

MMH/CE19/TO4/PR/FIG/5.1	Photomontage – Viewpoint 1
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APPENDIX

APPENDIX A	Extracted Notes and Explanatory Statement of the OZP
APPENDIX B	Traffic and Transport Impact Assessment
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Executive Summary

Pursuant to Section 16 of the Town Planning Ordinance (Cap. 131), this Supporting Planning Statement is prepared and submitted to support an application to the Town Planning Board (TPB) for private residential development with supporting commercial, parking and government, institution and community facilities (the Proposed Development) at a site located at junction of Tai Chung Kiu Road and On Sum Street (Lot to be known as Sha Tin Town Lot No. 626 (STTL626)) and a site located at junction of On Sum Street and On Ping Street (Lot to be known as Sha Tin Town Lot No. 627 (STTL627)) (collectively referred to as the “Application Sites”). The Application Sites fall within “Commercial (1)” (“C(1)”) zone on the approved Sha Tin Outline Zoning Plan (OZP) No. S/ST/40.

The Application Sites, with site areas of approximately 0.80 ha (STTL 626) and 0.41 ha (STTL 627), are located at the northern fringe of the Shek Mun Business Area. The sites are bounded by Tai Chung Kiu Road, On Sum Street and On Ping Street, and are well served by existing strategic road networks, public transport services and the Shek Mun MTR Station within walkable distance. STTL 626 is currently occupied by a fee-paying public car park and a strip of government land, while STTL 627 comprises vacant Government land. Both sites are formed with an existing ground level of approximately +6 mPD and are entirely on Government land.

Having regard to the planning intention of the “C(1)” zone, which allows “Flat” use with planning permission, the Proposed Development seeks to optimise the use of valuable urban land resources to contribute to private housing supply at this highly accessible urban location, while maintaining compatibility with the surrounding commercial and recreational context. Considering the site location and 2025 Policy Address on private housing supply target for the 10-year period from 2026-27 to 2035-36, the Proposed Development adopts a total plot ratio of 6.2 and adheres to its currently permitted height restriction, thereby maintaining the living quality while increasing housing supply in Sha Tin.

The Proposed Development comprises two separate residential developments with supporting retail, parking and government, institution and community facilities. The development at STTL 626 consists of three residential blocks with a maximum building height of +130 mPD and a total of about 962 residential units, together with podium-level retail uses and the reprovision of a public car park. The development at STTL 627 comprises two residential blocks of similar height profile with about 494 residential units, podium-level retail uses and a social welfare facility. **Variations in** building height design descending towards the Shing Mun River Channel is adopted to respect the established urban form and minimise visual and environmental impacts.

Technical assessments, including Traffic and Transport Impact Assessment, Preliminary Environmental Review, Water Supply Impact Assessment, Sewerage Impact Assessment, Drainage Impact Assessment and Quantitative Risk Assessment, have been conducted. The findings confirm that the Proposed Development is technically feasible and will not result in unacceptable traffic, environmental, infrastructure, drainage, sewerage or safety impacts, with incorporation of appropriate design.

2.2 Existing fee-paying car park at STTL 626

- 2.2.1 An existing fee-paying public car park is currently operating at STTL 626, providing approximately 203 parking spaces. According to the available information, the tenancy contract is renewed monthly and would require one month notice period for termination.
- 2.2.2 A Public Vehicle Park (PVP) will be provided at the Proposed Development at STTL626. This will be further discussed in **Section 4.3**.

