

## ***Annex E***

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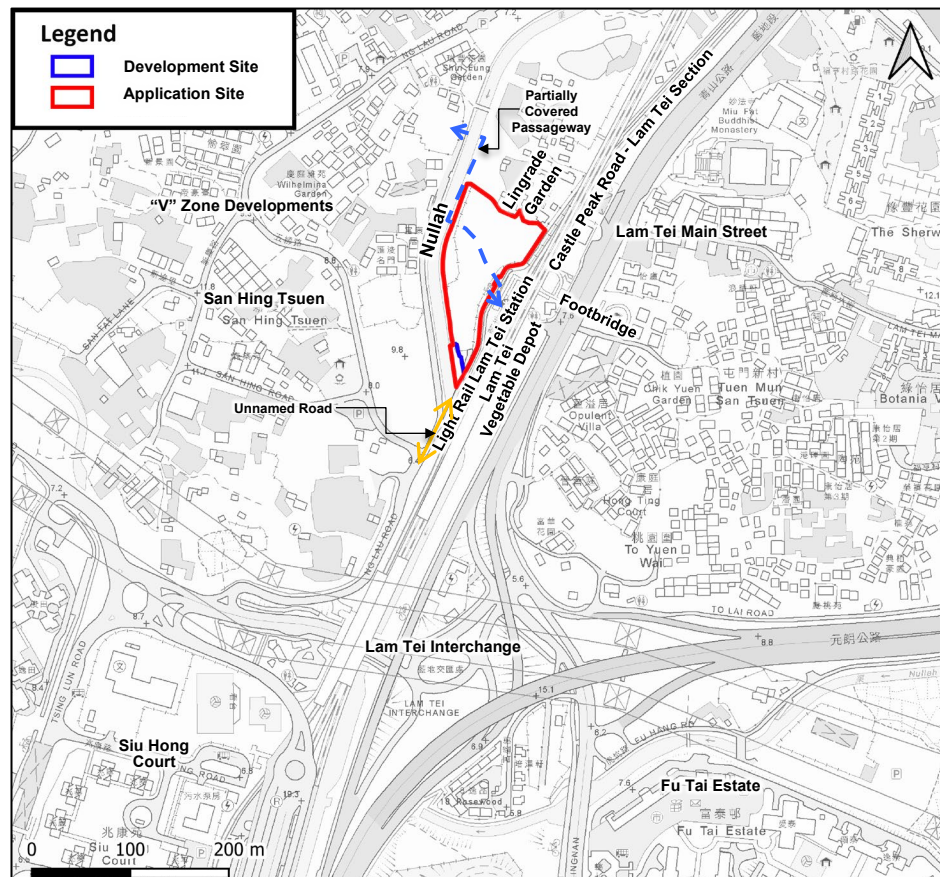
### **Replacement Pages of the Revised Supporting Planning Statement**

## 2. SITE AND PLANNING CONTEXT

### 2.1 Location and Site Context

2.1.1 Subsequent to the approval of the previous rezoning application, the Applicant has lodged the land exchange application to the Lands Department. With reference to the latest draft lease plan, the current site boundary includes additional G-land of irregular shape, which these G-land could not be developed on its own due to its small, narrow and elongated shape.

2.1.2 The Application Site is bounded by the nullah to the west, temporary structures on the “Government, Institution and Community” (“G/IC”) zone and a housing development named Lingrade Garden to the north, and Light Rail Lam Tei Station to the east adjacent to a public footpath and cycle track. An existing public passageway of the Applicant’s landholding connecting Lam Tei Station and the village houses to the further north-west and across the nullah dissects the north-eastern quarter of the Application Site (see **Photo 2.1**). The Tuen Ma Line viaduct is elevated at around +21mPD east of the Light Rail track. The vehicular access (on an unnamed road) to the Application Site is provided at the southern end branching off from Ng Lau Road (see **Photo 2.2**) coming from Lam Tei Interchange to the south. **Figure 2.1** below shows the Application Site location and context.



