Section 16 Planning Application for Proposed Minor Relaxation of Plot Ratio Restriction for the Redevelopment of a Permitted House at Lot 453 in D.D. 399, Castle Peak Road, Ting Kau

PLANNING STATEMENT

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Executive Summary

This section 16 planning application is submitted by Toco Planning Consultants Ltd. on behalf of Topnic Enterprises Ltd. (the Applicant), which is the land owner of Lot 453 in D.D. 399, Castle Peak Road, Ting Kau (the application site). The Applicant seeks planning permission from the Town Planning Board for proposed minor relaxation of plot ratio (PR) restriction from 0.4 to 0.75 for the redevelopment of a permitted house at the application site. The development proposal involves the redevelopment of an existing 2-storey domestic house with access (staircase) within the site into a 3-storey domestic house including car park and associated vehicular access.

The application site has an overall area of about 772.9m^2 and is currently zoned “Residential (Group C)” (“R(C)”) on the approved Tsuen Wan West Outline Zoning Plan (OZP) No. S/TWW/21. The existing house at the site was built at a level of 42.4mPD, which is about 13m higher than the street level of Ting Yat Street at 29.6mPD, and it can only be accessible on foot via a series of staircase through a narrow street frontage. Due to its inconvenience, the family members of the Applicant have moved out for more than 10 years. Since most of the family members have reached retirement age, they intend to come back to live in their house. However, they find it difficult to tackle stairs and the current accessibility can pose a fall hazard or may delay the emergency assistance. Therefore, they would like to redevelop the residential unit, which is currently in an old and dilapidated condition, into a larger house with vehicular access and car park to accommodate their current large extended family.

Planning and technical assessments have indicated that the proposed house redevelopment is well justified and will not result in any significant adverse impacts on traffic, environmental, drainage, sewerage, landscape, visual and geotechnical aspects of the locality. It is in line with the planning intention of “R(C)” zone and the relevant technical requirements to allow relaxation of PR restriction of “R(C)” zone to 0.75 as stipulated on the OZP. When comparing to the existing house, the proposed house and access improvements (i.e. car lift, barrier-free-access and internal transport provision) is considered a merit from traffic engineering viewpoint. Approval of the subject application is in line with the TPB’s decisions of similar applications in the area.

行政摘要

(內容如有差異，應以英文版本爲準)

Topnic Enterprises Ltd. (申請人) 是汀九青山公路丈量約份 399 約地段第 453 號 (申請地點) 的土地業主，現透過達材都市規劃顧問有限公司，根據城市規劃條例第 16 條向城市規劃委員會 (城規會) 遞交規劃申請，以准許申請地點將最高地積比率之限制由 0.4 倍略爲放寬至 0.75 倍，以作准許屋宇重建。擬議發展計劃包括將申請地點內的現有兩層高住宅屋宇及通路 (樓梯) 重建爲三層高住宅屋宇連停車場及相關車輛通道。

申請地點面積約有772.9平方米，現時在荃灣西部分區計劃大綱核准圖編號S/TWW/21 (大綱圖) 上被訂爲「住宅(丙類)」地帶。申請地點內的現有屋宇建於42.4米主水平基準上，與街道水平的汀逸路建於29.6米主水平基準上，高出超過13米，另外現有屋宇只能通過狹窄的臨街面並需步行一連串樓梯才能到達。由於申請地點不方便，申請人的家庭成員已經搬離超過10年，但有鑒於大部份成員已經年長，因此有意搬回該處所居住。不過，他們坦言出入時難以應付樓梯，以及現時的可達性有滑倒絆倒及緊急救援延誤的風險，因此他們希望將現時殘舊的住宅重建爲較大的屋宇以容納大家庭，當中包括提供停車場及車輛通道等設施。

規劃及工程研究指出擬議屋宇重建理據充分，並不會對本區及附近的交通、環境、排水、排污、園景、視覺景觀及岩土方面造成不良影響。擬議重建符合了「住宅(丙類)」地帶的規劃意向，以及大綱圖內所訂明對「住宅(丙類)」地帶放寬地積比率限制至 0.75 倍相關技術要求。與現有屋宇比較，擬議屋宇及通道改善 (包括車輛升降機、無障礙通道、場內交通配套) 在交通工程而言是有優越之處，而批准是次申請將會符合城規會對區內類似個案作出的決定。

1. INTRODUCTION

This section 16 (s.16) planning application is submitted by Toco Planning Consultants Ltd. on behalf of Topnic Enterprises Ltd. (the Applicant), which is the land owner of Lot 453 in D.D. 399, Castle Peak Road, Ting Kau (the application site). The Applicant seeks planning permission from the Town Planning Board (the Board/ TPB) for proposed minor relaxation of plot ratio (PR) restriction from 0.4 to 0.75 for the redevelopment of a permitted house at the application site. The development proposal involves the redevelopment of an existing 2-storey domestic house with access (staircase) into a 3-storey domestic house including car park and associated vehicular access.

The application site has an overall area of about 772.9m^2 and is currently zoned "Residential (Group C)" ("R(C)") on the approved Tsuen Wan West Outline Zoning Plan (OZP) No. S/TWW/21 (**Plan A**). According to the Notes for "R(C)" zone under the OZP, while 'House' is always permitted with a maximum PR of 0.4 and a maximum building height (BH) of 3 storeys including car park, the PR may be increased to a maximum of 0.75, provided that the noise impact from Castle Peak Road on the proposed development would be mitigated, upon application to the TPB. Hence, the present s.16 application is submitted and the Applicant intends to achieve the following improvements:

- Topnic Enterprises Ltd. is a family-owned business company and the family members of the company used to live in the application site. They have moved out of the house for more than 10 years due to the inconvenient site accessibility. Since most of the family members have reached retirement age, they intend to come back to live in their house. They would like to redevelop the residential unit, which is currently in an old and dilapidated condition, into a larger house with vehicular access and car park to accommodate their current large extended family.

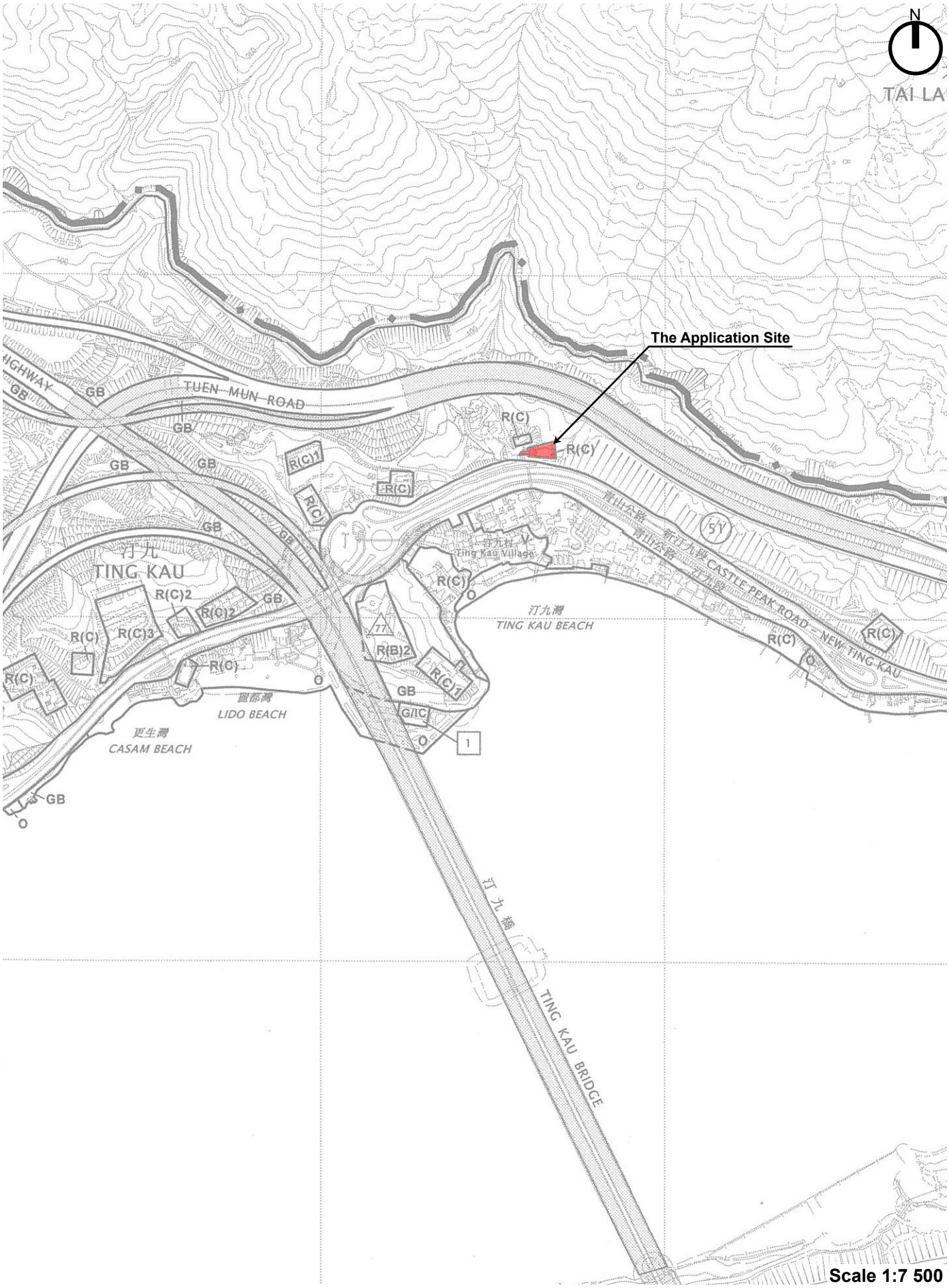
- The existing house at the site was built at a level of 42.4mPD, which is about 13m higher than the street level of Ting Yat Street at 29.6mPD, and it can only be accessible on foot via a series of staircase through a narrow street frontage. The senior family members find it difficult to tackle stairs and the current accessibility can pose a fall hazard or may delay the emergency assistance. Hence, a vehicular access and a car lift have been proposed within the application site to improve the site accessibility. The proposed access improvement has already taken into account the technical feasibility of the site such as registered slopes, level difference and the existing landscape features.

In support of this s.16 planning application, pre-submission with the relevant Government departments have been conducted. This Planning Statement, development proposal and technical assessments have already been updated accordingly by taking into account the departmental comments received during the pre-submission stage (see **Appendix I**).

Planning and technical assessments have indicated that the present application is well justified based on the following reasons:-

(a) the proposed house redevelopment with a PR of 0.75 and a BH of 3-storey including car park is in line with the planning intention and development scale of "R(C)" zone as stipulated on the OZP;
(b) the OZP criteria on the subject PR relaxation has been fulfilled since the result of the Noise Impact Assessment revealed that the proposed redevelopment will not be subject to any adverse noise impact;
(c) the design of the proposed redevelopment blends in well with the surroundings in particular with due consideration to tree preservation and fresh air ventilation to the development proposal;
(d) the proposed access improvement with vehicular and barrier-free access can achieve the required regulated and safety standards with potential geotechnical and minimal landscape impacts to meet the safety and emergency needs of the residents;
(e) the proposed redevelopment will not result in any significant impact on traffic, environmental, drainage, sewerage, landscape, visual and geotechnical aspects; and
(f) it will not set an undesirable precedent for similar applications.

The above planning justifications will be explained in detail in the following sections. Details of various technical assessments are attached in **Appendices II** to **IV**.



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Plan A: Zoning and Location Plan

Extract of Approved Tsuen Wan West Outline Zoning Plan No. S/TWW/21

2. PLANNING BACKGROUND

The location, accessibility, existing condition, adjacent land uses, planning history and land status of the application site will be presented in this section.

2.1 Site Location and Accessibility (Plan A)

The application site, namely La Casetta, is located on a hillside of Ting Kau at the eastern end of Ting Yat Road, Tsuen Wan West (**Photo 1**). It is sandwiched between Tuen Mun Road to its further north and Castle Peak Road – New Ting Kau to its south (**Photo 2**), and is bounded by vegetated slopes with some residential units to the north and northwest (**Photo 3**); and Ting Yat Road and footbridge to the southwest. The site situated on an upper part of the hilly slope has a frontage facing Tsing Ma Bridge, enjoying a panoramic view of the Ma Wan Channel.

The application site is currently not accessible by vehicle. However, it is facing Ting Yat Road, a local road of single 2 carriageway standard, connects to Castle Peak Road. The site is accessible to road-based public transport services with the nearest bus stops located about 100m away along Castle Peak Road.

2.2 Site Conditions (Plan B)

The application site is about 772.9m^2 in area and is currently occupied by a 2-storey domestic house established in 1979 (**Photo 7 - Photo 8**). The residential unit sits on a platform which it is mainly used as access and some minor landscaping (**Photo 4 - Photo 6**). It was built at a base level of +42.4mPD, which is about 13m higher than the street level of Ting Yat Street at 29.6mPD. The existing house is only accessible on foot via a series of staircase through a narrow street frontage and approximately 4.5m at the cul-de-sac of Ting Yat Road.

The existing house is located behind a retaining structure along its frontage at Castle Peak Road - New Ting Kau (Tsuen Wan Bound), which is located at around 24.8mPD, i.e. some 17.6m below. Footbridge NF390 and its landing are also situated along the site frontage. Hence, vehicular access to/from the application site is not available at present. The Applicant and its family have moved out of the house for more than 10 years due to the inconvenience with no direct vehicular access. The current condition of the residential unit is old and dilapidated.

Photo 1: The application site.

Photo 2: Castle Peak Road - New Ting Kau

Photo 3: Site and its surrounding area.

Photo 4: West of the site.

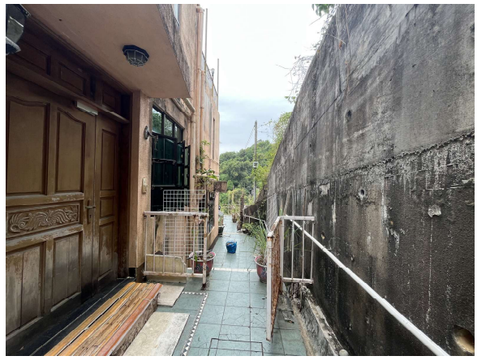


Photo 5: North of the site.

Photo 6: South of the site.

Photo 7: Ground floor of the residential unit.

Photo 8: First floor of the residential unit.

