Appendix D

Replacement Pages of the Supporting Planning Statement

Appendices

Appendix A	Indicative Architectural Drawings
Appendix B	Landscape and Tree Preservation Proposal
Appendix C	Traffic Impact Assessment Report
Appendix D	Sewerage Impact Assessment
Appendix E	Drainage Impact Assessment
Appendix F	Water Supply Impact Assessment
Appendix G	Geotechnical Planning Review Report
Appendix H	Visual Impact Assessment
Appendix I	Environmental Assessment Study
Appendix J	Air Ventilation Assessment
Appendix K	Ecological Impact Assessment

facilities at LT/HYW BCP were first opened in 2020 for use by cross-boundary goods vehicles to facilitate freight transport. Please refer to **Figures 2.4a** for these land uses in the surrounding of the Application Site.

2.4.3 To the **east** of the Application Site is the indigenous villages – Chow Tin Tsuen, Fung Wong Wu and Lei Uk which are zoned as "Village Type Development" ("V") and mainly occupied by village type settlements, vegetation and farmlands. A piece of mature tree groups zoned Green Belt ("GB") with ancestral graves is found within the "V" zone of Chow Tin Tsuen. Moreover, there are three Grade 3 historic buildings located in Fung Wong Wu, including Ng Ancestral Hall, Village Houses, Nos. 35-37 Fung Wong Wu and Yeung Ancestral Hall (Ta Kwu Ling).

2.4.4 To the **immediate south** of the Application Site is fallow agricultural land and inactive farmlands zoned "GB" and "AGR". To the **further south** is Hung Lung Hang zoned "GB" and "AGR". Current uses in the area include hobby farms, active and fallow farmlands, vegetation, a venue for motocross courses, and various brownfield operations such as open storage for construction materials and containers.

2.4.5 To the **immediate west** of the Application Site is Ta Ku Ling Ling Ying Public School zoned "G/IC" and Lo Shue Ling zoned "GB". The hilly ridge of Lo Shue Ling rises to about 85mPD. The MacIntosh Fort (Nga Yiu), which is a Grade 2 historic building, is zoned "G/IC" on the ridge of Lo Shue Ling and is currently occupied by radio and community equipment for the use of Hong Kong Police Force. Please refer to **Figures 2.4b** for these surrounding land uses.

2.4.6 To the **further northwest** is villages zoned as "V", including Muk Wu Nga Yiu, Muk Wu, and San Uk Ling, surrounded by "AGR" and "GB" zones. To the **further west** is an area occupied by boundary crossing facilities, fresh food boundary-crossing and inspection facilities zoned as "OU" and "G/IC". The area includes Man Kam To (MKT) Boundary Control Point, MKT Livestock Monitoring Station and MKT Food Inspection Facilities for monitoring the safety of imported food.

2.5 Accessibility

2.5.1 Vehicular and pedestrian access to the Application Site can be made via a local road across Ping Yuen River which links to Lin Ma Hang Road.

This western section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road has been widened to a single two-lane carriageway with a 2-metre-wide footpath on both sides to cope with the anticipated increase in traffic demand due to the opening of the FCA. The Project have been commissioned in November 2023.[1] There are also two recently completed road widening projects in two sections of Lin Ma Hang Road.[2]

2.5.2 The Application Site is currently served by public transport services, including franchised bus and green minibus plying between the area and the nearest railway station – Sheung Shui Station of the East Rail Line which has been extended to provide cross-harbour services to Hong Kong Island in 2022.

2.5.3 The Application Site is about 2km away from the newly established LT/HYW BCP and can be conveniently accessible by a 4-minute drive. The LT/HYW BCP provides direct access for passengers and vehicles since its full commission in early February 2023.

[1] The proposed widening of the concerned road section was commissioned on 30 November 2023. (Source: https://www.hyd.gov.hk/en/our_projects/road_projects/6863th/index.html)

[2] (i) The section of Lin Ma Hang Road between Man Kam To Road and Ping Yuen River has been widened into a standard 7.3m wide single 2-lane rural road under "Development of Columbarium at Sandy Ridge Cemetery - Infrastructural Works at Man Kam To Road and Lin Ma Hang Road (CV/2017/02)" undertaken by Civil Engineering and Development Department (CEDD). (ii) The section of Lin Ma Hang Road between Ping Che Road and Liantang Heung Yuen Wai Boundary Control Point has been widened from single track access road to single 2-lane rural road under "Liantang/Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works (CV/2013/03)" undertaken by CEDD.

transformation of the Northern Metropolis and echo with the Government's continuous efforts in increasing housing supply via private initiatives.