**Figure 2.1 Site Location and Context**

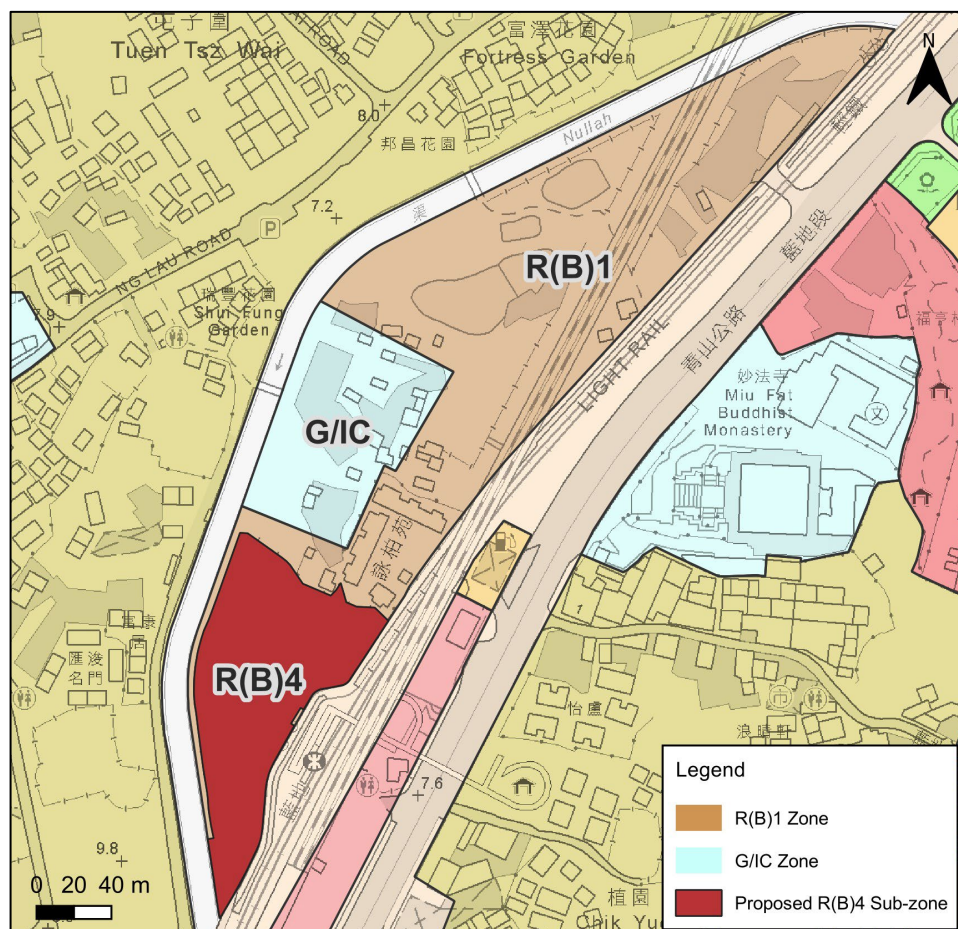


Figure 3.3 Proposed “R(B)4” Zoning Boundary

3.2.6 As indicated in **Figure 3.3**, the proposed “R(B)4” zoning is separated from the main “R(B)1” zone by a G/IC site and a housing development named Lingrade Garden.

### 3.3 Design Considerations

#### Appropriate Tower Setback

3.3.1 In order to avoid compromising the existing built environment and minimize the sense of spatial oppression, towers along the northern and western boundaries are proposed to set back to allow a smoother transition to the surroundings. In particular, Towers 1 and 4 that are fronting the nullah along the western boundary are proposed to be setback for at least **7m** while Tower 2 that is abutting the re-provided public access at the northern boundary is proposed to set back for about **15m**.

### **Careful Tower Disposition to Provide a 15m-wide Building Separation**

3.3.2 On top of building setback, the proposed layout has duly considered maximizing building gaps to create a spacious development and to enhance the air ventilation performance. Building separation of not less than 15m would be provided to enhance E-W wind penetration. A central amenity square containing a swimming pool would be provided for enjoyment. Figure 3.4 below shows the indicative ground floor plan of the Proposed Development.