Notes:

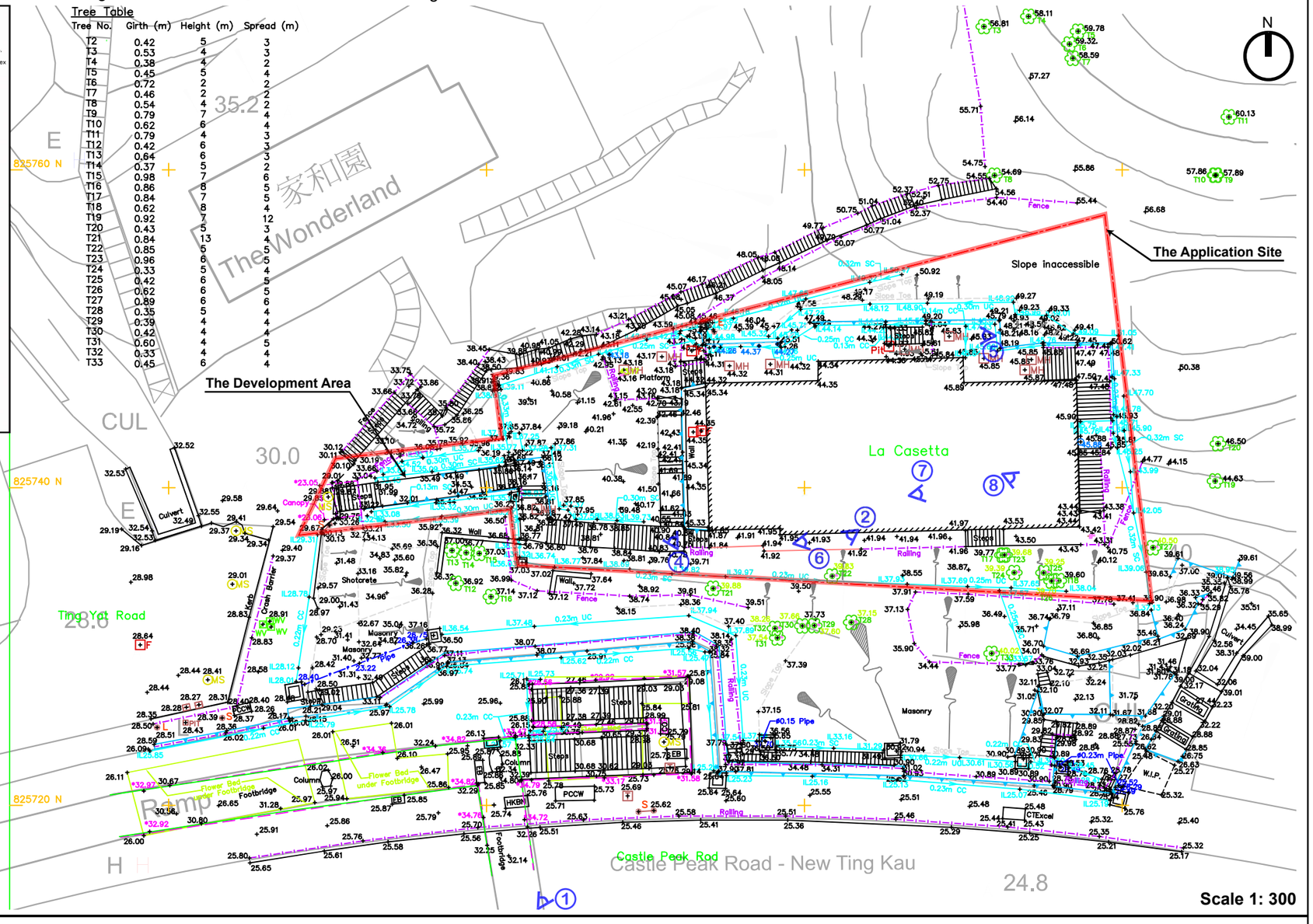
1. All levels are in metres above HK Principal Datum
2. Grid lines are in H.K. Metric Grid 1980.
3. Elevations of kerb are referred to the bottom of kerb.
4. Lot boudary shown hereon is scaled from the Lot Index Plan.

Legend:

F	Foul Water Manhole
MS	Storm Water Manhole
MH	Manhole
0.30m CC IL35.20	Covered Channel and Invert Level
0.30m UC IL35.20	U-Channel and Invert Level
0.30m SC IL35.20	Stepped Channel and Invert Level
	Gully
	Catch Pit
WV	Valve Water
EB	Electric Box
T	Telecom Manhole
Pit	Pit
T1	Tree & Tree Number
S	Sign Pole
L	Lamp Post
E	Electricity Pole
	Gate
	Fence/Railing
P	Pipeline
	0.10mø Pipe
	Retaining Wall
*31.57	Above ground level

Tree Table

Tree No.	Girth (m)	Height (m)	Spread (m)
T2	0.42	5	3
T3	0.53	4	3
T4	0.38	4	2
T5	0.45	5	4
T6	0.72	2	2
T7	0.46	2	2
T8	0.54	4	2
T9	0.79	7	4
T10	0.62	6	4
T11	0.79	4	3
T12	0.42	6	3
T13	0.64	6	3
T14	0.37	5	2
T15	0.98	7	6
T16	0.86	8	5
T17	0.84	7	5
T18	0.62	8	4
T19	0.92	7	12
T20	0.43	5	3
T21	0.84	13	4
T22	0.85	5	5
T23	0.96	6	5
T24	0.33	5	4
T25	0.42	6	5
T26	0.62	6	5
T27	0.89	6	6
T28	0.35	5	4
T29	0.39	4	4
T30	0.42	4	4
T31	0.60	4	5
T32	0.33	4	4
T33	0.45	6	4



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Plan B: Site Plan

(Survey Sheet Overlaid by Topographic Survey prepared by Henry Chan Surveyors Ltd. in March 2024)

2.3 Adjacent Land Uses (Plan C)

The application site is within an area generally known as Ting Kau, which is a low-rise and low-density residential area between Tsuen Wan and Sham Tseng. The surrounding area has the following characteristics:

(a) North – Tuen Mun Road is located about 54m further north of the site across the vegetated slope.

(b) East – The eastern side of the site is mainly consisting of man-made slopes and vegetated natural slopes.

(c) South – To the further south across Castle Peak Road are a cluster of residential developments and Ting Kau Beach.

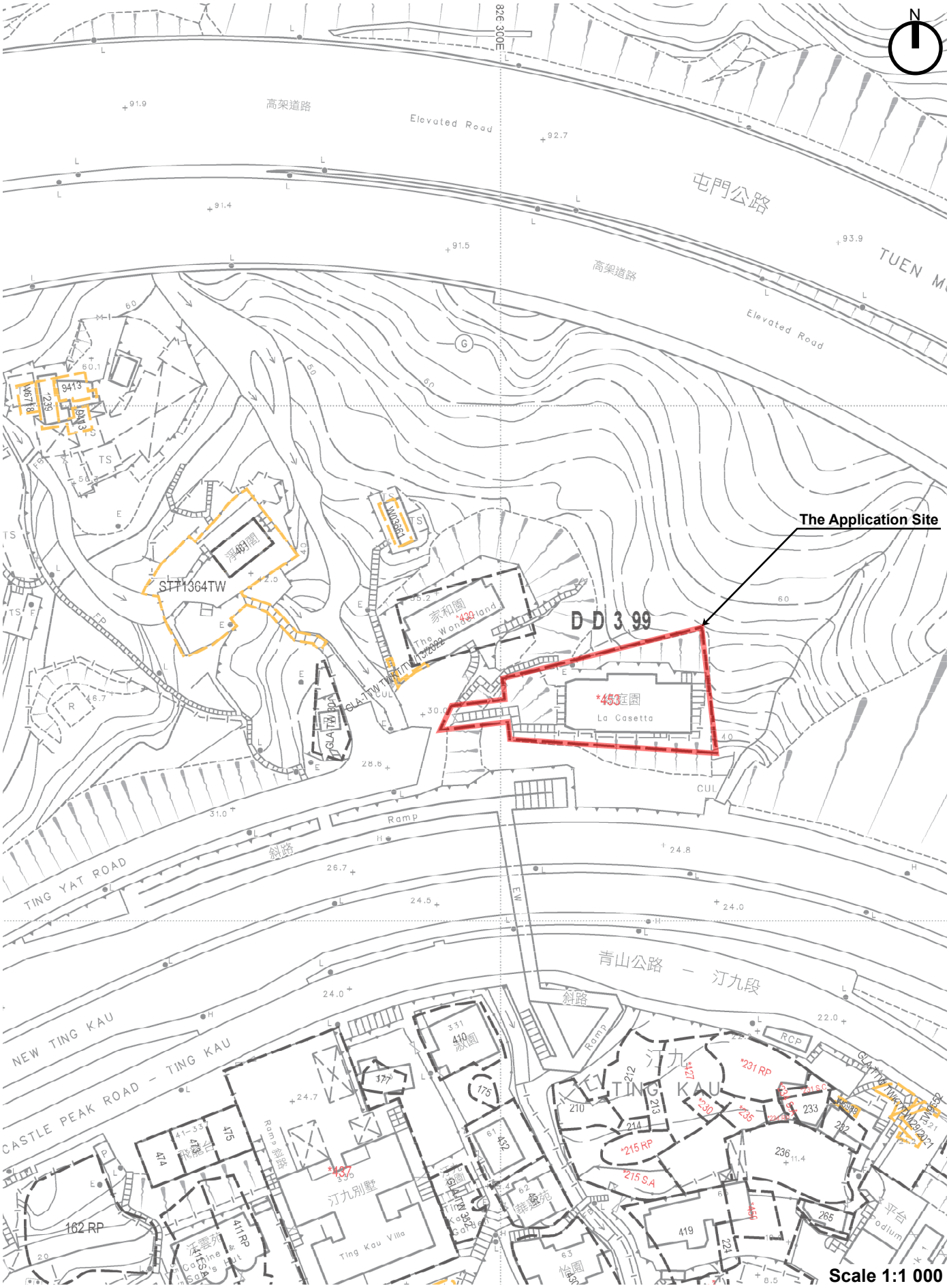
(d) West – The western side of the site is mainly covered by slope with mature trees and some residential developments (i.e. The Wonderland and Lindo Green).

2.4 Planning Context

The application site falls within an area zoned “R(C)” on the approved Tsuen Wan West OZP No. S/TWW/21. The planning intention of this zone is primarily for low-rise and low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

The Notes of the OZP states that development in “R(C)” zone is restricted to a maximum PR of 0.4 and a maximum BH restriction of 3 storeys including car park. Upon obtaining permission of the TPB on application, the PR may be increased to a maximum of 0.75, provided that the noise impact from Castle Peak Road on the proposed development would be mitigated to the satisfaction of the Board. Thus, while ‘House’ use is always permitted within the “R(C)” zone, the proposed minor relaxation of maximum PR restriction to 0.75 requires planning permission from the Board. Moreover, no planning permission for the proposed solar panel at the rooftop of building is required because the system is regarded as an ancillary use for supplementing power supply to the permitted house development.

According to the Explanatory Statement of the OZP, because of the existing infrastructural constraints and the objectives to conserve the natural landscape, panoramic sea view as well as to provide greater flexibility without compromising the low-rise, low-density character of the “R(C)” sites, development or redevelopment within “R(C)” zone is restricted to the maximum PR and BH stipulated in the Notes. The design of the residential buildings should, in addition to the need to address the traffic noise impact from Castle Peak Road, blend in well with the surroundings in particular with due regard to tree preservation and fresh air ventilation in the development proposals.



Plan C: Land Status Plan

2.5 Land Status (Plan C)

The application site covers Lot 453 in D.D. 399. The private lot is owned by the Applicant and is held under New Grant No. 4991 for building purpose with a site area of approximately 8,310ft^2 (about 772.92m^2). New Grant No. 4991 is subject to the lease condition that any building shall not exceed 25ft above the mean formation level of the land nor exceed 2 storeys in height; and the maximum area of the lot that may be built over shall not exceed 30 per cent of the area of the lot. Moreover, no building(s) or support for any building(s) is allowed to be erected over the areas coloured red hatched black (i.e. the areas covering the existing vegetated slope situated north and south of the site) on plan attached in the lease document concerning the subject lot.

After the planning approval is given by the Board, the Applicant will submit an application for lease modification covering the subject lot to the Lands Department to facilitate the implementation of the proposed redevelopment at the application site.

3. DEVELOPMENT PROPOSAL

The Applicant seeks planning permission from the Board for proposed minor relaxation of PR restriction from 0.4 to 0.75 for the redevelopment of a permitted house at the application site. The development proposal in support of this planning application will be presented in this section.

3.1 Master Layout Plan and Development Schedule

A set of the architectural drawings (i.e. Photomontage, Master Layout Plan, Floor Plans, Elevation Plan and Section Plans) for the proposed redevelopment are attached in **Plan D** to **Plan N**. The proposed redevelopment scheme comprises a 3-storey domestic house (including car park) with access improvement (i.e. vehicular access and car lift). It has been carefully designed to respect the surrounding environment and the planning intention of "R(C)" zone. The architectural design of the proposed redevelopment is described below:

(a) <u>Master Layout Plan</u>

The design synopsis for the proposed development is enclosed in **Appendix II**.

1) Overall Architectural Design Concept

The overall architectural design is humble, pragmatic and elementary, which are what senior citizens require for tranquillity. Based on any residential designs, the Piano-Nobile, meaning the first level at 52.043mPD is where Living Room, Dining Room, Study Room located and all En-Suites are located at upper level maximizing the Sea Views towards the Ting Kau Bridge.

2) Improve Accessibility

For easy accessibility, the Car Lift is proposed at 30mPD, with a dimension of 4m x 6.6m for vehicular access and for emergency access for rescue. Such proposal requires simple excavation of the slope at 1:10, with simple retaining structure and with a proper fire escape routing with staircase for discharging in case of fire. All added up the core will be the major vertical circulation like the human artery keeping the dwelling and dwellers alive.

The proposed Car Port at the 44.043mPD level is purely for vehicular drop off and to resolve the parking problems at Ting Yat Road below, such design creates a proper Entrance Lobby Statement whilst the Car Port is environmental sound for natural ventilation.

3) Installation of Renewable-energy System

Solar photovoltaic panels are proposed to be installed on the roof of the building and it would generate electricity for the supply of the applied use at the site.

4) Taken into Account the Sustainable Building Design Guidelines (SBDG)

The requirements from the SBDG have been taken into account on the proposed development. In view that the height of the proposed standalone residential redevelopment does not exceed 15m, the first requirement (i.e. building separation) could be exempted. Nevertheless, the basement carport has been designed to be natural ventilated on 3 sides. Regarding to the second requirement (i.e. building setback), the New Grant No. 4991 is subject to the lease condition that no building(s) or support for any building(s) is allowed to be erected over the areas coloured red hatched black (i.e. the areas covering the existing vegetated slope situated north and south of the site) on plan attached in the lease document concerning the subject lot. Thus, the building setback has been automatically been considered in the proposed redevelopment. Lastly, regarding the third requirement (i.e. site coverage of greenery) it is understood that such requirement is not applicable to sites with a single family house only. Nevertheless, a preliminary landscape proposal has been provided as detailed in the following **Section 3.2** to enhance the visual and environmental quality of the proposed redevelopment.

(b) <u>Development Schedule</u>

The indicative planning parameters of the proposed redevelopment scheme are shown in **Table 3.1**. It is generally in line with the maximum relaxation of plot ratio of 0.75 as stipulated on the Notes of "R(C)" zone on the current OZP.