2.3 Accessibility

- 2.3.1 For STTL626, vehicular access can be made via TCKR and OSS to reach OPS; For STTL627, vehicular access can be made via TCKR and On Lai Street (OLS) to reach OPS.
- 2.3.2 TCKR is a dual-3 carriageway and classified as a primary distributor running in east-west direction. It connects OSS and OLS, from Che Kung Miu Road to Shek Mun Interchange.
- 2.3.3 The Application Sites are also conveniently served by road-based and rail-based public transport services. Franchised bus and green minibus services are available in the surroundings with about 200m walking distance to the nearest stops along TCKR. Regular public transport services to/from Sha Tin, Kwun Tong and Tsim Sha Tsui are available. The Application Sites are also located in proximity to the Shek Mun MTR Station with about 600m walking distance to the closest exit (Exit C).
- 2.3.4 The accessibility of the Application Sites is shown in Fig. No. **MMH/CE19/TO4/PR/FIG/2.2**.

2.4 Surrounding Land Use

- 2.4.1 The Application Sites are situated at mixed use of residential, industrial, commercial, and Government, Institution or Community uses in it environ. The Application Sites are surrounded by:
- To the further north and northwest of the Application Sites (STTL626 and STTL627) is "Residential (Group B)" zone, comprising residential developments namely Pictorial Garden and Garden Vista.
 - To the immediate south and southeast of STTL626 are "Government, Institution or Community" and "Other Specified Uses" zones, comprising Shek Mun Fresh Water Booster Pumping Station, Sha Tin Community Green Station, and On Sum Street Substation, as well as a Petrol-cum-LPG Filling Station.
 - To the further south and southwest of STTL627 is an area zoned "Other Specified Uses" annotated "Business (1)", comprising with Grandtech Centre and New Trade Plaza.
 - To the immediate west and southwest of STTL627 is Shek Mun Playground which is zoned as "Open Space". To its further southwest is Courtyard By Marriott Hong Kong Sha Tin which is zoned as "Commercial".

4 THE PROPOSED DEVELOPMENT

4.1 General Planning and Design Principles

- 4.1.1 ***Contributing to Additional Private Housing Supply*** – Situating at an urban centre location conveniently served by public transport services, there is an opportunity to optimise the precious land resource at the Application Sites for contributing to the housing supply at the territorial level. In addition, the Proposed Development will align with the Government policy of a minimum flat size requirement of not less than 26m² in saleable area.
- 4.1.2 ***Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Future Residents*** – The Proposed Development will provide PR of 0.2 for non-domestic uses, in the form of ‘Shop and Services’ and ‘Eating Place’ uses at the podium floor.
- 4.1.3 ***Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Shing Mun River Channel*** – Variations in building height design for the Proposed Development will maintain the distinct gradation of height profile with descending building height towards the riverfront, without compromising on flat yield. It will also not adversely affect the visual resources at riverfront environment, resulting in a win-win scenario.
- 4.1.4 ***Incorporating Various Design Merits*** – In view of the urban location of the Application Sites, tremendous efforts have made to incorporate various sensible design measures in the Proposed Residential Development aiming to enhance the existing built environment in the vicinity.

4.2 Key Assumptions

- 4.2.1 The Proposed Development will comprise of residential blocks (together with supporting retail facilities), private car parks (provided in accordance with requirements stipulated in HKPSG), a public car park and a social welfare facility.
- 4.2.2 The following major assumptions have been adopted:-
- (i) The average flat size for residential development is taken as 50m².⁽¹⁾
 - (ii) The domestic plot ratio is 6.0.
 - (iii) Building height restriction of the “C(1)” zone is 130mPD. Variations in building height design will be adopted.
 - (iv) A public car park, providing 110 spaces for private car, 45 spaces for “shared-use” light goods vehicles (LGV) and light buses, and 15 spaces for motorcycle parking spaces, will be provided at STTL 626.
 - (v) A social welfare facility in form of an Integrated Children and Youth Services Centre (ICYSC) sub-base, providing 163m² GFA, will be provided at STTL 627.
 - (vi) All car parking spaces are provided above-ground in 2 storeys such that full GFA exemption could be granted according to the prevailing regulations.⁽²⁾

¹ With reference to the Census 2021, the median flat size is 40m². With the increasing living space of people as promulgated under “Hong Kong 2030+”, the average flat size is assumed to be 50m².