4.3.6 **Respecting the Village Environment and Local Contexts –** Given its proximity to the indigenous village of Chow Tin Tsuen, the Indicative Scheme has carefully considered the local contexts and paid due respect to the village culture. The boundary of the Application Site has been adjusted to ensure no encroachment on the Village Environs Boundary of Chow Tin Tsuen & Fung Wong Fu & Lei Uk and the permitted burial ground. Due respect has been paid to the preservation of existing mature tree groups of Chow Tin Tsuen (an area of about 4,655m^2 according to the on-site tree survey). It has been excluded from the Application Site and Development Site. Careful and sensitive landscape treatment along the Development Site boundary near the mature tree groups will be introduced to minimise any potential impacts on trees and to soothe the interface between the new development and the natural resources and existing village. The Indicative Scheme has also been formulated to avoid the loss of woodland as far as possible, and two sites within the Development Site have been identified suitable for woodland compensation at a ratio of 1:1 in terms of area. To ensure undisrupted teaching and learning at Ta Ku Ling Ling Ying Public School, a Right of Access will be reserved in the Indicative Scheme for teachers, students and parents' daily use. Also, the alignment of the proposed access road connecting to Lin Ma Hang Road will be optimised to avoid impacts on the operation of the River Ganges Pumping Station.

4.3.7 **Adopting Sensitive Design to Minimise Impacts on the Surroundings** – An overall interesting BH profile, building separation and wind corridors will be incorporated to increase physical and visual permeability of the Proposed Amendment. Taking into account the lower course of Ping Yuen River and the existing village type development to the southeast of the Application Site, the building layout has set back from the Development Site boundary and reserved a planting strip long the boundary to allow for dense, layered structure of planting and preservation of an existing tree cluster. A sensitive landscape design and tree preservation proposal for the working space and residential area shall be incorporated to enhance compatibility of the Proposed Amendment with the neighbouring environment. The Indicative Scheme will also assure that local open space provision will be adequately provided for the working population and tenants of ancillary dormitories, as well as residential development in accordance

with the Hong Kong Planning Standards and Guidelines (HKPSG) standard through a comprehensive design.

4.3.8 **Optimising the Overall Building Bulk and Wind Penetration by Accommodating Basement Car Park and Wind Corridors** – In order to reduce the overall building bulk of the Indicative Scheme while providing the required car parking spaces, carparks will be provided at basement levels. With the consideration of the prevailing annual and summer wind directions, four wind corridors of 30m and one wind corridor of 40m will be introduced to enhance air ventilation and visual permeability. Building separations of at least 15m are also ensured.

4.3.9 **Providing Multi-Level Pedestrian Connectivity, Riverside Promenade and a Landscape Network** – Enhanced pedestrian mobility is one of the key aspects to improving the quality of the community and contributing to a healthy lifestyle and a safe walking environment. A comprehensive and user-friendly multi-level pedestrian network, both vertical and horizontal, connecting all facilities including the floors for R&D Centres, Data Centres, Commercial Centres with GIC facilities on the ground floor, will be provided to improve the pedestrian connectivity in the area. Uninterrupted access including age-friendly and barrier-free access among the proposed facilities and the surroundings will be provided wherever technically possible. Building separations and wind corridors will be utilised as scenic green connectors towards the riverside promenade. It will provide direct, unobstructed, and convenient social linkages for the pedestrians.

4.3.10 **Offering Supporting Facilities to Serve the Needs of the New Population and Users of the I&T Hub –** Taking into account the future tenants living in the Ancillary Dormitories and other residents, The Indicative Scheme has taken into account the need for educational and transport facilities arising from the anticipated population. A kindergarten has been proposed in a convenient location close to the Ancillary Dormitories and other residential development. The size and locational requirement of the educational facilities have strictly followed the requirements stated in the HKPSG and the Operational Manual for Pre-primary Institutions (Version 2.2) released by the Education Bureau. Besides, a Transport Interchange and bus stops have been incorporated in the Indicative Scheme to serve the tenants, residents, and visitors of the I&T Hub.