Table 3.1: Development Schedule of the Proposed Development

Major Parameters				
Site Area	About 772.92m^2			
Maximum Plot Ratio	Not more than 0.75			
Total GFA based on a Plot Ratio of 0.75	About 578.66m^2			
	Floor	***Facilities***	***GFA***	***Remarks***
	Entrance	Car Lift	20.243m^2	Not Accountable GFA for Car Park
	LG/F: Carpark	Car Port	-	Not Accountable GFA
		E&M Rooms	-	Not Accountable GFA
		Storeroom	13.723m^2	Domestic GFA
		Lobby	21.786m^2	Domestic GFA
	G/F: Domestic	Residential Area	291.962m^2	Domestic GFA
	1/F: Domestic	Residential Area	208.157m^2	Domestic GFA
	Roof	Lobby	22.789m^2	Domestic GFA
Site Coverage	About 48.61%			
No. of Block(s)	1			
No. of Storey(s)	3 storeys including car park			
Maximum Building Height	About 11.5m (or 55.543mPD)			
No. of Parking Space(s)	3 nos. Car Parking Space @ 5.0m x 2.5m 1 no. Accessible Car Parking Space @ 5.0m x 3.5m 1 no. Motorcycle Parking Space @ 2.4m x 1.0m			

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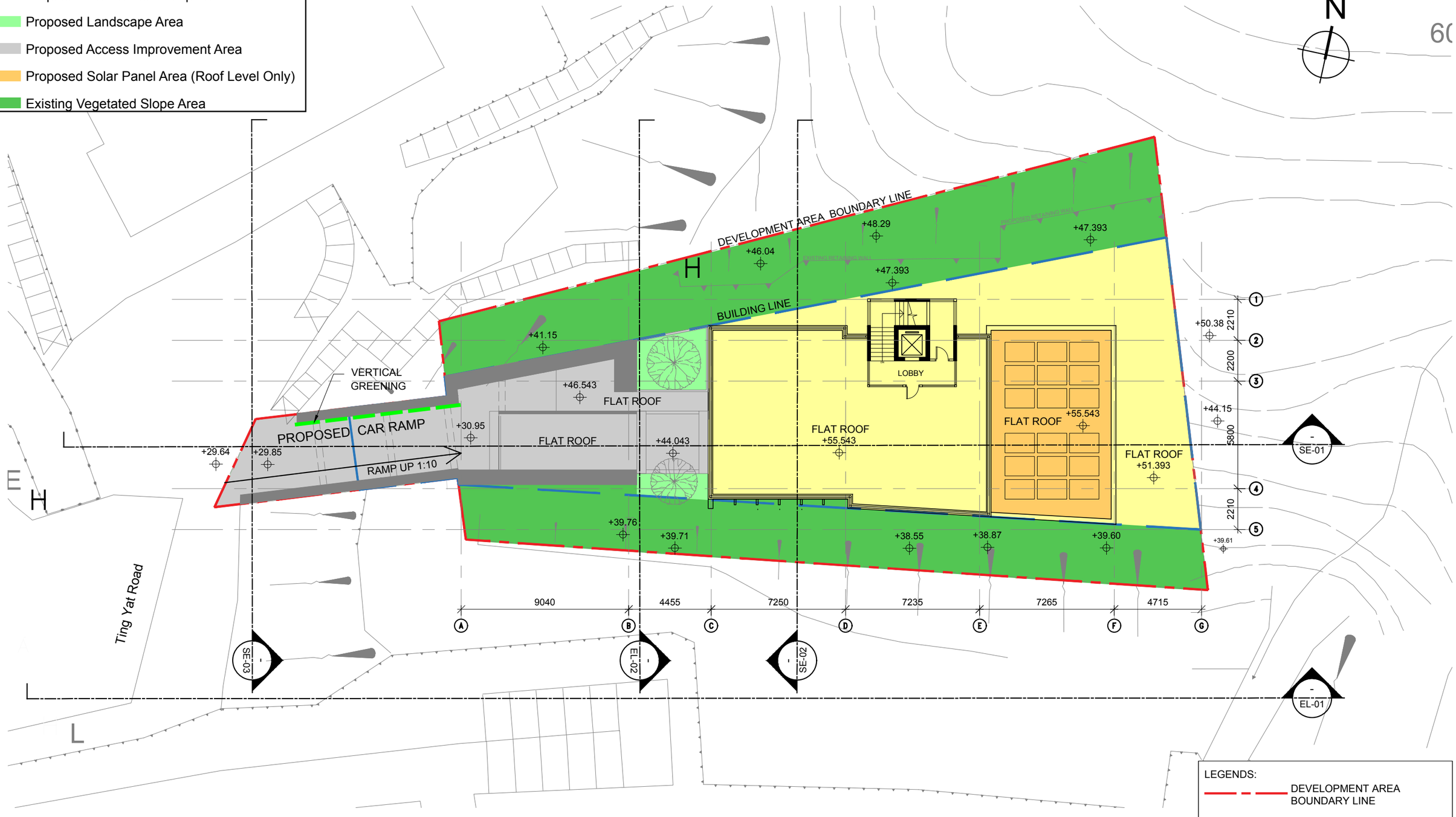
Plan D: Photomontage

Legends :

- Proposed House Redevelopment Area
- Proposed Landscape Area
- Proposed Access Improvement Area
- Proposed Solar Panel Area (Roof Level Only)
- Existing Vegetated Slope Area



LEGENDS:

- DEVELOPMENT AREA BOUNDARY LINE
- BUILDING LINE (UNDER LEASE)
- VERTICAL GREENING

MLP-01 MASTER LAYOUT PLAN
SCALE: 1:200 (A3)

何 周 禮 建 築 設 計 事 務 所 有 限 公 司

REMARKS: DO NOT SCALE THIS DRAWING. ALL MEASUREMENTS MUST BE CHECKED ON SITE.

APPROVED:	-
DATE:	-
CHECKED:	MM
DATE:	-
DRAWN:	BC
DATE:	DEC 2023

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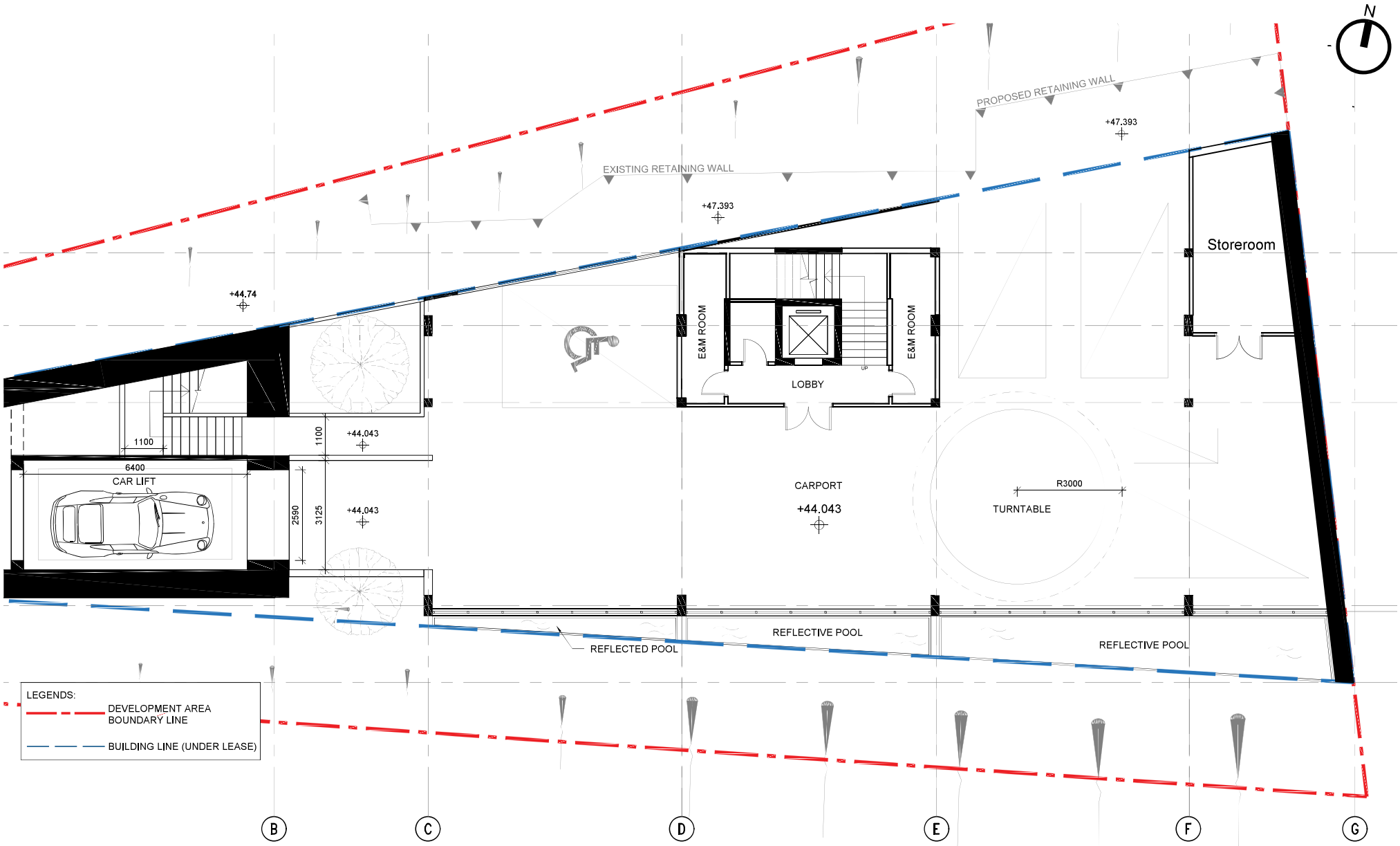
Plan E: Master Layout Plan

DWG NO.:	MLP-01
JOB NO.:	202327
SCALE:	1:200 (A3)

REVISION	DATE	DRAWN	CHECKED
A	MAY 2024	GL	MM
B	SEP 2024	MC	AP

For Indicative Purpose



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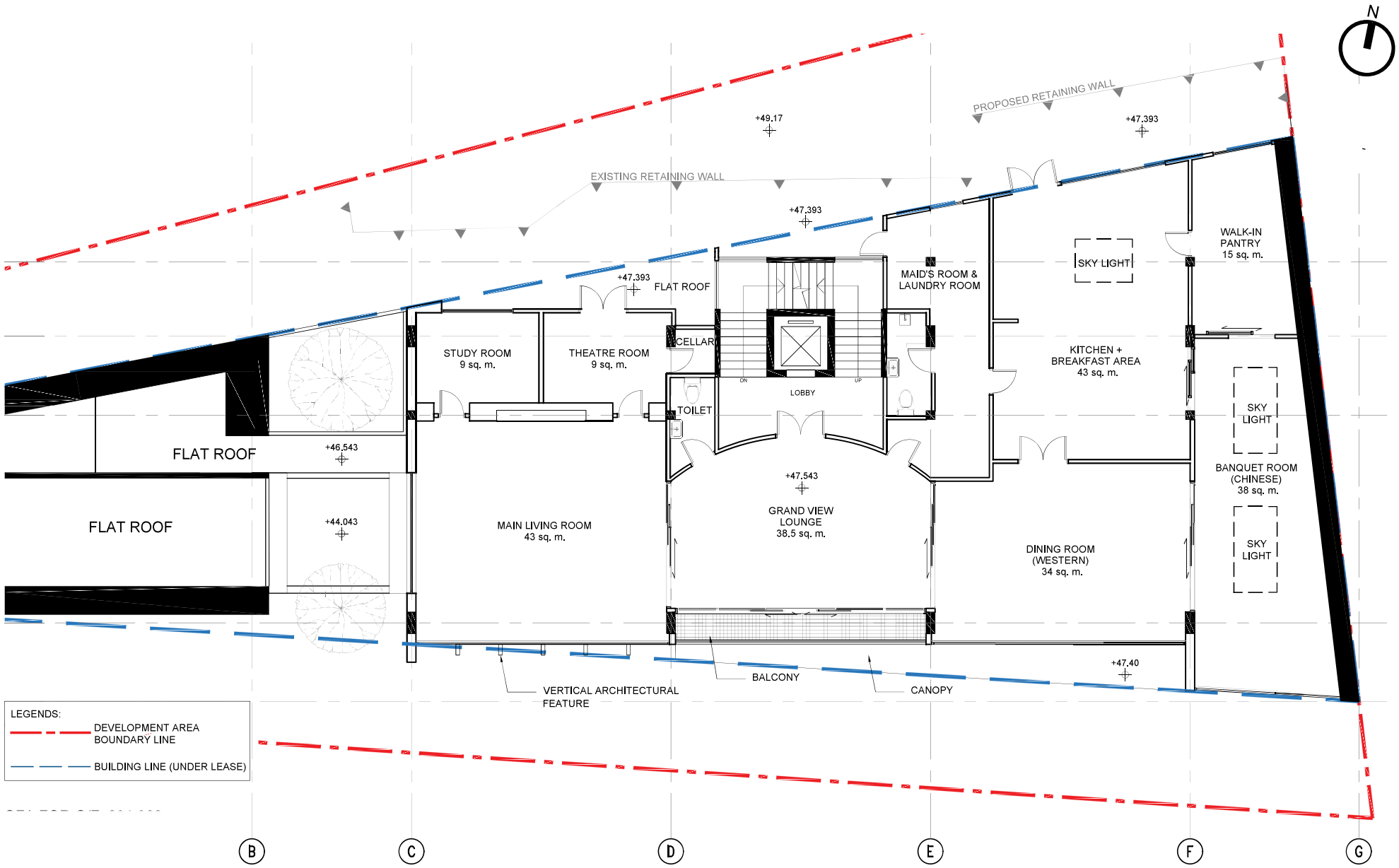
Plan F: Floor Plan (LG/F)



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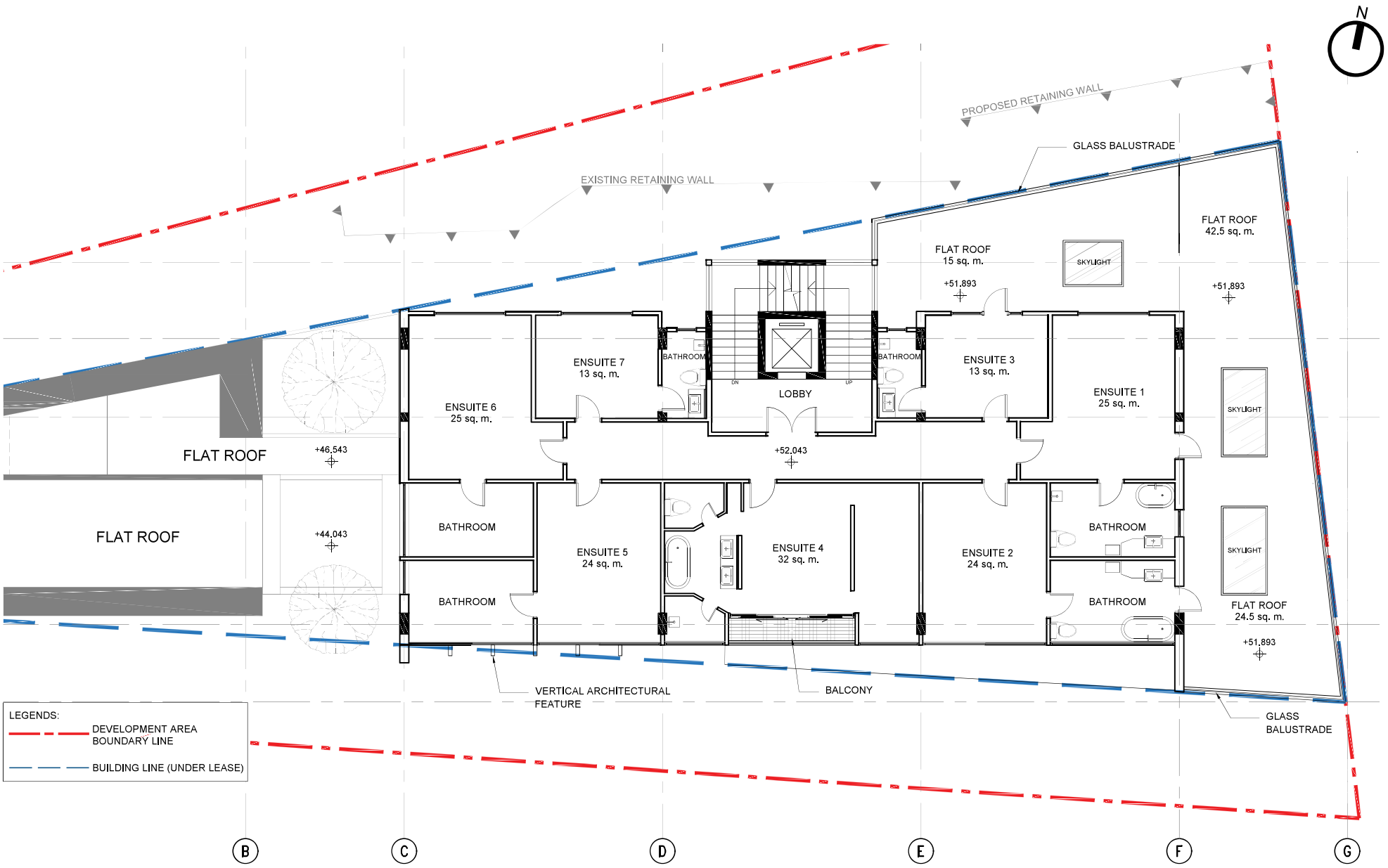
Plan G: Floor Plan (G/F)