² Para 18 (b) (i) of the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-2 refers.

- (vii) Retail facilities will be provided for both STTL626 and STTL627 at their respective podiums; and
- (viii) The minimum clearance height is assumed as 3.15m for the residential blocks and 4.0m for podium (with private car park).

4.3 Key Development Parameters of Indicative Scheme

- 4.3.1 The Indicative Scheme for development at STTL 626, including master layout plan, floor plans, conceptual landscape plan and section plans, are shown in **Appendix H**. Detailed parameters are given in **Table 4.1** below.

Table 4.1 Development Details of Indicative Scheme at STTL626

Development Parameters	Indicative Scheme ⁽¹⁾
Application Site Area (m ²)	8,015
Total PR	Not more than 6.2
Domestic PR	Not more than 6
Non-domestic PR	Not more than 0.2
Total GFA (m ²)	Not more than 49,693
Domestic GFA (m ²)	Not more than 48,090
Non-domestic GFA (m ²)	Not more than 1,603
Clubhouse GFA (m ²) ⁽²⁾	Not more than 2,164
Maximum Height of Development (mPD)	Not more than +130
No. of Storeys	32 – 34 residential storeys atop a 3-storey podium
Domestic Site Coverage	19%
Non-domestic Site Coverage	72%
No. of Residential Block	3
No. of Flats	About 962
Average Flat Size (m ²)	50
Anticipated Population ⁽³⁾	2,501
Private Open Space (m ²) ⁽⁴⁾	Not less than 2,501
Greenery Provision	Not less than 20%
Ancillary Parking Spaces ⁽⁵⁾	
GFA for Ancillary Car Park (m ²) ⁽⁶⁾	6,531
Private Car Parking Spaces (Domestic)	275
M/HGV Loading/Unloading (L/UL) Bays (Domestic)	3
Motorcycle Parking Spaces (Domestic)	13
Bicycle Parking Spaces (Domestic)	65
Private Car Parking Spaces (Non-Domestic)	11
M/HGV Loading/Unloading (L/UL) Bays (Non-Domestic)	3
Motorcycle Parking Spaces (Non-Domestic)	2

Development Parameters	Indicative Scheme ⁽¹⁾
<u>Public Vehicle Park (PVP) Parking Spaces</u> ⁽⁵⁾	
GFA for PVP (m ²) ⁽⁶⁾	4,541
Private Car Parking Spaces	110
“Shared-use” for LGV and Light Buses Parking Spaces	45
Motorcycle Parking Spaces	15
Anticipated Completion Year	2032

Note:

- (1) Future developments in the Application Site will be bounded by the proposed plot ratio, should the application be approved by the Town Planning Board. The maximum building height of the Proposed Development will be subject to the building height restriction stipulated in the Outline Zoning Plan, while other development parameters are indicative only.
- (2) The clubhouse GFA is proposed to be exempted from GFA calculation in accordance with PNAP APP-104.
- (3) According to average domestic household size of 2.6 in Year 2025 Whole Territory, *Table 130-06806: Average household size and median monthly household income of households by District Council district* provided by Census and Statistics Department.
- (4) In view of the provision of ancillary carpark, retail, clubhouse and other facilities at the constrained developable area, in accordance with the Hong Kong Planning Standards and Guidelines, not less than 1m² of communal open space per person will be considered while optimizing overall site functionality.
- (5) The provision of ancillary carpark, public vehicle park, loading/unloading areas and carpark ancillary areas are proposed to be exempted from the GFA calculation, subject to B/Ds' approval.
- (6) The Gross Floor Area (GFA) adopted for the conservative scenario reflects the maximum GFA available on the podium. This is sufficient to accommodate the required parking spaces in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), as well as conventional vehicular access and other associated carpark facilities.