No. of Tenants of Ancillary Dormitories		*3,758*
No. of Population of Other Residential Uses		*6,264*
Local Open Space		Not less than 13,126m^2
For *Workers*		*Not less than 3,104m^2*
For *Residents*		*Not less than 10,022m^2*
Ancillary Car Parking Provision (12)		
R&D Centre	Private Car	1369 (including 6 nos. accessible car parking)
	Motorcycle	137
	L/UL Bay	135
	Taxi/ Private Car Lay-by	14
Data Centre	Private Car	144 (including 2 nos. accessible car parking)
	Motorcycle	15
	L/UL Bay	18
	Taxi/ Private Car Lay-by	2
Commercial Centre	Private Car	62 (including 2 nos. accessible car parking)
	Motorcycle	7
	L/UL Bay	12
Kindergarten	Private Car	2 (including 1 no. accessible car parking)
	Taxi/ Private Car Lay-by	2
	School Bus Lay-by	2
Ancillary Dormitories	Private Car (13)	258 (including 4 nos. accessible car parking and 15 nos. visitor car parking spaces)
	Motorcycle (13)	11
	L/UL Bay	3
Other Residential Uses	Private Car	538 (including 6 nos. accessible car parking and 25 nos. visitor car parking spaces)
	Motorcycle	24
	L/UL Bay	5
Target Completion Year		2028

(1) Application Site includes the Development Site and remaining land parcels adjoining the Development Site for better rationalisation of boundary and land use zoning.
(2) PR and GFA calculations are based on Development Site Area. May not add up due to rounding.
(3) The kindergarten with 6-classroom of about 724m^2 GFA fulfils the minimum floor space requirement specified in the EBD's *Operation Manual for Pre-primary Institute*. Indicative only, subject to detailed design.

(4) According to APP-104, a maximum area of 3,500m^2 can be applied for GFA concession for a development with domestic GFA of >100,000m^2 to 125,000m^2. The clubhouse GFA (intended for use by residents of Other Residential Uses) is proposed to be exempted from GFA calculation.
(5) The no. of storeys excludes basement carparks.
(6) The no. of storeys excludes 1-storey lobby and basement carparks.
(7) An assumption of 50m^2 per worker is assumed for R&D Centre, with reference to Employment Density Guide (3rd Ed.) in the UK.
(8) An assumption of 200m^2 per worker is assumed for Data Centre, with reference to Employment Density Guide (3rd Ed.) in the UK.
(9) An assumption of 25m^2 per worker is assumed for commercial uses (retail, F&B), with reference to HKPSG Chapter 5.
(10) Average flat size is assumed as 37.7m^2 which has excluded area required for corridor, lift shaft, lobby, staircase, etc.
(11) A person per flat (PFF) ratio of 2.7 is assumed, according to the average household size of the Territory and North District in 2021 Census.
(12) The car parking spaces to be provided at basement levels are not included in the GFA calculation.
(13) It is anticipated that the employees living in Ancillary Dormitories will commute within the Application Site during weekday peak period. The associated parking demand would be low. Therefore, low-end parking provision rate are adopted for one-person units, to avoid over-provision of parking spaces, whereas high-end parking provision will be are adopted for family units.
The clubhouse and on-site Sewage Treatment Plan (STP) are proposed to be exempted from GFA calculation.

120mPD of the Other Residential Buildings towards the southwestern portion of the Application Site with Data Centres of 80mPD and Ancillary Dormitories of 110mPD in the middle creating an interesting townscape profile.