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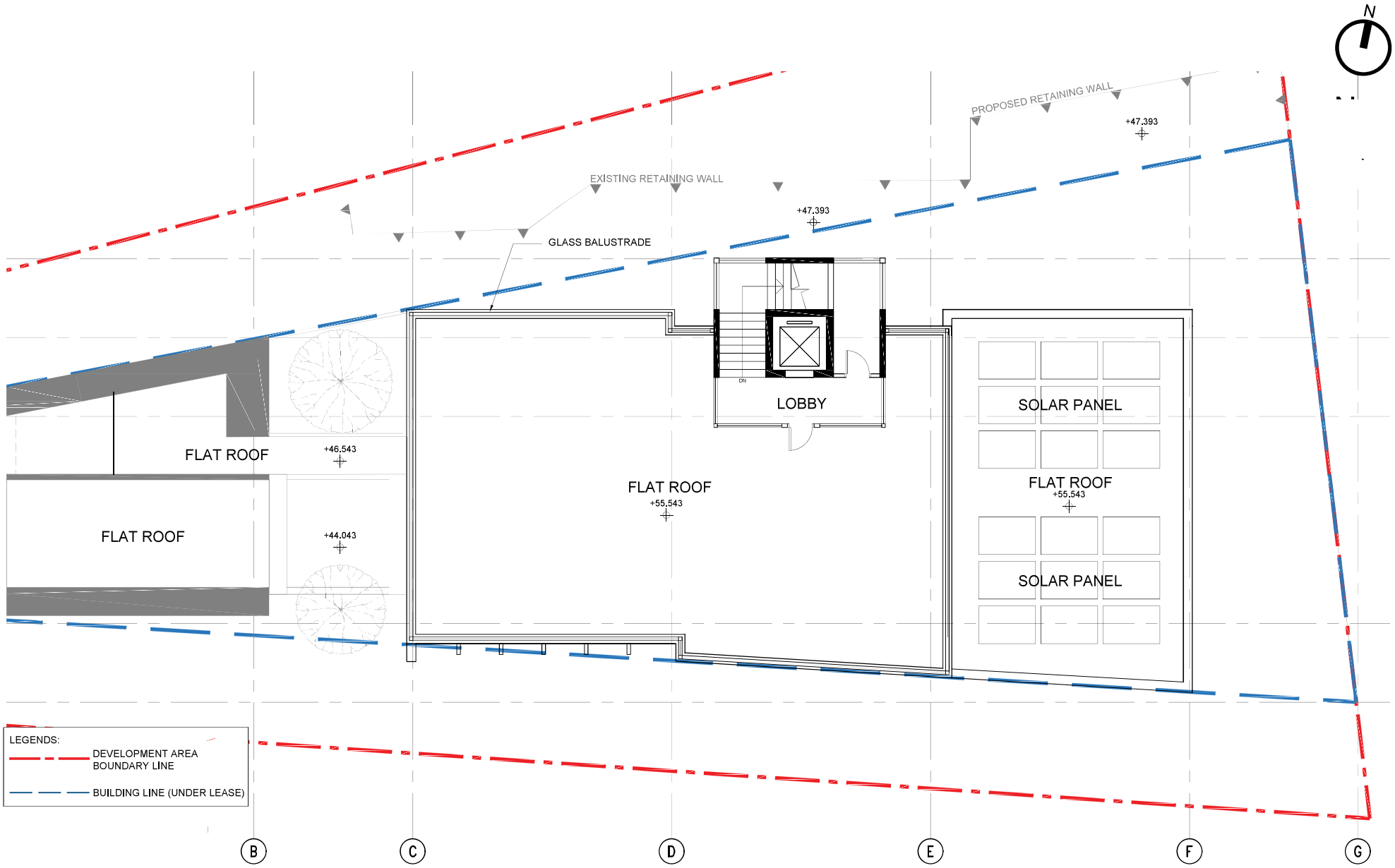
Plan H: Floor Plan (1/F)



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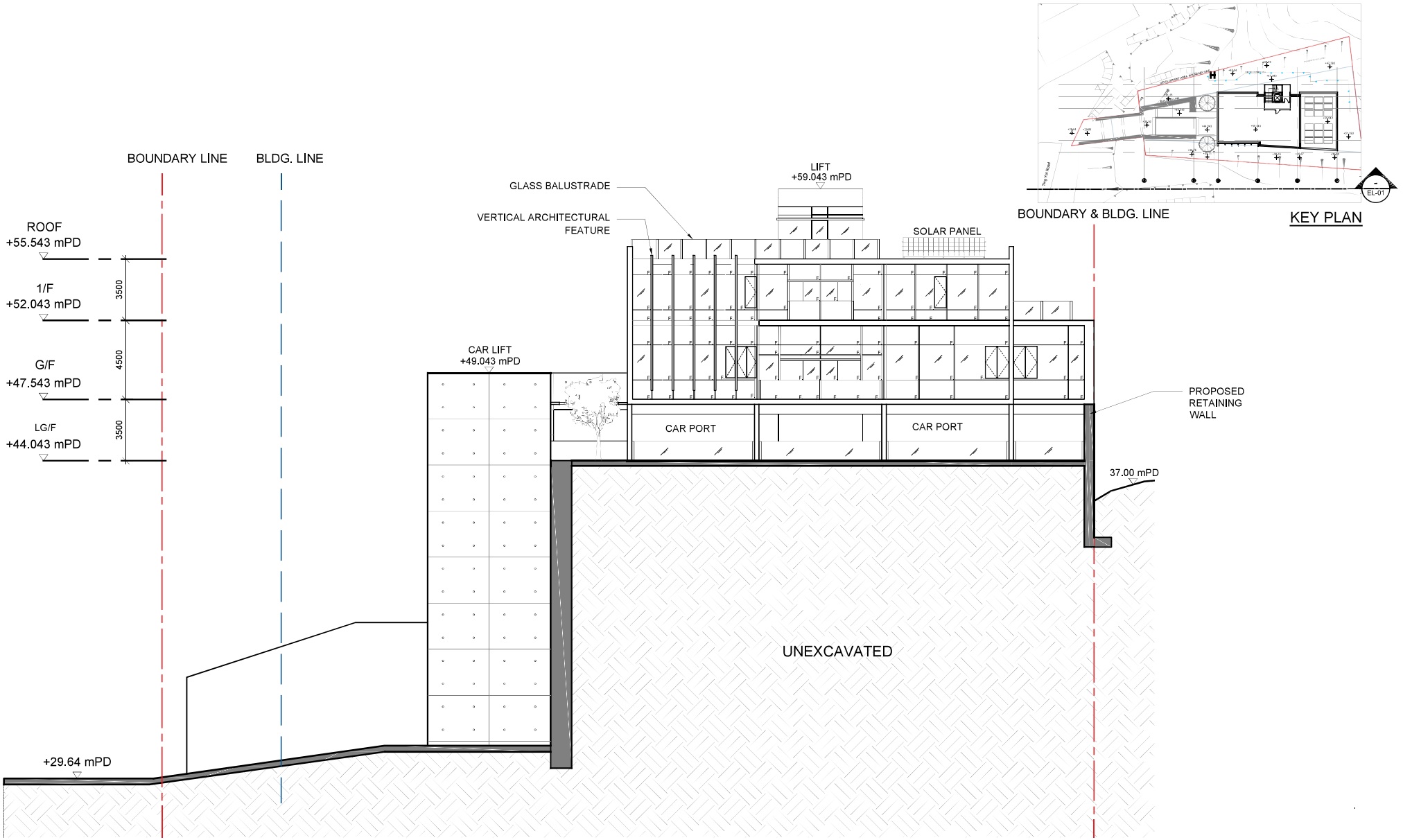
Plan I: Floor Plan (R/F)



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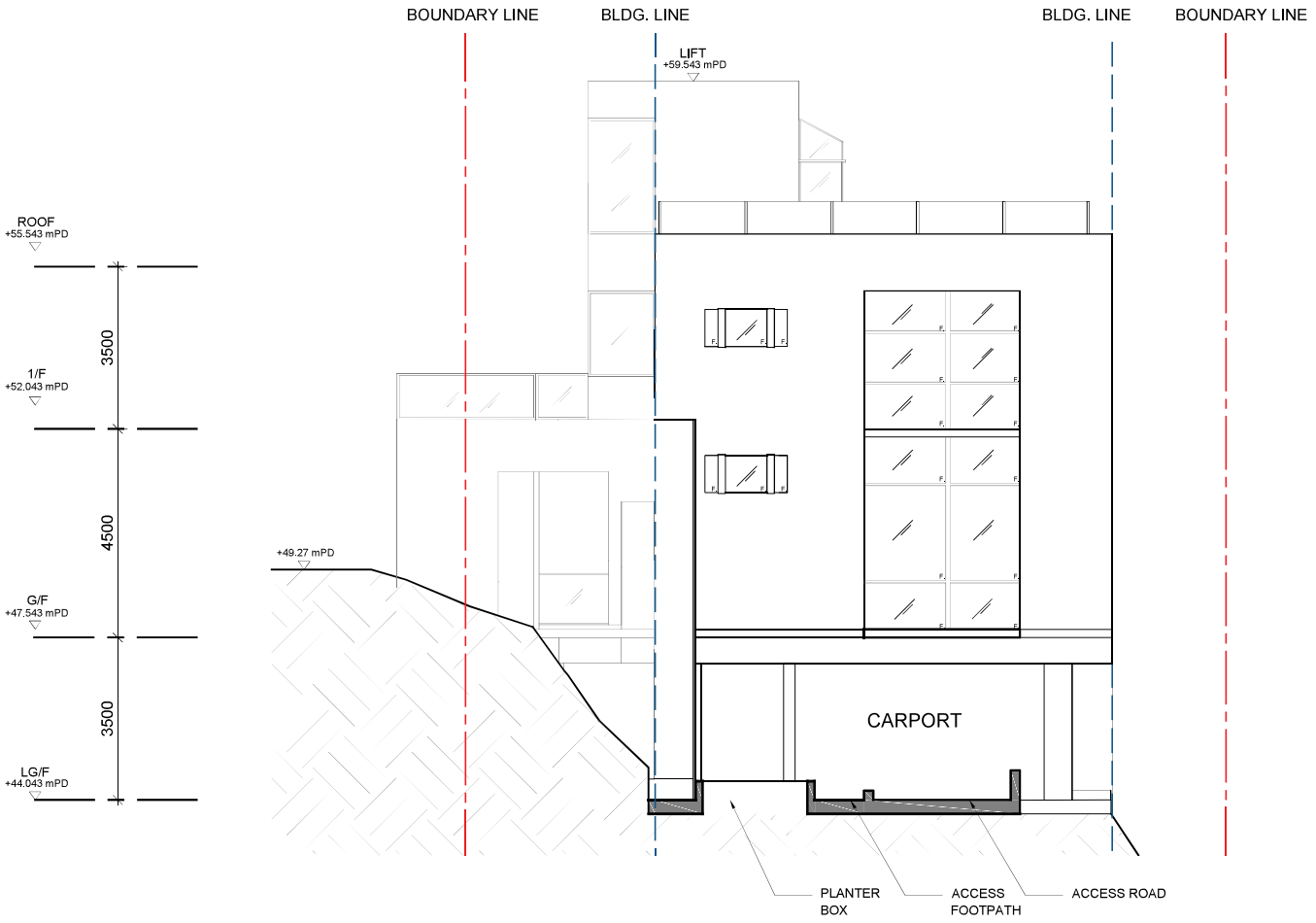
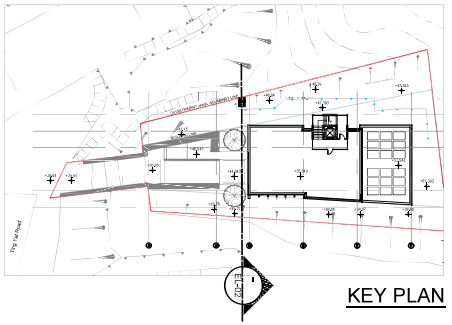
Plan J: Elevation Plan (1)

(View from Castle Peak Road)





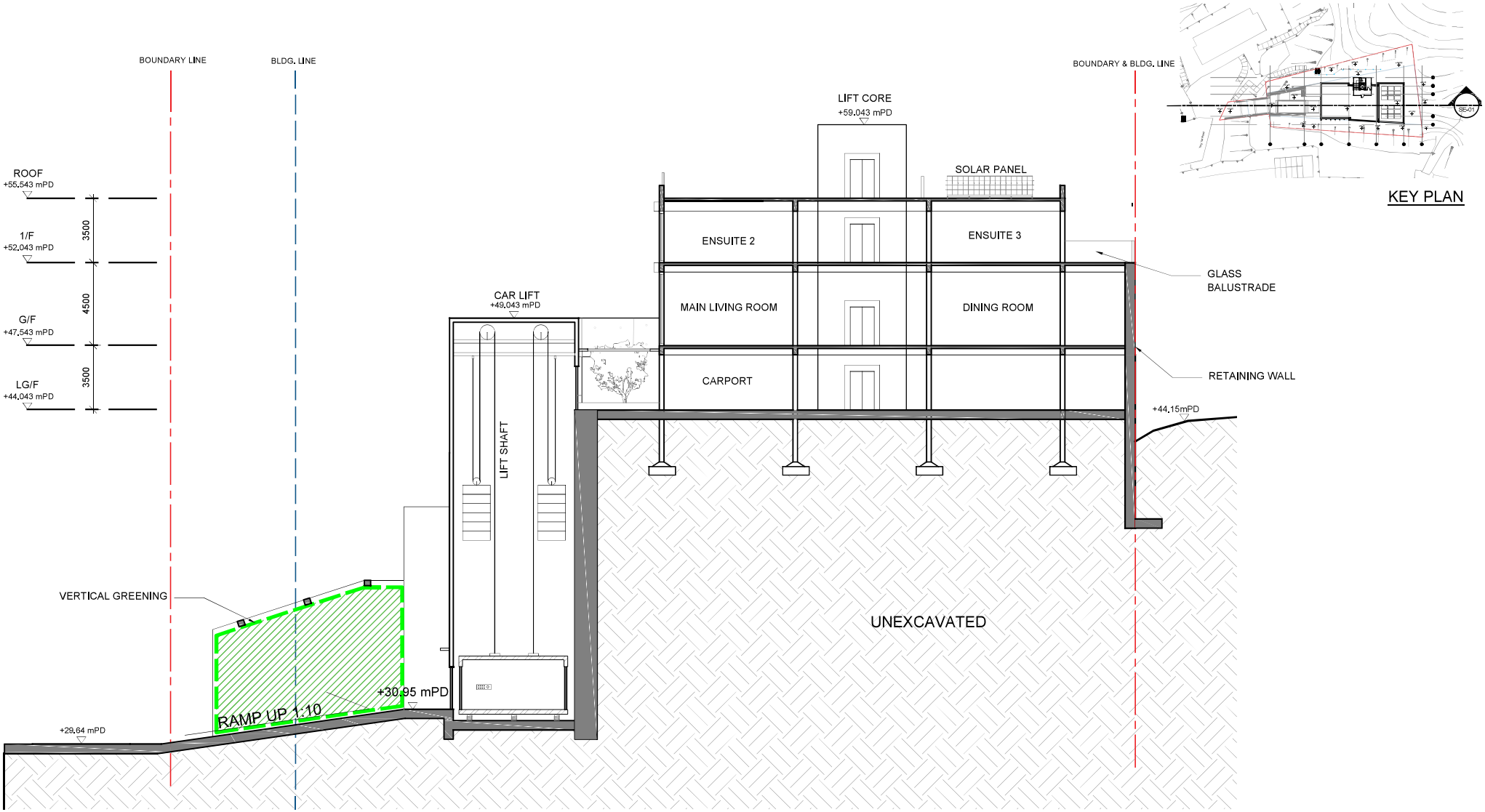
KEY PLAN

Scale: 1 : 150

B H A
BARRIE HO
ARCHITECTURE · INTERIORS

Plan K: Elevation Plan (2)

