would fulfil the planning controls as stipulated on the OZP.

5.5 Compatibility with the Surrounding Development Intensity

5.5.1 The Application Site is situated in a mix of built-up and rural context, which comprises low-to-medium-rise residential developments, open storage yards and agricultural land. To the immediate south and west of the Application Site, there are clusters of dwellings and village houses with a BH restriction of 3 storeys and PR of 0.4. To the further north of the Application Site, there are three sites of "CDA" zones (i.e. "CDA(1)", "CDA(2)" and "CDA(3)") with respective development restrictions. Among the three "CDA" sites, the maximum PR and BH restrictions range from 2 to 3 and from 70mPD to 75mPD, respectively. Recently, a similar application (No. A/NE-KTS/506) was approved by the Board for minor relaxation of PR and BH restrictions to 3.059 and 81.5mPD, respectively. This approved application implies the potential of intensifying the development of the Kwu Tung South area.

5.5.2 The Proposed Development, which is located in between the higher density developments in the north and low-density village houses in the south, demonstrates a gradual transition from the north to the south of Kwu Tung South area, allowing for thoughtful integration into the surrounding environment. The Proposed Development not only respects the low-rise residential development and village houses in the south, but also does not compromise the development potential of the Application Site.

5.5.3 Moreover, as discussed and demonstrated in the VIA in **Appendix 7**, the Proposed Development will unlikely induce significant adverse effects on the visual character of the surroundings with the incorporation of mitigation measures such as building setbacks and landscape treatments. Hence, the minor increase in PR and BH of the Proposed Development should be considered compatible with its surrounding developments, and it will not set an undesirable precedent in the area.

5.6 Planning Gains and Design Merits Brought by the Proposed Development

5.6.1 The Proposed Development continues to retain the design merits proposed under the approved Section 12A application. To further enhance the living environment, the Proposed Development will also bring forth the following planning and design merits.

Traffic Improvements to Hang Tau Tai Po Area

5.6.2 Given that there is currently only one GMB route serving the Hang Tau Tai Po area, and there is absent of proper layby along Hang Tau Road, the proposed layby within the Application Site would serve future enhancement of public transport service (i.e. increase of GMB route) for the existing and future residents in the area. A passenger shelter will also be provided at the proposed GMB layby for public benefit.

5.6.3 Additionally, since there is no proper pedestrian crossing facility along Hang Tau Road, the Proposed Development has taken the opportunity to improve pedestrian accessibility by providing a pedestrian crossing near the entrance of the Application Site. This will not only improve the overall pedestrian walkability and safety of the residents but also benefit the general public of the local neighbourhood.

Air Ventilation and Visual Permeability

5.6.4 Considering the surrounding neighbourhood of low-to-medium-rise buildings, the deposition of the building blocks of the Proposed Development emphasises enhancing air ventilation and visual permeability within the Application Site to the surroundings. An approximately 17m wide building separation is proposed between residential Tower 2 and Tower 3, which allows a better southwest-to-northeast airflow direction.

5.6.5 A visual corridor in a north-south direction, along with the stepped building height design, is preserved within the Application Site for the sake of breaking down the visual scale of the Proposed Development and allowing a better visual permeability between the Proposed Development and the low-rise surroundings.

Enhancement of Open Space Provision and Landscape Treatments

5.6.6 In terms of landscape design, the Proposed Development has explored opportunities to improve the landscape and local open space for the enjoyment of residents and visitors. The provision of open space not only fulfils the requirement under the HKPSG, the design also aims to provide high-quality active and passive recreational facilities and features. Features such as seating areas, groundcover, and greenery will create a welcoming environment that encourages outdoor activities and community engagement.

5.6.7 The comprehensive landscape treatment and greening opportunities will be provided within the Proposed Development. Among which, the landscape design at the Application Site boundary intends to help integrate the Proposed Development with the surrounding context, which is characterised by a mix of low-to-medium rise buildings and agricultural land settings.