Incorporation of Wind Corridors and Enhancement Features

4.5.5 With annual and summer prevailing winds coming from north-northeast (NNE), east (E), and east-southeast (ESE) directions, a total of four 30m-wide wind corridors and one 40m wind corridor have been introduced to facilitate air ventilation of the Application Site and its surroundings. With the 30m wide building separation between R&D2 and R&D3, between the DC1 and DC2, as well as between AD2 and AD3, annual wind entering the Application Site from the north-northeast direction can be penetrated through. Together with the three wind corridors aligning in east and east-southeast directions, the potential impacts on the nearby Chow Tin Tsuen and Ta Ku Ling Ling Ying Public School can be minimised. They also provide visual relief through which workers and residents can enjoy the greeneries provided in the Site and the natural resources, i.e. the views of Ping Yuen River and Lo Shue Ling, in the surrounding. The Artist's Impression in **Figure 4.3** exhibits the incorporation of building separations (15m and 30m-wide respectively) between DC1, DC2, and DC3 for enhanced wind penetration and visual permeability.

4.5.6 Architectural and sustainability design strategies will be applied to the building façade to enhance the visual appearance and functionality of each building. Façade treatment and finishes will help achieve a better integration with surrounding environment and reduce the visual mass of the development.

Road Layout and Car Parking Provision

4.5.7 The internal road network will serve as a main spine of the I&T Hub providing adequate vehicular and pedestrian access. Upon entering the Application Site from Lin Ma Hang Road, a single 2-lane arrangement is proposed for traffic circulation within the Indicative Scheme and as emergency vehicular access ("EVA") with a minimum road width of 7.9m. Adequate manoeuvring spaces for emergency vehicles are provided. The road layout is carefully formulated to provide easy and direct access to both the I&T facilities and housing sites. The run in/run outs for the basement carparks are planned in a way to discourage on

ground vehicular parking. Right of Access is provided for the users of Ta Ku Ling Ling Ying Public School who can reach the school site across the Application Site.

4.5.8 All car parking (except loading/unloading facilities provided at G/F) are proposed at basement levels to avoid podium structure and to minimise the need for car parking structures above ground, while at the same time reducing vehicular emissions on the ground level, and to reserve more areas for provision of landscaping/greening. The proposed provision of internal transport facilities has fulfilled the latest requirement of HKSPG Chapter 8.

Landscaped Pedestrian Sidewalks and Weather-Proof Footbridges for Smooth, Safe, and Efficient Connection

4.5.9 For the convenience of workers of the I&T Hub, the R&D Centres and Data Centres will be interconnected by skybridges for people to move between working spaces easily. Footbridges will also be provided between R&D2 and the Commercial Centre as safe, comfortable and weatherproof pedestrian access, so that people do not have to perform road crossing at-grade. Pedestrian sidewalks will be paved with landscape features, with green pockets and outdoor atria serving as setbacks for users to enjoy. An Artist's Impression of showing these design features in the Indicative Scheme has been presented in **Figure 4.4.**

Consideration of the Location of Education and Transport Facilities

4.5.10 Taking into consideration the population arising from the tenants of Ancillary Dormitories and other residents, a kindergarten is proposed to be situated on the ground floor between AD1 and AD2 which will be convenient for tech talents to move in with their families. The Transport Interchange proposed to be placed on the ground floor of R&D2 will accommodate three bus bays and a taxi stand. Together with two sets of en-route bus stops running across the Site, the proposed I&T Hub is easily accessible without imposing adverse impacts on the existing public transport services.

occupational users can gather and engage in sport activities during working days or their leisure time.

Landscape Features for Residential Neighbourhood

4.6.5 For the living zone where Ancillary Dormitories and Other Residential Uses are located, the design of reflective pool with a signage wall is implemented at the security control gate to create a formal entrance setting for the residents. The landscape design has preserved sufficient activity spaces for active and passive recreational programmes, including a swimming pool, open lawn area, children's play area, thematic gardens and courtyards etc. A zen trail with pocket gardens is proposed around the preserved mature tree groups to create a peaceful outdoor space for sitting out and relax.

Tree Preservation Proposal

4.6.6 According to the Landscape and Tree Preservation Proposal, a total of 323 nos. of tree are found within the Development Site. 279 nos. of them will be in direct conflict with the development layout of the Indicative Scheme. Given their poor health condition and low survival rate after transplanting, they are proposed to be felled with compensation. To compensate the tree loss, a compensatory ratio of 1:1 will be adopted (except that 4 trees of undesirable species are excluded from the compensation requirement). Taking into account other landscape features, 275 nos. of new trees with a mix of native species and exotic species will be planted in the Development Site to maintain the landscape features and local biodiversity of the existing environment. An extra 292 nos. seedling trees are proposed to be planted in two on-site woodland compensation areas at a ratio of 1:1 (in terms of area) to maximise the planting opportunities.