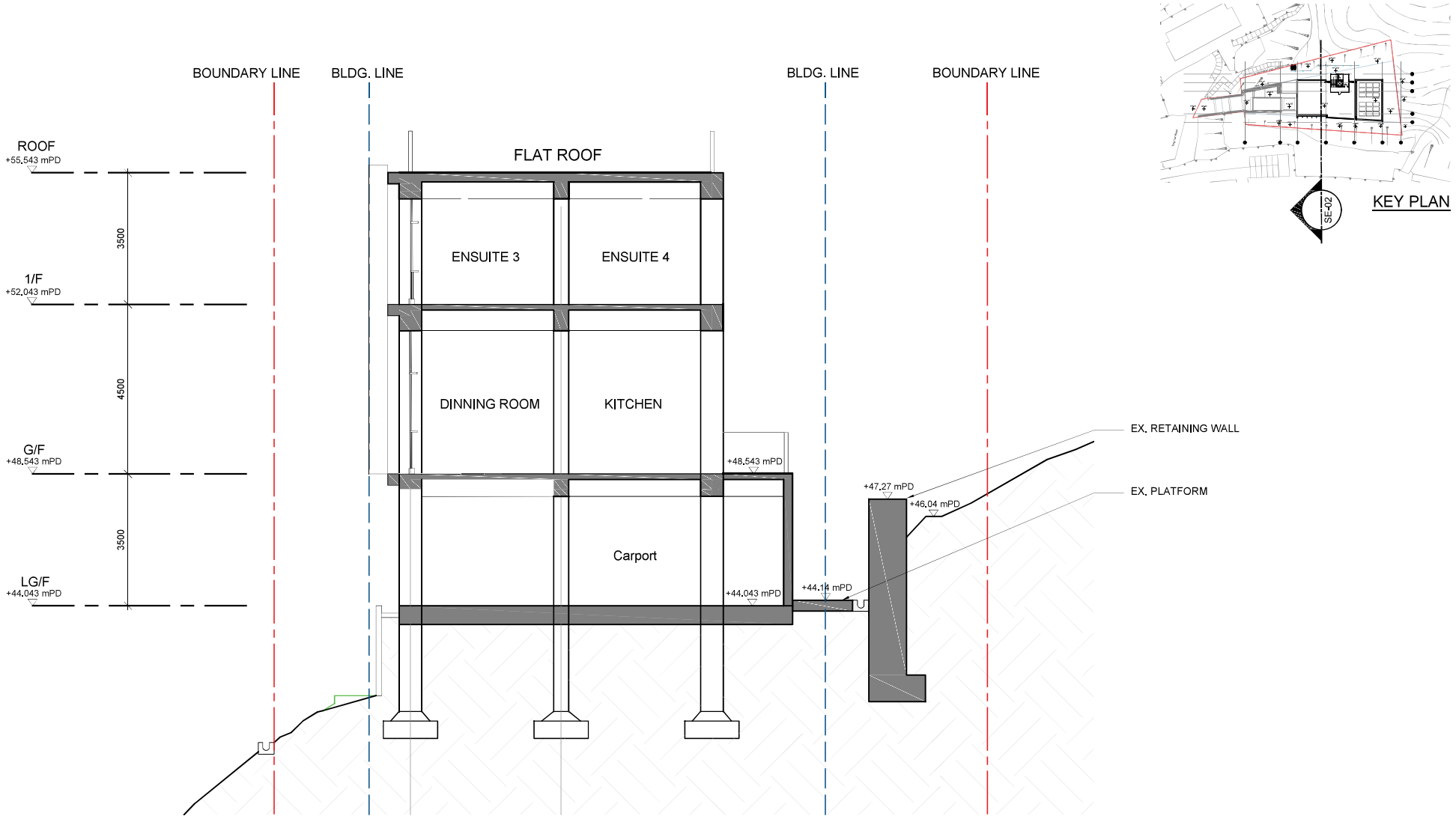
(View from Ting Yat Road)



Scale: 1 : 300

B H A
BARRIE HO
ARCHITECTURE · INTERIORS

Plan L: Section Plan (1)



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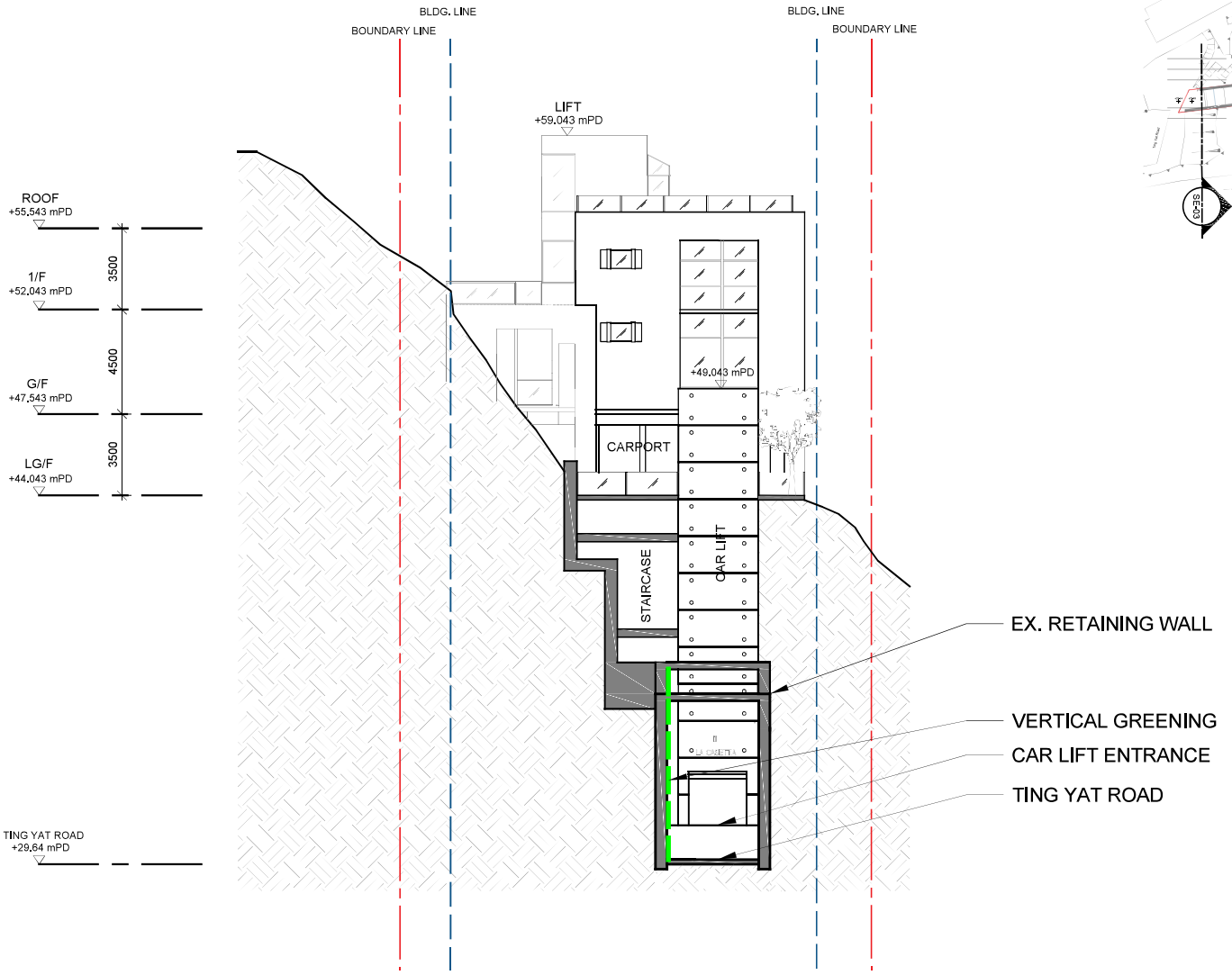
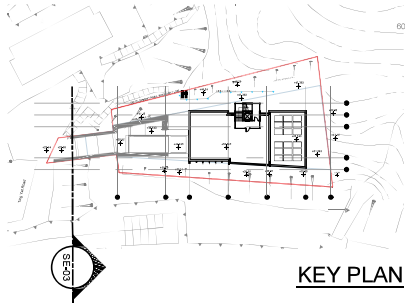
ARCHITECTURE · INTERIORS

Plan M: Section Plan (2)





KEY PLAN

Scale: 1 : 300

B H A
BARRIE HO
ARCHITECTURE · INTERIORS

Plan N: Section Plan (3)

3.2 Landscape Consideration

At present, the application site is occupied by a 2-storey domestic house built on top of an existing platform with a base level of +42.4mPD surrounded by the registered slopes (i.e. 6SE-D/R137, 6SE-D/FR154, 6SE-D/CF178, 6SE-D/C423 and 6SW-D/CR424), which is about 13m higher than the street level of Ting Yat Street at 29.6mPD. According to the topographic survey conducted by Henry Chan Surveyors Ltd. on 18.3.2024, there are two existing trees (i.e. Tree Nos. T17 and T18) identified within the site and they are situated at the southeastern corner of the site on the slope area. The remaining surveyed trees fall outside the site boundary and they are distributed around the slope area. Basic information on the existing trees within the site boundary is shown below.

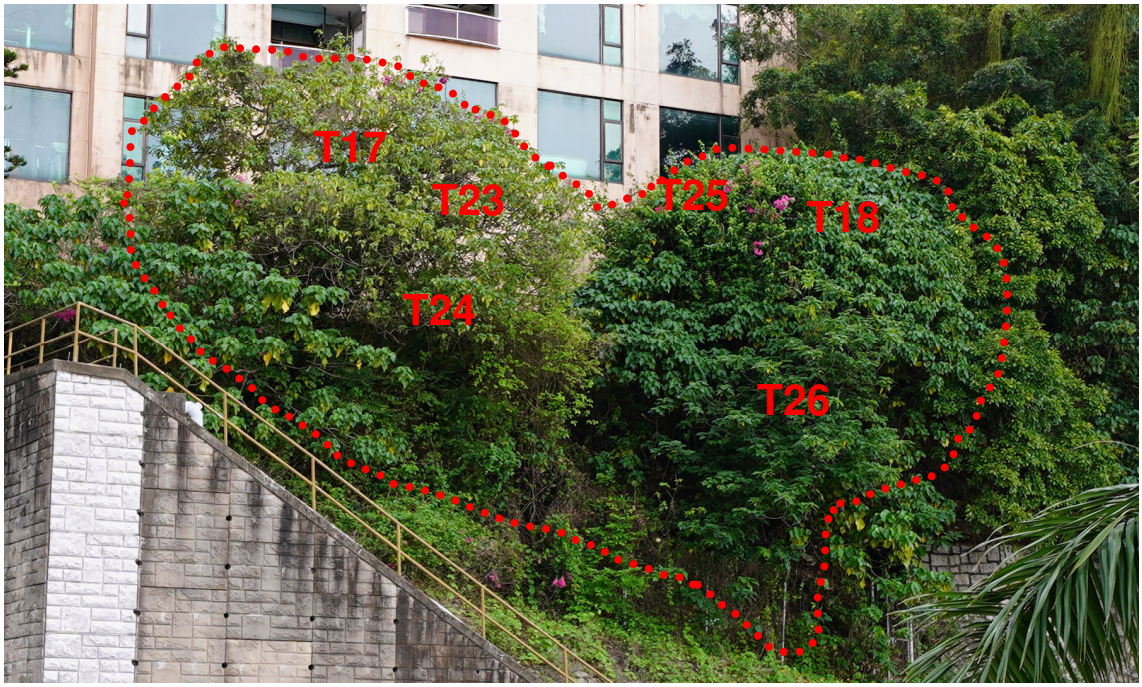


Table 3.2: Preliminary Broad Brush Tree Survey Table

Tree No.	Species		Size			General Condition
	Botanical Name	Chinese	Height (m)	DBH (mm)	Spread (m)	Tree Health based on observation (good/ fair/ poor)
T17	*Macaranga tanarius*	血桐	7	840	6	Fair
T18	*Macaranga tanarius*	血桐	8	620	5	Fair
T22	*Macaranga tanarius*	血桐	5	850	5	Fair
T23	*Macaranga tanarius*	血桐	6	960	5	Fair
T24	*Macaranga tanarius*	血桐	5	330	4	Fair
T25	*Macaranga tanarius*	血桐	6	420	5	Fair
T26	*Macaranga tanarius*	血桐	6	620	5	Fair

According to the broad brush site inspection, the existing trees at the application site are generally in fair condition. *Macaranga tanarius* is a common species in Hong Kong. No protected tree species or Old Valuable Tree (OVT) is found within the site and at

periphery. A detailed tree survey is recommended to be conducted at the detailed design stage.

A preliminary Landscape Master Plan, Landscape Elevation and Landscape Section for the proposed scheme are attached in **Plan O** to **Plan Q**. In comparison to the existing situation, the building coverage under the current scheme will be slightly increased so as to comply with the proposed plot ratio of 0.75. Therefore, Trees No. T17 and T23, which will be close to the footprint of the future development, are suggested to be transplanted or compensated (if unavoidably require to be felled due to poor condition at the later stage) to the open-air area at the LG level (i.e. +44.043). It should be noted that the proposed house cannot be further setback due to the least restriction as stated in **Section 2.5**. All the transplantation works will be carried out in accordance with the technical circular promulgated by Development Bureau (DevB). On the other hand, Tree Nos. T18, T22, T24, T25 and T26 are proposed to be preserved in-situ since it will not be affected by the proposed redevelopment. Tree preservation and protection measures of retained trees should follow the details in Section 25 – Landscape Work in the General Specification for Building (2017).

In order to enhance the visual quality of the site entrance, green wall will be introduced along the left entry corner. Vertical greening will be assembled onto structural framework, which creates a magnificent picturesque. Due to site constraints (i.e. lease restriction and registered slopes), it is difficult to propose additional landscape features at the site. Nevertheless, the Applicant will explore such possibility after the final Site Formation Plan is approved by the Buildings Department (BD) in the detailed design stage.

According to the Geotechnical Planning Review Report (GPRR) in **Appendix V**, registered slopes 6SE-D/R137, 6SE-D/FR154, 6SE-D/C423 and 6SW-D/CR424 are likely to be removed and/or modified during the site formation works because they are located within the footprint of the future development. However, as indicated in the geotechnical schematic sketch in the GPRR, the area where the existing trees located within 6SE-D/R137 will not form part of the site formation works, thus significant impact to the existing trees should not be expected. In order to minimise impact of the proposed redevelopment during the construction process, appropriate protection measures to these trees, e.g. wrapping of the stems with protective cover, will be adopted. The site situation will be carefully monitored throughout the construction period.