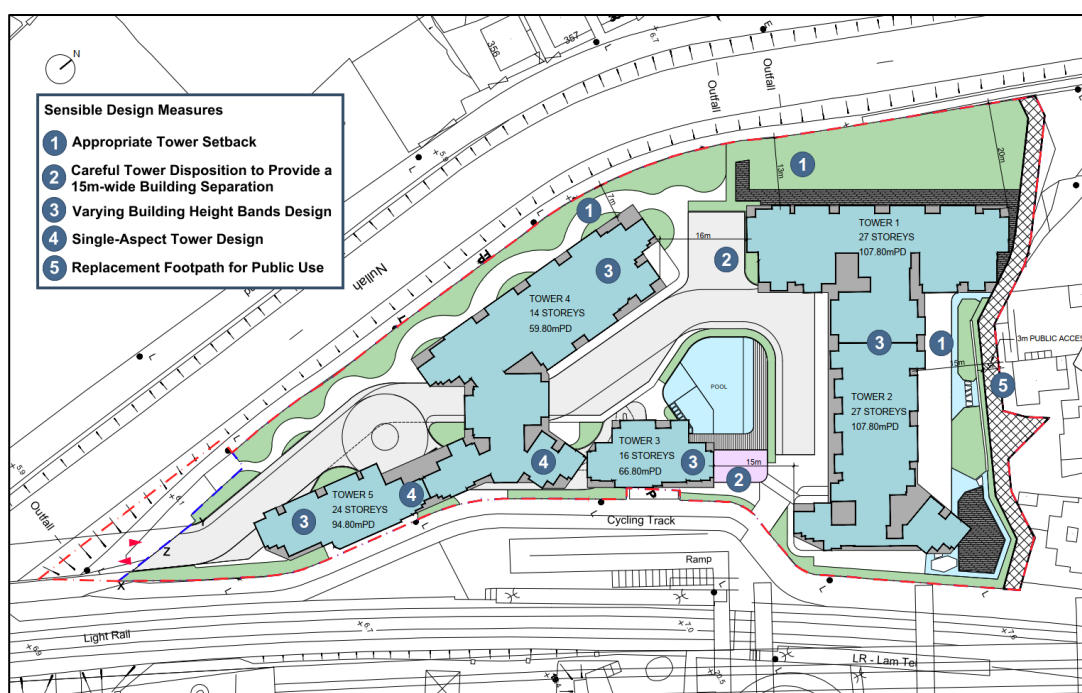


Figure 3.4 Indicative Block Plan

### **Varying Building Height Design**

3.3.3 Considering the proximity to Light Rail Lam Tei Station and the Tuen Ma Line Railway Viaduct, varying height bands ranging from +59.8mPD to +107.8mPD or 14 to 27 storeys is proposed. The varying BH design would be able to add visual interest to the surrounding.

### **Single-Aspect Tower Design**

3.3.4 In consideration of the railway noise of Tuen Ma Line and Light Rail Transit, the proposed development scheme has incorporated single-aspect tower design to reduce the railway noise impact from the Tuen Ma Line and Light Rail Transit running north-south to the east of the Application Site.

- Water feature is also proposed along the north-eastern edge adjacent to the clubhouse at Towers 1 and 2 to increase the visual interest for the residents from the clubhouse;
- Besides the passive area, an outdoor swimming pool is proposed at the centre near Tower 3 for the residents to exercise and enjoy; and
- To provide a pleasant walking experience, wiggled pedestrian path that co-serves as a jogging path with lush planting is proposed along the western boundary to create an interesting experience.

At 1/F

- 1/F of Towers 1 and 2 will co-serve as a refuge floor and permeable sky-garden. Mix plantings are proposed at the edges to maximize the greenery.

3.4.3 The Proposed Development will provide not less than 1m<sup>2</sup> of communal open space per person. The detailed landscape proposal and the Landscape Master Plan are appended in **Appendix H**.

### **3.5 Tree Preservation and Removal Proposal**

3.5.1 A tree survey was conducted in May 2022 and 224 nos. of trees within the Application Site are identified. There is no endangered tree species identified. The Tree Preservation and Removal Report (TPRR) is appended in **Appendix I**.

3.5.2 Whilst, among the existing trees surveyed, 145 nos. of *Leucaena leucocaphala* are identified. With reference to the Guideline Notes on TPRR for Building Development in Private Projects – Compliance with Tree Preservation Clause under Lease of LAO Practice Note 6/2023, trees of **undesirable** species, such as *Leucaena leucocaphala*, characterized by its aggressive and invasive growing habits and ability to prevent natural succession of native species would not need to be compensated if felled. Therefore, all 145 nos. of *Leucaena leucocaphala* are proposed to be felled without compensatory planting requirement.

3.5.3 Apart from these 154 nos. of trees, another 79 nos. of trees are proposed to be felled due to their unrecoverable health problem, poor condition, and low survival rate after transplanting. There is no endangered tree species identified in the tree survey under the listing in ‘Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)’. Besides, there is no “Champion” trees or “Old and Valuable” trees observed within the Application Site or its periphery. That being said, a compensation ratio of 1:1 will be achieved with 79 nos. of compensatory trees to be provided in the Proposed Development. **Table 3.2** below shows the summary of the tree felling and compensation proposal.

relevant noise criteria stipulated in the HKPSG. Therefore, it is anticipated that the Proposed Development will not be subjected to adverse fixed noise impact.

#### Traffic Noise

- 4.2.3 With the implementation of mitigation measures including acoustic window / balcony, full compliance of the HKPSG recommended criterion of 70 dB(A) for L10 (1-hr) would be achieved at all NSRs. Therefore, the Proposed Development will not be subjected to adverse traffic noise impact.

#### Air Quality

- 4.2.4 An assessment area of 500m radius from the Application Site boundary has been adopted to assess the air quality impacts due to the chimney and vehicular emissions. The quantitative assessment shows that full compliance of air quality objectives (AQOs) is predicted at all air sensitive receivers (ASRs) of all heights for all pollutants, hence, there would be no adverse air quality impact on the Proposed Development.

### **4.3 Visual Considerations**

- 4.3.1 To assess the potential visual impact of the Proposed Development on the overall visual quality of the surroundings, a Visual Impact Assessment has been conducted. Please refer to **Appendix D** for more details.
- 4.3.2 A total of **7** public viewpoints (“VP”) have been selected to assess the visual impact of the Proposed Development against the Baseline Development Scheme, which refer to the approved scheme with a BH of 8 storeys or +35mPD. Among the 6 VPs, the overall visual impact anticipated ranges mostly from slightly adverse to moderately adverse.
- 4.3.3 However, with the proposed mitigation measures including carefully tower disposition, tower setbacks along the nuallah, **varying** BH design, **provision of building separations** and appropriate façade design in place, the Proposed Development is considered acceptable in the Lam Tei area.