Greenery Provision

4.6.7 The Indicative Scheme has maximised the greenery coverage of the Development Site with multi-level provisions. A minimum greenery coverage of 30% will be achieved.

4.6.8 Please refer to **Appendix B** for more details of the Landscape Master Plan and Tree Preservation Proposal of the Indicative Scheme.

4.7 Traffic and Transport Arrangement

4.7.1 In terms of traffic and transport arrangement, the Indicative Scheme will be supported with adequate vehicular and pedestrian access, transport feeder services, as well as provision of internal transport facilities in accordance with the latest standards of the Hong Kong Planning Standards and Guidelines (HKPSG) and Transport Department's Departmental Circular No. 6/2012 – Standards for Goods Vehicle Parking and Loading/Unloading for Data Centres (TD Circular No. 6/2012) to ensure the functioning of the I&T Hub and its associated facilities.

Proposed Vehicular and Pedestrian Access

4.7.2 The Application Site is located at the south of Lin Ma Hang Road near Ping Yuen River. Currently, there is no vehicular access and footpath connecting between the Application Site and external road network.

4.7.3 Upgrading works of a section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road from a single-track road with passing places to a single two-lane carriageway with footpath on both sides has been completed in November 2023[3].

4.7.4 In order to provide vehicular and pedestrian access to the Application Site, the existing access road of River Ganges Pumping Station is proposed to be widened and extended. A new standard single two-lane carriageway with footpath on both sides is proposed connecting the Application Site and Lin Ma Hang Road. The junction of Lin Ma Hang Road/ proposed access road will be in the form of signalized junction to cater for the anticipated trip generation/ attraction.

Provision of Right of Way for the Existing School

4.7.5 In the consideration of the accessibility of the existing Ta Ku Ling Ling Ying Public School and their users, the existing access road to the School connecting the local road to Chow Tin Tsuen and Fung Wong Wu Village would be retained as a Right of Way in the Indicative Scheme.

[3] Public Works Programme Item No. 863TH – Widening of Western Section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road (Source: https://www.hyd.gov.hk/en/our_projects/road_projects/6863th/index.html)

Internal Transport Facilities

R&D Centre

4.7.6 The internal transport facilities provision will be provided in accordance with the high-end requirements of HKPSG.

- Car Parking Space Provision: 1369 nos. car parking spaces (including 6 nos. accessible car parking spaces) is proposed to be provided on basement parking floors, which will be accessed via the car-ramp system.

- Motorcycle Parking Space Provision: 137 nos. motorcycle parking spaces is proposed to be provided on basement parking floors, which will be accessed via the car-ramp system.

- Goods Vehicle Loading/ Unloading Bay Provision: A total of 88 nos. LGV L/UL bay and 47 nos. HGV L/UL bay is proposed to be provided on basement parking floors, which will be accessed via the car-ramp system.

- Lay-by for Taxis and Private Cars Provision: 14 nos. lay-by for taxis and private cars is proposed to be provided on ground floor.

Data Centre

4.7.7 The internal transport facilities provision will be provided in accordance with the high-end requirements of HKPSG and TD Circular No. 6/2012.

- Car Parking Space Provision: 144 nos. car parking spaces (including 2 nos. accessible car parking spaces) is proposed to be provided on basement parking floors, which will be accessed via car-ramp system.

- Motorcycle Parking Space Provision: 15 nos. motorcycle parking spaces is proposed to be provided on basement parking floors, which will be accessed via car-ramp system.

- Goods Vehicle Loading/ Unloading Bay Provision: A total of 12 nos. LGV L/UL bay and 6 nos. HGV L/UL bay is proposed to be provided on basement parking floors, which will be accessed via the car-ramp system.

- Lay-by for Taxis and Private Cars Provision: 2 nos. lay-by for taxis and private cars beyond HKPSG and TD Circular No. 6/2012

requirements is proposed to be provided on ground floor to suit the operational needs.