A Landscape and Tree Preservation Proposal in accordance with Lands Administration Office Practice Note (LAO PN) No. 6/2023 “Tree Preservation and Tree Removal Application for Building Development in Private Projects” will be submitted in the detailed design and implementation stage after this s.16 planning application is approved by the Board.

3.3 Access Arrangement and Internal Transport Facilities

3.3.1 Access Arrangement and the Proposed New Access Road

The application site is located on the hillside of Ting Kau at the eastern end of Ting Yat Road. At present, it is occupied by a single-family house built at base level of +42.4mPD, which is some 13m higher than the street level of Ting Yat Street at +29.6mPD. The existing house is only accessible on foot via a series of staircase through a narrow street frontage of approximately 4.5m at the cul-de-sac of Ting Yat Road. Hence, vehicular access to/from the application site is not available at present.

As part of the redevelopment, improvement to the vehicular access is proposed. The key design features of the proposal are:

i) to overcome the significant difference in vertical levels between the proposed carport and the street level of Ting Yat Road, a car lift is proposed;
ii) an internal driveway will be constructed from Ting Yat Road by carving out some portion of the existing slope; and
iii) goods vehicle loading/ unloading can be conducted within the proposed development at the new internal driveway at the Ting Yat Road level, which is presently carried out on Ting Yat Road.

The proposed internal transport provision in the proposed development is considered a merit from traffic engineering point of view when comparing to the existing house, which has no internal transport facilities and access is for pedestrians only. In addition, the proposed development provides barrier-free access from Ting Yat Road, which is current absent from the existing house.

3.3.2 Parking Provision

The four car parking spaces and one motorcycle space provided for the proposed redevelopment comply with the maximum recommendation of the Hong Kong Planning Standards and Guidelines (HKPSG). Swept path analysis was conducted in the Traffic Impact Assessment to ensure ease of vehicle manoeuvring for the proposed house redevelopment and the proposed new access road (see **Appendix III**).

N

Final location of the transplant tree on top of the proposed lawn with at least 1200mm soil depth

Vertical greening will be provided to soften the hard architectural line

6SW-D/CR424

6SE-D/C423

6SE-D/R137

6SE-D/CF178

6SE-D/FR154

DEVELOPMENT AREA BOUNDARY LINE

PROPOSED RETAINING WALL

EXISTING RETAINING WALL

+48.29

+47.393

+46.04

+47.393

+41.15

+46.543

FLAT ROOF

LIFT
FLAT ROOF

+50.38

+44.15

+30.95

CAR LIFT
FLAT ROOF

+44.043

TO CAR PARK

THE ENTRANCE FOR
VEHICLES & PEDESTRIAN
RAMP UP 1:10

+29.64

+29.85

FLAT ROOF
+55.543

FLAT ROOF
+55.543

+51.393

T17

T23

T25

T22

T18

T24

T26

+38.55

+38.87

+39.61

Ting Yat Road

To transplant the existing tree (T17 and T23) that will be close to the future building line

Preservation of Mature Trees (T18, T22, T24, T25 and T26) to retain the Important Landscape in-situ.

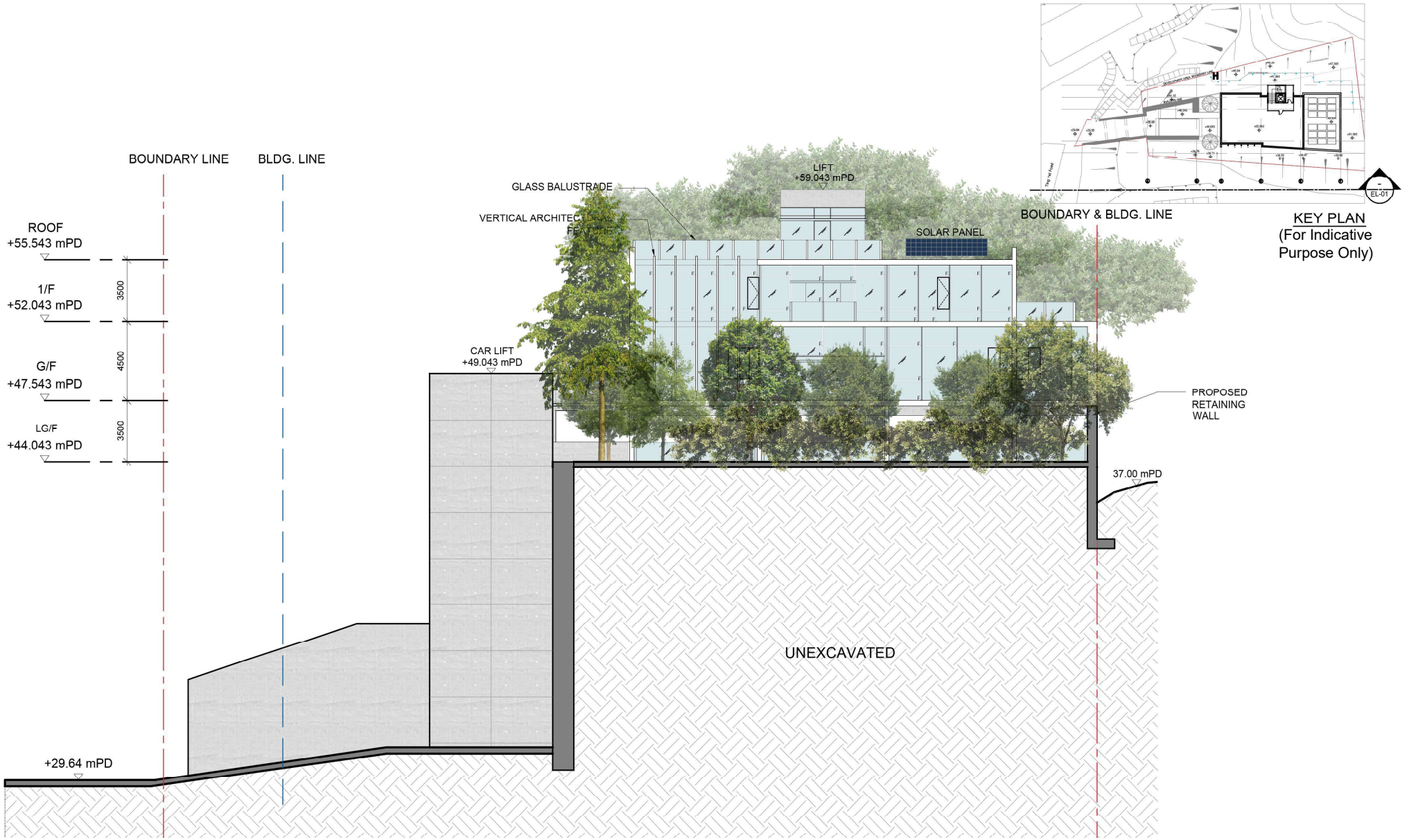
LEGEND

- Application Site Boundary
- Existing Tree within the Site to be Retained
- Existing Tree within the Site to be Transplanted
- Final Location of the Transplanted Tree
- Registered Slopes within the Site
- Tree
- Vertical Greening
- Planter
- Fung Shui Feature
- Plotter Plant
- Timber Deck
- Paved Area (G/F & R/F)
- Paved Area (1/F)
- Lift Core
- Sky window
- Solar Panel
- Vehicular Access/ Footpath
- Car Elevator
- Slope Area

Scale 1: 200

TOCO

Plan O: Landscape Master Plan



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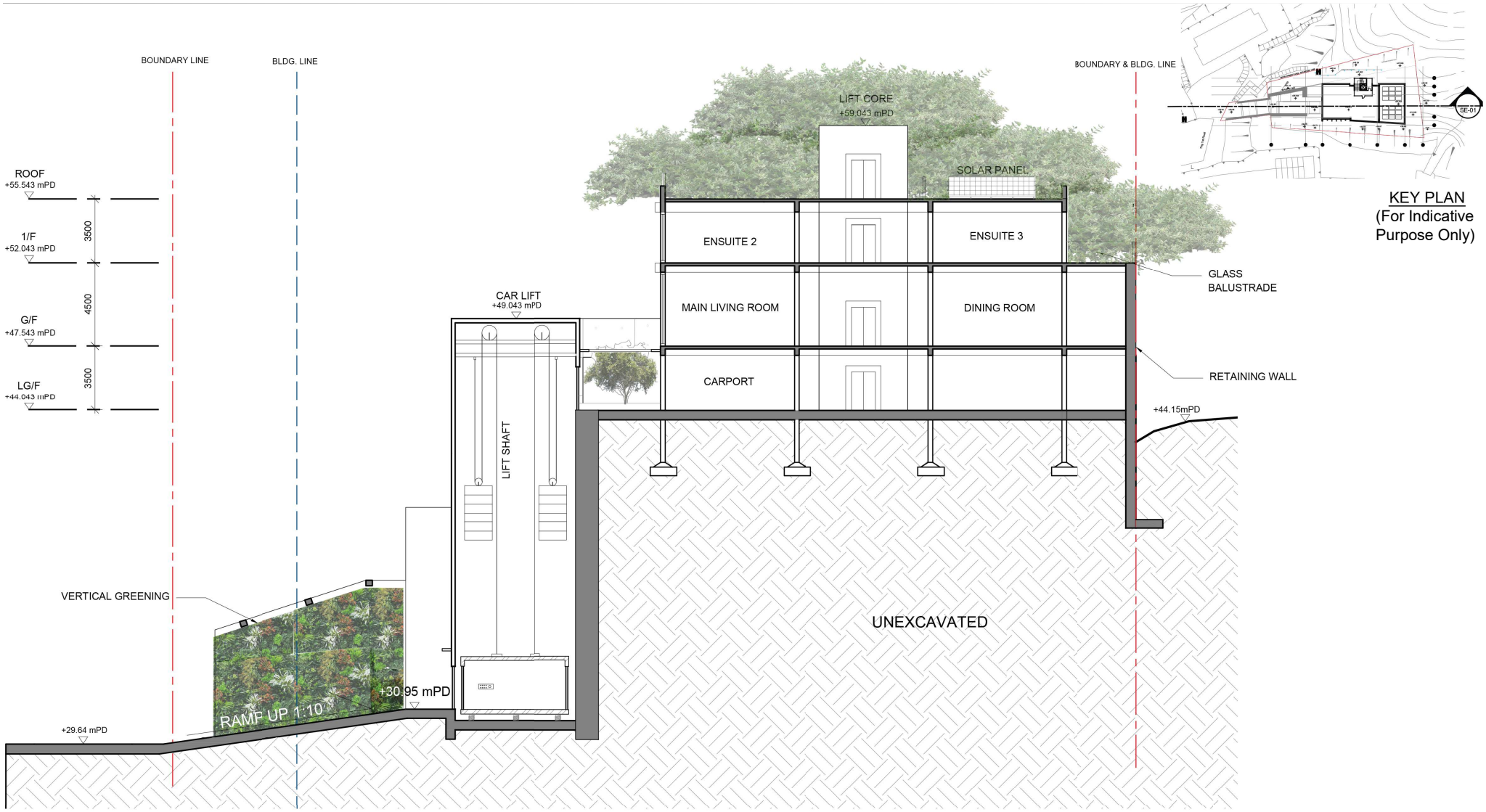
TOCO

Plan P: Landscape Elevation Plan

(View from Castle Peak Road)



KEY PLAN
(For Indicative Purpose Only)

Scale: 1 : 300

TOCO

Plan Q: Landscape Section Plan

3.4 Environmental and Geotechnical Considerations

The Applicant will adopt the following mitigation measures as proposed in the Environmental Assessment in **Appendix IV** and Geotechnical Planning Review Report in **Appendix V** to ensure that the proposed redevelopment would not generate adverse environmental and geotechnical impacts to the locality.

(a) Noise Mitigation Measure(s)

The noise emission from nearby traffic road network was duly considered in design of the Master Layout Plan. In view there are a number of site constraints limiting the layout design, noise conscious design elements considered and adopted are summarized below:-

- Building Setback: Building setback is maximized, with 3m from site boundary or 18m from Castle Peak Road is allowed;

- Building Orientation and Internal Layout Design: Due to linear shape of the application site and limitation in floor number, habitable rooms are allocated on both elevations faceting Castle Peak Road and Tuen Mun Road;

- Noise Tolerant Building/ Carpark: The site is linear in East-West direction located on elevated platform. The width is narrow (12m to 25m) and there is insufficient area to accommodate a separate noise tolerant building;

- Podium/ Deck: Dominant traffic noise is from Castle Peak Road which is separated from the application site by 18m. Decking over is considered not practicable;

- Noise Shielding Wall/ Architectural Fin: Due to shape of site, façade of habitable room is nearby parallel to Castle Peak Road. Use of architectural fun is considered ineffective to mitigate the noise exceedance level of about 5 dB(A);

- Façade Acoustic Treatments: Acoustic Windows (Baffle Type), Enhanced Acoustic Balconies (Baffle Type) will be provided at facades where traffic noise exceedance predicted as mitigation measures;

- Barrier/ Low Noise Road Surfacing: Low noise road surface on Tuen Mun Road have also been accounted in noise evaluation. The site is elevated above Castle Peak Road. G/F and 1/F domestic floor are situated at about +48mPD and +53mPD, i.e. about 23m to 28m above Castle Peak Road (about +25mPD). There's also insufficient area between building façade and site boundary for erection of noise barrier.

(b) Air Quality Mitigation Measure(s)

Proper ventilation and exhaust will be provided to carpark to fulfil requirement under ProPECC PN 2/96 on Control of Air Pollution in Car Parks.

(c) Waste Management

Waste generation from the residential units will be collected and removed regularly by an appointed party. Waste separation and recycling will be implemented, where practicable. General refuse and non-recyclables will be stored in enclosed bins and disposed offsite on a regular basis for avoidance of pest and odour nuisance. Recycling bins for recyclable materials will be transported off-site for recycling on a regular basis.

(d) Sewerage Arrangement

Sewage from the proposed redevelopment will be conveyed to existing public sewerage as if current arrangements. It is envisaged that terminal manhole shall be re-provided, via existing FMH4062142 near Ting Yat Road to the existing sewerage system. The sewage will then be conveyed to the existing downstream 225mm diameter sewer pipe (FWD4062040) towards sewage pump house at Ting Kau and ultimately to Sham Tseng Sewage Treatment Works.

(e) Drainage Arrangement

Separate drainage plan submission shall be made to the BD during detailed design stage. Any drainage connection works or modifications works outside the development lot shall also be made to Drainage Services Department (DSD) for approval. With proper design and implementation of future sewerage connection, and that there's no increase in sewage generation, no insurmountable sewerage impact should be anticipated.

(f) Geotechnical Consideration

A comprehensive instrumentation and monitoring system with mitigation/ contingency measures should be formulated during the detailed design to closely monitor the construction impact on the adjacent building structures, roads, slopes and utilities and to ensure that all the allowable limits on ground movement/ vibration are achieved. The proposed development will not introduce additional loadings or increase the hydrostatic pressure to the Water Supplies Department (WSD) tunnel. The proposed construction method, without blasting or percussive piling method, will induce minimal vibration to the adjacent ground as well as the tunnel, which is located about 11.2m below ground.

3.5 Implementation Programme

The proposed residential redevelopment is anticipated to be completed by end of 2028, taking into account the time for fulfilment of planning approval conditions, building plan submission stage, and construction stage, etc.

4. PLANNING JUSTIFICATIONS

The study on the application site, planning background and the development proposal as presented in the previous sections has revealed that the proposed scheme is well justified. Details of the planning justification will be presented in the section.

4.1 The Need for Site Improvement

The application site has been occupied by a 2-storey domestic house since 1979. The Applicant - Topnic Enterprises Ltd., a family-owned business company, who bought the subject lot in 1997 and subsequently the family members of the company lived in the application site for several years. However, they have moved out of the house for more than 10 years due to the inconvenient site accessibility. In view most of the family members have reached retirement age, they intend to come back to live in their house. They would like to redevelop the residential unit, which is currently in an old and dilapidated condition with no vehicular access road directly to the residential unit, into a larger house with vehicular access and car park to accommodate their current large extended family.

Currently, there is no barrier-free access to the residential unit. The existing house at the application site was built at a level of 42.4mPD, which is about 13m higher than the street level of Ting Yat Street at 29.6mPD, and it can only be accessible on foot via a series of staircase through a narrow street frontage. The senior family members find it difficult to tackle stairs and the current accessibility can pose a fall hazard or may delay the emergency assistance. Hence, a vehicular access and a car lift have been proposed within the application site to improve the site accessibility. The proposed access improvement is the most suitable alternative for this particular site because it has already taken into account the technical feasibility of the site such as registered slopes, level difference and the existing landscape features.

In order to meet all necessary regulations for the residential redevelopment at the site, a consultant team have been formulated by the Applicant to submit applications to the relevant departments and authorities. Under the current planning application, the Applicant proposes for the minor relaxation of maximum PR restriction so as to revamp the current dilapidated state of the current residential development to provide additional bedrooms, multi-function room and parking spaces through redevelopment. Moreover, there is no barrier-free access at the present moment, which would be inconvenient and dangerous especially for family members of old age. Thus, the proposed redevelopment scheme under this application will facilitate the provision of a safe access for the family and visitors.

4.2 House Redevelopment Conforming the Planning Intention of the Area

The proposed residential redevelopment will only be confined at the Applicant's private lot, which is entirely zoned "R(C)" on the approved Tsuen Wan West OZP No. S/TWW/21. According to the Notes of the OZP, the planning intention of this zone is primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the TPB. Hence, the proposed redevelopment, which comprises quality low-rise housing with landscaping and access improvements, is perfectly in line with the planning intention in respect of the "R(C)" zone.

The Notes of the OZP also states that development in "R(C)" zone is restricted to a maximum PR of 0.4 and a maximum BH restriction of 3 storeys including car park. Upon obtaining permission of the TPB on application, the PR may be increased to a maximum of 0.75, provided that the noise impact from Castle Peak Road on the proposed development would be mitigated to the satisfaction of the Board. Therefore, key development parameters of the proposed redevelopment with suitable noise mitigation measures are in line with those stipulated in the Notes of the OZP, i.e. a maximum PR of 0.75 and a BH of 3-storey including car park.

4.3 Comply with the Technical Requirements for the Minor Relaxation of Plot Ratio

The proposed redevelopment has complied with the technical requirements for the minor relaxation of PR as stated in the Notes and the Explanatory Statement of the OZP:

(a) <u>Requirements of the Notes of the OZP</u>

An Environmental Assessment has been carried out and noise impact from Castle Peak Road on the proposed redevelopment would be mitigated to the satisfaction of the TPB (see **Appendix IV**). The surrounding area of the application site is predominately residential houses, roads, and slopes. There is a pump house located at about 19m to the west of the application site, separated by a nullah and Ting Yat Road. However, there is no noticeable sound emission nearby during inspections on December 2023 and March 2024. There is no other fixed noise source identified within 300m study boundary having noticeable sound emission perceived at the application site. There is also no railway noise source identified in the vicinity of the application site. Therefore, no impact is anticipated on the proposed redevelopment.

Quantitative traffic noise impact assessment is also carried out with respect to HKPSG criteria. The assessment results indicated that the HKPSG road traffic noise standard can be met at all worst-affected noise sensitive receivers (NSRs) selected for assessment under worst case scenario with proposed mitigation measures. No insurmountable traffic noise impact is anticipated.

In view of the above, noise impact from Castle Peak Road would be mitigated to meet the relevant requirement of the Notes of the OZP to increase the PR to 0.75.

(b) <u>Requirements of the Explanatory Statement of the OZP</u>

The Explanatory Statement of the OZP states that the design of the residential buildings should, in addition to the need to address the traffic noise impact from Castle Peak Road, blend in well with the surroundings in particular with due regard to tree preservation and fresh air ventilation in the development proposals. In this regard, the proposed scheme has been carefully designed by taking into account such requirements.

The proposed minor relaxation of PR does not involve addition BH beyond that permitted on the OZP. Given the context as illustrated in the photomontages (see **Plan R** after Page 22), the proposed house redevelopment with thoughtful architectural design blends in well with the surrounding areas, which are mainly characterised by vegetated slopes with scattered low-density residential development with existing building height (generally ranging from 2 to 3 storeys). The existing trees surrounded by the application site help the proposed redevelopment to blend in with the surrounding vegetated setting.

At present, there are a few existing trees within the application site. In order to minimise the potential landscape impact as far as practicable, Trees No. T17 and T23, which will be close to the future building line, are suggested to be transplanted to a suitable open-air area with sufficient spacing for tree growing. The remaining trees within the site (i.e. Trees No. T18, T22, T24, T25 and T26) will be preserved in-situ as they will not be affected by the proposed redevelopment.

Moreover, the proposed small scale house redevelopment has taken into account the fresh air ventilation aspect. It only involves the redevelopment of an existing 2-storey house into a 2 storey house over a storey of car park, with minor increase in built-over area of the main residential block from about 232m^2 (based on 30% of the area of the lot as permitted under the lease) to about 292m^2 (GFA of G/F – the largest level of the main residential block). The main residential block will be disposition in the middle of the site which is relatively the same as the position of the existing house. Gaps are provided on the three side of the car port level (LG/F) to provide higher building permeability. There is no projection feature in the proposed redevelopment. The existing trees surrounding the site will help reducing heat island effect. Cool materials will also be considered for building façade and outdoor paving. Hence, the proposed redevelopment has been carefully designed to facilitate the fresh air ventilation of the area.

In view of the above, the design of the proposed redevelopment meets the relevant requirement of the Explanatory Statement of the OZP to relax the PR.

4.4 Accessibility and Safety Improvement with Minimal Impacts

As mentioned in **Section 4.1**, the residential unit could only be accessed by staircase and footpath via Ting Yat Road and the current accessibility can pose a fall hazard or may delay the emergency assistance. Under the present scheme, the internal transport facilities for the proposed redevelopment are provided in accordance to the recommendation of the HKPSG (i.e. 4 nos. of car parking spaces and 1 no. motorcycle space). To overcome the significant difference in vertical levels between the proposed carport at level +44mPD and the street level of Ting Yat Road at +29.6mPD, a car lift is proposed. In connection, an internal driveway will be constructed from Ting Yat Road by carving out the existing slope.

The proposed internal transport provision in the proposed redevelopment is considered a merit from traffic engineering viewpoint when comparing to the existing house, which has no internal transport facilities and access is for pedestrians only. In addition, the proposed redevelopment provides barrier-free access from Ting Yat Road, which is currently absent from the existing house.

4.5 Minimum Traffic Impact

A Traffic Impact Assessment has been conducted as presented in **Appendix III**. It has the following conclusions:-

(a) The proposed development is located at Lot 453 in D.D. 399 Castle Peak Road, Ting Kau, the New Territories. It is a 3-story single-family house including a carport with some 579m^2 GFA.

(b) The proposed internal transport facilities to be provided at the proposed development satisfy the recommendation of the HKPSG and are enhanced from the existing house.

(c) Manual classified counts were conducted at junctions located in the vicinity in order to establish the existing traffic flows during the AM and PM peak hours.

(d) The design year is 2031 traffic flows were derived with reference to 2031 traffic flows from the BDTM. The traffic generations associated with other known future developments in the vicinity are also taken into account.

(e) The year 2031 capacity analysis concluded that the junctions analysed have sufficient capacity to accommodate the expected traffic growth and the traffic generated by the proposed development.

(f) Pedestrian counts were conducted at nearby pedestrian facilities during the AM and PM peak hour to establish the existing pedestrian flows, of which are then forecasted to establish the year 2031 pedestrian flows, including the pedestrian generation of the proposed development.

(g) Levels of Service analyses concluded that the pedestrian facilities have sufficient capacity to accommodate the expected pedestrian growth and pedestrian generated by the proposed development.

It can be concluded that the proposed development will result in no adverse traffic impact and pedestrian impact to the road network in the vicinity of the subject site, and is acceptable from traffic engineering viewpoint.

4.6 Minimum Environmental Impact

An Environmental Assessment has been conducted as presented in **Appendix IV**. In order to confirm the environmental acceptability of the present application, Noise Impact Assessment, Air Quality Impact Assessment, Waste Management Implication Assessment and Water Quality Impact Assessment were carried out to examine the impact associated with the proposed redevelopment. The aforesaid assessments have the following conclusions:-

(a) Noise Impact

There is no fixed noise sources or rail noise source within 300m study boundary that would contribute to significant adverse noise impact on the proposed redevelopment. Quantitative traffic noise impact assessment is carried out with respect to HKPSG criteria.

The assessment results indicated that the HKPSG road traffic noise standard can be met at all worst-affected NSRs selected for assessment under worst case scenario with proposed mitigation measures. No insurmountable traffic noise impact is anticipated.

(b) Air Quality Impact

There is no active chimney nor odour emission source within 200m from the application site. There will be no air sensitive uses (including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area) located within the buffer zones of nearby roads.

A carport with 5 parking spaces will be naturally ventilated with no ventilation exhaust. There is no planned odourous nor gaseous emissions from the proposed ancillary plant rooms, ventilation exhaust will be directed away from nearby air sensitive receivers. No adverse air quality impact is anticipated.

(c) Waste Management Implications

Provided that the identified waste arising from the construction works are handled, transported and disposed of using approved methods and that the recommended good site practices are adhered to, adverse environmental impacts are not anticipated.

Waste will be removed regularly by an appointed party. Provided that the environmental control measures are properly implemented, no adverse environmental impact would be anticipated with respect to solid waste management.

(d) Water Quality

Water quality impacts from construction are associated with the general

construction activities, construction site run-off and sewage effluent from construction workforce, while the water quality impacts from operation are associated with normal urban surface runoff only. Potential water quality impacts can be controlled by implementing the recommended mitigation measures. With the implementation of mitigation measures, no adverse water quality impact on the identified Water Sensitive Receivers (WSRs) is anticipated.

With the implementation of all the proposed mitigation measures, it confirms the feasibility of the proposed redevelopment from an environmental point of view.

4.7 Minimum Drainage and Sewerage Impacts

It is understand that there will be no change in number of Flat (1 unit) and occupant after redevelopment of the proposed house for the family. Besides, as indicated in the Master Layout Plan, there's no facilities of substantial water consumption or sewage generation (e.g. swimming pool, jacuzzi, water fountains, etc) proposed. Therefore, there's no increase in sewage generation under the application.

Sewage from the proposed redevelopment will be conveyed to existing public sewerage as of current arrangements. It is envisaged that terminal manhole shall be re-provided, via existing FMH4062142 near Ting Yat Road to the existing sewerage system. The sewage will then be conveyed to the existing downstream 225mm diameter sewer pipe (FWD4062040) towards sewage pump house at Ting Kau and ultimately to Sham Tseng Sewage Treatment Works. The design of future sewer connection shall be planned and implemented under the supervision of appropriately qualified and experienced professionals. The design of sewerage connection works shall be in accordance with DSD Sewerage Manual. The pipeline and manholes shall comply with the General Specifications and DSD standard drawings.

Separate drainage plan submission shall be made to the BD during detailed design stage. Any drainage connection works or modifications works outside the development lot shall also be made to DSD for approval. With proper design and implementation of future sewerage connection, and that there's no increase in sewage generation, no insurmountable sewerage impact should be anticipated.

4.8 Minimum Landscape and Visual Impact

The proposed redevelopment will not result in any significant landscape and visual impacts based on the following reasons:-

(a) <u>Landscaping Consideration</u>

The application site is situated in an area of residential urban landscape character predominated by residential blocks, woodland and road. The proposed redevelopment is considered compatible with the surrounding environment.

According to the topographic survey conducted by the land surveyor on 18.3.2024, there are 7 existing trees identified within the site boundary and basic information on the existing trees is shown in **Section 3.2**. No protected tree species or OVT is found within the site and at periphery. Since Trees No. T17 and T23 will be close to the future building line, it is suggested to be transplanted or compensated (if unavoidably require to be felled due to poor condition at the later stage) to the open-air area adjoining the proposed staircase to street level at the LG level (i.e. +44.043mPD). All the transplantation works will be carried out in accordance with the technical circular promulgated by DevB. Trees No. T18, T22, T24, T25 and T26 will not be affected by the proposed redevelopment and it is suggested to be preserved in-situ. Tree preservation and protection measures of retained trees should follow the details in Section 25 – Landscape Work in the General Specification for Building (2017).

In order to minimise impact of the proposed redevelopment during the construction process, appropriate protection measures to these trees, e.g. wrapping of the stems with protective cover, will be adopted. The site situation will be carefully monitored throughout the construction period. A Landscape and Tree Preservation Proposal with tree survey in accordance with LAO PN No. 6/2023 “Tree Preservation and Tree Removal Application for Building Development in Private Projects” will be submitted in the detailed design and implementation stage after this s.16 planning application is approved by the Board. The contractor will need to be made aware of the need to minimise the encroachment of the construction works on the trees, so as to minimise the impact on them.

Considering that all the existing trees will be retained or transplanted appropriately, no significant adverse landscape impact is envisaged.

(b) <u>Visual Consideration</u>

Areas surrounding the application site are mainly characterised by vegetated slopes with scattered low-density residential developments with existing BH generally ranging from 2 to 3 storeys. The proposed minor relaxation of PR does not involve addition BH beyond that permitted on the OZP. This proposed redevelopment is low-rise in nature and situated on a slope, sandwiched between Castle Peak Road and Tuen Mun Road. The redevelopment scheme has taken into account the surrounding natural slope in particular to preserve the surrounding native

trees. It provides an opportunity to maintain the site's visual characteristics and would not have any adverse visual impacts to the surrounding area.

With reference to the TPB Guidelines No. 41, the boundary for visual assessment should be set at least 34.5m away from the application site (3 x maximum building height = 3 x 11.5m). **Plan R** shows that there are no major public viewing points (PVP)s within or in the immediate surrounding of the site. Nevertheless, photomontages showing the proposed redevelopment from PVPs situated further away from the application site have been prepared in **Plan R1- Plan R4**. The location of the selected PVP is mainly the popular area used by the public or tourists (i.e. playground) in the vicinity of the site. However, photomontages from PVPs such as Ting Kau Garden, Ting Kau Village Playground and Ting Kau Beach will be omitted because the proposed development will be visually obstructed by a cluster of village houses and vegetation (see photos below).