Commercial Centre – Shops & Service

4.7.8 The internal transport facilities provision will be provided in accordance with the high-end requirements of HKPSG.

- Car Parking Space Provision: 62 nos. car parking spaces (including 2 nos. accessible car parking spaces) is proposed to be provided on basement parking floors, which will be accessed via car-ramp system.

- Motorcycle Parking Space Provision: 7 nos. motorcycle parking spaces is proposed to be provided on basement parking floors, which will be accessed via car-ramp system.

- Goods Vehicle Loading/ Unloading Bay Provision: A total of 8 nos. LGV L/UL bay and 4 nos. HGV L/UL bay is proposed to be provided on basement parking floors, which will be accessed via the car-ramp system.

Ancillary Dormitories

4.7.9 The internal transport facilities provision will be provided in accordance with the requirements of HKPSG with consideration of the self-containment arrangement.

- Car Parking Space Provision: 258 nos. car parking spaces (including 4 nos. accessible car parking spaces and 15 nos. visitor car parking spaces) is proposed to be provided on basement parking floors, which will be accessed via car-ramp system.

- Motorcycle Parking Space Provision: 11 nos. motorcycle parking spaces is proposed to be provided on basement parking floors, which will be accessed via car-ramp system.

- Goods Vehicle Loading/ Unloading Bay Provision: A total of 3 nos. HGV L/UL bay beyond HKPSG requirements is proposed to be provided on ground floor.

Other Residential Uses

4.7.10 The internal transport facilities provision will be provided in accordance with the high-end requirements of HKPSG.

- Car Parking Space Provision: 538 nos. car parking spaces (including 6 nos. accessible car parking and 25 nos. visitor car parking spaces) is proposed to be provided on basement parking floors, which will be accessed via the car-ramp system.

- Motorcycle Parking Space Provision: 24 nos. motorcycle parking spaces is proposed to be provided on basement parking floors, which will be accessed via the car-ramp system.

- Goods Vehicle Loading/ Unloading Bay Provision: A total of 5 nos. HGV L/UL bay will be provided on ground floor.

Provision of Terminating Facilities

4.7.11 With the proposed extension of existing public transport services, the Indicative Scheme has demonstrated the feasibility of providing a Transport Interchange on the ground floor of R&D2 with sufficient capacity for 1 no. bus drop-off bay, 4 nos. bus pick-up bays and 12 nos. stacking bays, and a taxi stand accommodating 10 nos. of taxi in support of the proposed development of an I&T Hub. Detailed transport facilities provision and management plan shall be further developed at the later design stage.

Overall Traffic and Transport Arrangement

4.7.12 A Traffic Impact Assessment has been carried out to establish the technical feasibility of the proposed development of the I&T Hub from traffic and transport viewpoint. The assessment results revealed that the Indicative Scheme will not impose adverse traffic impact on the surrounding road network, with implementation of the junction improvement and/or modification schemes at five key junctions.

4.7.13 Please refer to the Traffic Impact Assessment in **Appendix C** for details of the traffic and transport arrangement for the Indicative Scheme.

6.7 Enhancing the Local Environment and Respecting the Village Setting in the Surrounding

6.7.1 The Indicative Scheme, with the planning and design principles set out in **Section 4.3**, has incorporated and demonstrated the planning vision of Northern Metropolis – "*an International I&T Hub, with unique metropolitan landscape marked with "Urban-Rural Integration and Co-existence of Development and Conservatio*n". The Indicative Scheme at the Application Site fully respects the village setting in the surrounding and will contribute to enhancement of the local environment. Having acknowledged the Village Environs Boundary ("VEB") of Chow Tin Tsuen & Fung Wong Fu & Lei Uk and the Permitted Burial Ground Site No. N/T/9 to the west of the Application Site, the Proposed Amendment has been carefully considered to ensure no impacts caused on the traditional rights of indigenous villagers. The mature woodland in the southeastern portion of the Application Site has been excluded from the Application Site. Careful and sensitive landscape treatment will be introduced along the Development Site boundary near the mature tree groups to soothe the interface between the new development and the natural resources and existing villages.

6.7.2 Four 30m-wide and one 40m-wide wind corridors following the annual and summer prevailing wind directions, namely north-northeast (NNE), east (E), and east-southeast (ESE), have been provided to allow wind penetration through the Application Site to the adjoining Ta Ku Ling Ling Ying Public School. Ample greenery is provided along the boundary of the Application Site to minimise the visual impacts on the surroundings and to soften the potential urban-rural interface issue.

6.7.3 Under the Indicative Scheme, the existing fallow and underutilised land will be greatly enhanced with quality landscape provision and be upgraded with well-designed comprehensive development of the proposed I&T Hub with a range of facilities supporting the I&T industry and residential units to alleviate the pressing housing need. The Proposed Amendment will facilitate the transformation of the currently unproductive land with state-of-the-art facilities and bring benefits to the local communities by creating job opportunities, boosting local economy, and improving the overall environment.

6.8 Echoing with the Government's Effort in Increasing the Housing Supply in Northern New Territories

6.8.1 The Government has adopted a multi-pronged approach to address the problem of shortage of land for development and insufficient supply of housing units, with multiple "solution spaces" in the Northern Metropolis identified as the medium to long term land supply for residential and economic development. Among the vast tracts of land in the northern New Territories, the Application Site is abutting the NTN New Town, an area with relatively flat terrain of about 1,500 hectares with great potential to be the future home and workplace of Hong Kong's population.

6.8.2 Since the Application Site is a piece of land readily available for development, the Proposed Amendment will help contribute to meeting the demand for housing supply and speeding up the transformation of Northern Metropolis. The Indicative Scheme of the Proposed Amendment will provide a total of 2,320 units of flat upon completion. Not only does the Proposed Amendment promote I&T development in Hong Kong and create job opportunities in the Northern Metropolis, but it also be in line with the Government's promise of a steady supply of private residential units in 2023 Policy Address and complement the Government's effort in addressing the acute housing demand.

6.9 Having Been Proven to be Technically Feasible and Resulting in NO Adverse Impacts on the Surrounding Environment

6.9.1 Despite part of the Application Site falling within the Study Boundary of the on-going Planning and Engineering (P&E) Study for NTN New Town and Man Kam To (commenced in October 2021 with anticipated completion in 2025), the Indicative Scheme has been proven to be technically feasible with appropriate mitigation measures in place. The Indicative Scheme is justified to be able to be supported with sufficient infrastructure capacity even before the implementation of infrastructure works planned under the P&E Study.

6.9.2 From the **traffic** perspective, the impact assessment has been conducted without considering the infrastructures planned under the P&E Study due to the uncertainty on the detailed alignment and the completion year of the future road network. The assessment results have revealed that,

with the proposed junction improvement schemes, the identified key junctions and road links in the vicinity of the subject site would operate within capacity. Meanwhile, it is understood that, under the P&E Study, there would be a potential main road in north-south direction next to the Application Site. Sufficient area and flexibility had been reserved in the Indicative Scheme for any potential access road and/or junction proposed under the Study in the future.

6.9.3 From the **sewerage** perspective, an on-site sewerage treatment plant (STW) has been proposed in the Indicative Scheme for treatment and subsequent discharge to Ping Yuen River to minimise the impacts of additional sewage flow on the existing and planned capacity of sewerage facilities serving the district.

6.9.4 From the **drainage** perspective, based on the result of capacity check, the existing drainage infrastructure is found to be sufficient with no adverse impact by the changes in catchment area nor increase in runoff by the Indicative Scheme with the proposed drainage storage tank and drainage diversion.

6.9.5 From the **water supply** perspective, based on the estimate of the water demand, existing water supply infrastructure is found to be sufficient with the recommendation of a new built water main connecting to the Application Site.

6.9.6 Various technical assessments on aspects including landscape and tree preservation, traffic, sewerage, drainage, water supply, geotechnical, visual, environmental, air ventilation and ecology have been conducted to ensure that no adverse impacts will be brought by the Proposed Amendment to the surrounding environment. Please refer to the **Appendices B – K** of this Supporting Planning Statement for details. Findings of the technical assessments have confirmed that the Indicative Scheme is technically feasible and will not generate adverse impact on the future uses of the proposed development and the surrounding environment with appropriate mitigation measures and improvement works.

Appendix K

Ecological Impact Assessment