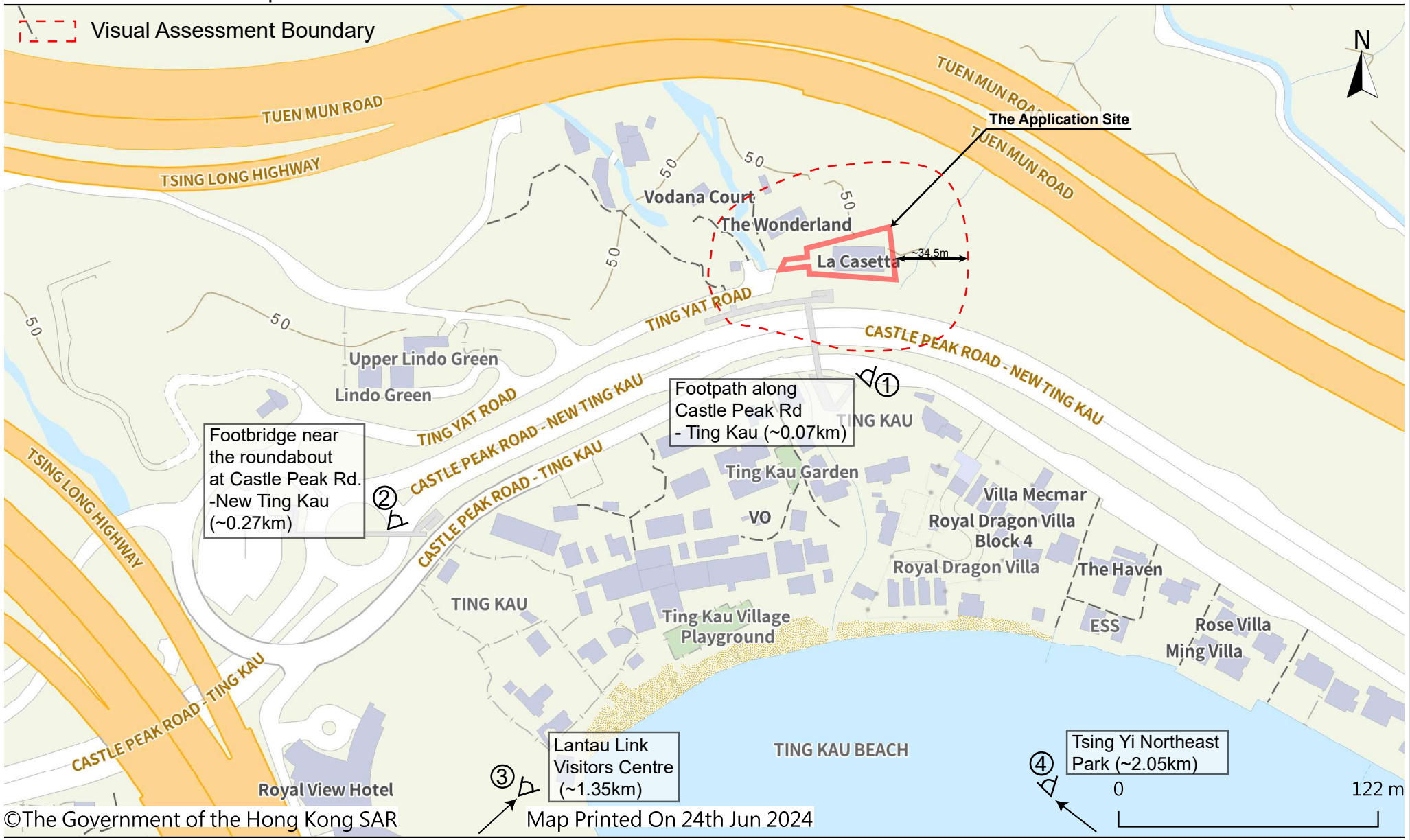
Photo taken from Ting Kau Garden

Photo taken from Ting Kau Village Playground

Photo taken from Ting Kau Beach

Photomontages in **Plan R1- Plan R4** indicate that the small scale of the redevelopment, when viewed in the context of the existing and proposed developments immediately adjacent and surrounding the application site, will represent a relatively minor built element in the overall visual environment. Thus, it is anticipated that the proposed redevelopment will unlikely induce any significant adverse effects on the visual character of the surrounding townscape.

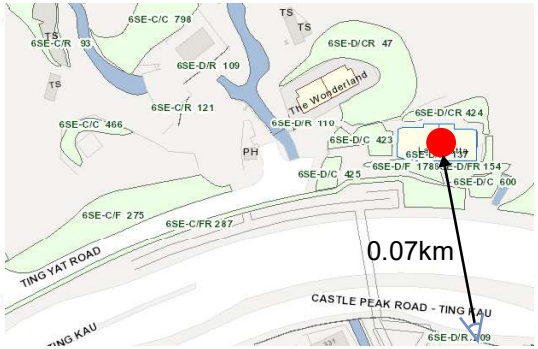
Extracted from Geoinfo Map



TOCO

Plan R: Minimal Visual Impact - Location Plan

VP-1



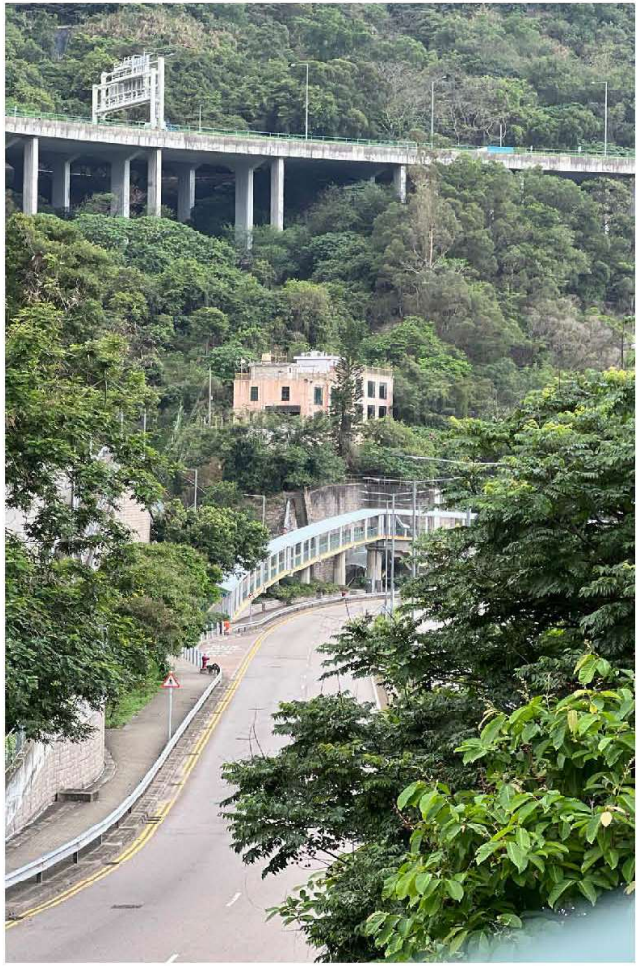
Existing

After

B H A
B A R R I E H O
ARCHITECTURE · INTERIORS

Plan R-1: Minimal Visual Impact (1)

VP-2



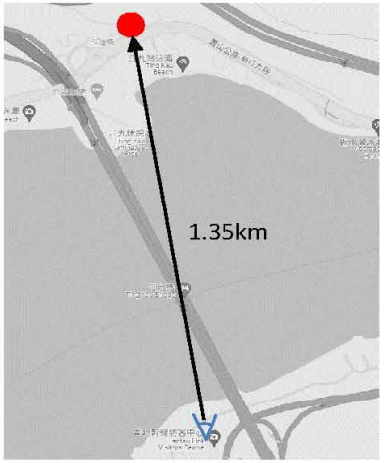
Existing

After

B H A
BARRIE HO
ARCHITECTURE · INTERIORS

Plan R-2: Minimal Visual Impact (2)

VP-3



Existing

After

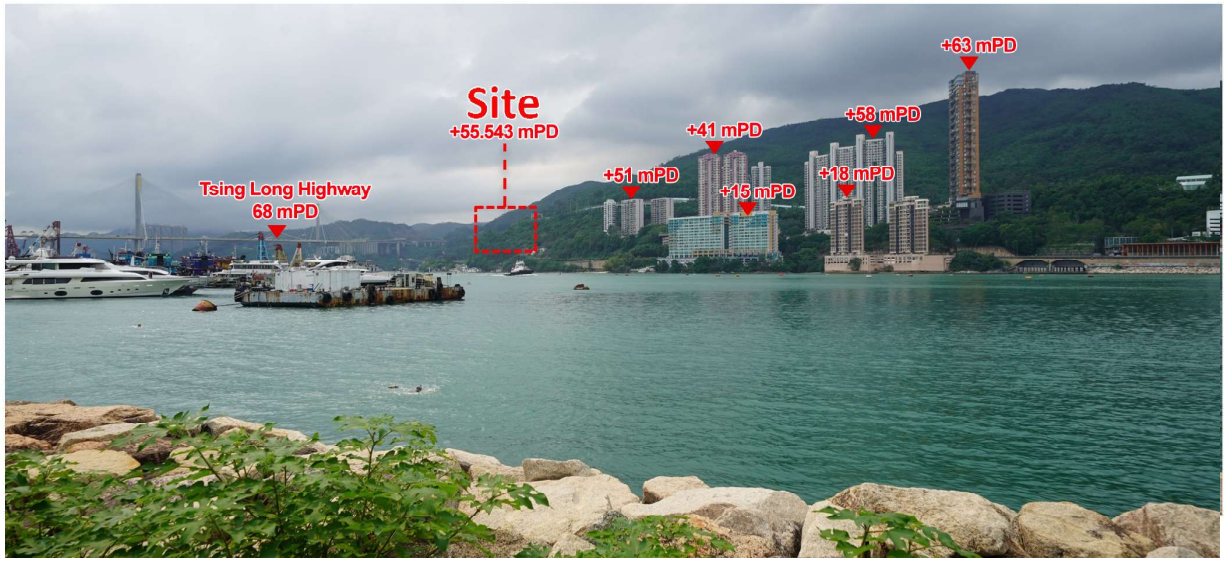
B H A
BARRIE HO
ARCHITECTURE · INTERIORS

Plan R-3: Minimal Visual Impact (3)

VP-4

Existing

After



B H A
BARRIE HO
ARCHITECTURE · INTERIORS

Plan R-4: Minimal Visual Impact (4)

4.9 Potential Geotechnical Impact Only

A Geotechnical Planning Review Report has been conducted as presented in **Appendix V** and demonstrated that the proposed redevelopment and improvements will not result in any significant geotechnical impact based on the following considerations:-

(a) From the above preliminary geotechnical assessment, which is based on the available geological and geotechnical data collated from desk study, it is concluded that the proposed development at the subject site is geotechnically feasible. Significant geotechnical hazards/ constraints that may adversely affect the future redevelopment are not evident from the available geotechnical data.

(b) For the eight adjacent features, four of them (6SE-D/R137, 6SE-D/FR154, 6SE-D/CR423 and 6SE-D/C424) will either be removed or substantially modified. For the remaining four features (6SE-D/CR47, 6SE-D/F178, 6SE-D/C425 and 6SE-D/C600) although they will not be directly affected by the future development, the stability of these features should be duly considered in view of their close proximity to the future development. Upgrading works should be carried out, where deemed necessary. In conjunction with the proposed development, a few new retaining structures will be required to support the level difference generated from the excavation works.

(c) Since there is a natural terrain with an angular elevation of more than 20^0 from the Site, a natural terrain hazard study should be carried out during the detailed design stage to assess any potential natural terrain hazards that would affect the Site and mitigation measures should then be considered to protect the Site from the hazards.

(d) It is recommended that project-specific GI should be carried out during the detailed design stage to collate sufficient and relevant geotechnical data for building up a reliable ground model to facilitate the detailed engineering designs including site formation, slope upgrading works and foundation designs.

(e) For the WSD tunnel, detailed impact assessment on the tunnel shall be caried out during the detailed design stage and construction stage based on more comprehensive geological information and geotechnical data.

(f) A comprehensive instrumentation and monitoring system with mitigation/ contingency measures should be formulated during the detailed design to closely monitor the construction impact on the adjacent building structures, roads, slopes and utilities and to ensure that all the allowable limits on ground movement/ vibration are achieved.

Based on the analysis and with the adoption of the above recommendations, it is anticipated that there will only be potential geotechnical impacts associated with the redevelopment.

4.10 Unlikely to Set an Undesirable Precedent

The approval of the proposed redevelopment will not set an undesirable precedent for other similar applications in the area. The proposed house redevelopment fully complies with the development intensity set out on the OZP. With the adoption of appropriate mitigation measures, the proposed scheme will not pose significant adverse traffic and environmental impacts on the locality. The design of the proposed access improvement has been carefully considered to minimise impact on slope stability and trees.

Within "R(C)" zones, there are 20 similar applications for proposed residential development with a higher PR/GFA approved by conditions by the Board between 2004 and 2023 (see **Table 4.1**) mainly on the grounds that traffic noise impact from Castle Peak Road was addressed and the landscaping and tree compensation proposals were considered acceptable. Therefore, it is hoped that the Board would also give favourable consideration to this similar application.

Table 4.1: Similar Cases of Minor Relaxation of PR in "R(C)" Zone in the Area

Application No.	Location	Approval Date
A/TWW/67	Lot No. 395 in D.D. 399, Ting Kau	9.1.2004
A/TWW/72		26.3.2004
A/TWW/85		29.9.2006
A/TWW/99		23.12.2010
A/TWW/68	Lot No. 162 RP in D.D. 399 & Government Land, Ting Kau	20.2.2004
A/TWW/124		25.11.2022
A/TWW/73	Lot Nos. 414 RP and 415 in D.D. 399, Ting Kau	15.10.2004
A/TWW/86		29.09.2006
A/TWW/89		12.12.2008
A/TWW/91		1. 8.2008
A/TWW/80	Various Lots in D.D. 399 & Government Land, Ting Kau	12.8.2005
A/TWW/110		18.1.2019
A/TWW/92	307 Castle Peak Road, Ting Kau	23.1.2009
A/TWW/97	382 Castle Peak Road, Ting Kau	6.11.2009
A/TWW/100	Lot Nos. 253 S.A RP, 261, 388 in D.D. 399 & Government Land, Ting Kau	26.11.2010
A/TWW/101		15.4.2011
A/TWW/105		1.3.2013
A/TWW/103	Lot No. 408 in D.D. 399, Ting Kau	2. 9.2011
A/TWW/125	Lot 403 in D.D. 399 & Government Land, Ting Kau	5. 5.2023
A/TWW/127	Lot 407 in D.D. 399, Ting Kau	27.10.2023

Source: Town Planning Board

5. CONCLUSION

The Applicant seeks planning permission from the Board for proposed minor relaxation of PR restriction from 0.4 to 0.75 for the redevelopment of a permitted house at a site covering Lot 453 in D.D. 399, Castle Peak Road, Ting Kau. The development proposal involves the redevelopment of an existing 2-storey domestic house with access (staircase) into a 3-storey domestic house including car park and associated vehicular access with a total PR of 0.75.

Planning and technical assessments have indicated that the present application is well justified based on the following reasons:-

(a) the proposed house redevelopment with a PR of 0.75 and a building height of 3-storey including car park is in line with the planning intention and development scale of “R(C)” zone as stipulated on the OZP;
(b) the OZP criteria on the subject PR relaxation has been fulfilled since the result of the Noise Impact Assessment revealed that the proposed redevelopment will not be subject to any adverse noise impact;
(c) the design of the proposed redevelopment blends in well with the surroundings in particular with due consideration to tree preservation and fresh air ventilation to the development proposal;
(d) the proposed access improvement with vehicular and barrier-free access can achieve the required regulated and safety standards with potential geotechnical and minimal landscape impacts to meet the safety and emergency needs of the residents;
(e) the proposed redevelopment will not result in any significant impact on traffic, environmental, drainage, sewerage, landscape, visual and geotechnical aspects; and
(f) it will not set an undesirable precedent for similar applications.

In light of the merits of the development proposal and planning justifications presented in this Planning Statement, honourable members of the TPB are requested to approve this planning application.