4.3.2 The Indicative Scheme for development at STTL 627, including master layout plan, floor plans, conceptual landscape plan and section plans, are shown in **Appendix H**. Detailed parameters are given in **Table 4.2** below.

Table 4.2 Development Details of Indicative Scheme at STTL627

Development Parameters	Indicative Scheme ⁽¹⁾
Application Site Area (m ²)	4,116
Total PR	Not more than 6.2
Domestic PR	Not more than 6
Non-domestic PR	Not more than 0.2
Total GFA (m ²)	Not more than 25,519
Domestic GFA (m ²)	Not more than 24,696
Non-domestic GFA (m ²)	Not more than 823
Clubhouse GFA (m ²) ⁽²⁾	Not more than 1,111
Maximum Height of Development (mPD)	Not more than +130
No. of Storeys	33 – 34 residential storeys atop a 3-storey podium
Domestic Site Coverage	18%
Non-domestic Site Coverage	58%
No. of Residential Block	2
No. of Flats	About 494
Average Flat Size (m ²)	50
Anticipated Population ⁽³⁾	1,284
Private Open Space (m ²) ⁽⁴⁾	Not less than 1,284
Greenery Provision	Not less than 20%
<u>Ancillary Parking Spaces</u> ⁽⁵⁾	
GFA for Ancillary Car Park(m ²) ⁽⁶⁾	3,220
Private Car Parking Spaces (Domestic)	111
M/HGV Loading/Unloading (L/UL) Bays (Domestic)	2
Motorcycle Parking Spaces (Domestic)	7
Bicycle Parking Spaces (Domestic)	33
Private Car Parking Spaces (Non-Domestic)	6
M/HGV Loading/Unloading (L/UL) Bays (Non-Domestic)	2
Motorcycle Parking Spaces (Non-Domestic)	1
Anticipated Completion Year	2032

Note:

- (1) Future developments in the Application Site will be bounded by the proposed plot ratio, should the application be approved by the Town Planning Board. The maximum building height of the Proposed Development will be subject to the building height restriction stipulated in the Outline Zoning Plan, while other development parameters are indicative only.
- (2) The clubhouse GFA is proposed to be exempted from GFA calculation in accordance with PNAP APP-104.
- (3) According to average domestic household size of 2.6 in Year 2024 Whole Territory, *Table 130-06806: Average household size and median monthly household income of households by District Council district* provided by Census and Statistics Department.

- (4) In view of the provision of ancillary carparks, retail, clubhouse and other facilities at the constrained developable area, in accordance with the Hong Kong Planning Standards and Guidelines, not less than 1m² of communal open space per person will be considered while optimizing overall site functionality.
- (5) The provision of ancillary carpark, loading/unloading areas and carpark ancillary areas are proposed to be exempted from the GFA calculation, subject to B/Ds' approval.
- (6) The Gross Floor Area (GFA) adopted for the conservative scenario reflects the maximum GFA available on the podium. This is sufficient to accommodate the required parking spaces in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), as well as conventional vehicular access and other associated carpark facilities.

4.4 Building Design Concept / Consideration

- 4.4.1 **Incorporation of Variations in Building Height Design:** Variations in building height design with three building height bands (130mPD, 126mPD and 123mPD) at STTL626 and two building height bands (130mPD and 126mPD) at STTL627 descending towards the river channel are proposed for the Indicative Scheme. The Indicative Scheme complies with the building height restriction of 130mPD, which is compatible with the building heights of the surrounding areas.
- 4.4.2 **Compliance with Building (Planning) Regulations and Relevant Provisions of Sustainable Building Design Guidelines (SBDG):** The building design of the Indicative Scheme complies with the design requirements Lp, S and P as outlined in Building (Planning) Regulations and SBDG as stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 published by the Buildings Department.
- 4.4.3 **Building Setback:** A setback of not less than 7.5m allowed is adopted between the buildings and the centreline of adjoining streets under SBDG requirements.
- 4.4.4 **Building Separation:** The Indicative Scheme complies with the separation requirement as outlined in SBDG.
- 4.4.5 **Air Quality Setback:** the existing OSS is wider than 15m, no further setback from the street is required under the SBDG requirement. Nevertheless, considering the air quality setbacks recommended under Hong Kong Planning Standards and Guidelines (HKPSG), the following setback distance (measured at the domestic block levels) is adopted with respect to the road types of surrounding roads:

Road Name	Road Type	Setback Requirement
Tai Chung Kiu Road	Primary Distributor	20m
On Sum Street	Local Distributor	5m
On Ping Street	Local Distributor	5m

- 4.4.6 **Greenery:** Since the total area of the Application Sites is more than 1,000m² and less than 20,000m², the minimum site coverage of greenery of 20% of the site area, i.e. not less than 1,603m² for STTL626 and 824m² for STTL627 should be provided in accordance with PNAP APP-152.

4.5 Traffic and Transport Arrangement

Vehicular Access and Connectivity

5 SUMMARY OF TECHNICAL ASSESSMENTS

5.1 Traffic and Transport

- 5.1.1 The Application Sites have good vehicular accessibility with the major road network leading to Sha Tin, Ma On Shan and other urban/metropolis areas. The major traffic routings to/from the Application Sites are indicated in Fig. No. **MMH/CE19/TO4/PR/FIG/4.1**.
- 5.1.2 The vehicular access for the Proposed Development is indicated in Fig. No. **MMH/CE19/TO4/PR/FIG/4.2**.
- 5.1.3 The required ancillary car park provisions and loading/unloading bays for the Proposed Development are assessed according to HKPSG. The public car parking provision is based on surveys conducted in 2025 & 2026. They are summarised in Table 5.1.1 below.

Table 5.1.1 Provision of Carpark

Type	STTL 626	STTL 627
Ancillary Parking		
Private Car Parking	260	101
Visitor Parking	15	10
M/HGV Loading/Unloading Bay	3	2
Motorcycle Parking	13	7
Bicycle Parking	65	33
Private Car Parking (Non-Domestic)	11	6
M/HGV Loading/Unloading Bay (Non-Domestic)	3	2
Motorcycle Parking (Non-Domestic)	2	1
Public Parking		
Private Car Parking	110	-
Motorcycle Parking	15	
“Shared-use” for Light Goods Vehicle and Light Buses Parking	45	

- 5.1.4 A Preliminary Traffic and Transport Impact Assessment (**Appendix B** refers) was conducted according to requirements stipulated in the “Transport Planning and Design Manual (TPDM)” and “Traffic Impact Assessment (TIA) Checklist for Development Project” to review the traffic impact brought by the Proposed Development.
- 5.1.5 For assessment purpose, traffic forecasts for year 2036 had been produced for ascertaining the future traffic conditions. The traffic forecasts had taken into account the latest population and employment data of the Sha Tin / Ma On Shan District. Other planned and committed developments in the Sha Tin / Ma On Shan District had also been considered as applicable and appropriate.

5.2 Environmental Aspect

- 5.2.1 A Preliminary Environmental Review (PER) (**Appendix C** refers) was conducted to identify environmental key issues and constraints and possible environmental impacts of the Proposed Development, and hence to propose mitigation measures against any unacceptable environmental impacts.

Air Quality

- 5.2.2 The air quality impacts to the Proposed Development was preliminary reviewed. During operation phase, given that the required vehicular air quality buffer distance as stipulated in HKPSG is complied (See Fig. No. **MMH/CE19/TO4/PR/FIG/4.3**), no adverse air quality impact is anticipated.

Noise

- 5.2.3 During operation stage, the road traffic noise impacts to the Proposed Development was preliminary reviewed. Noise exceedances of up to 78 dB(A) are identified for all building blocks. Mitigation measures of enhanced acoustic balcony, **acoustic windows and proper layout design are** proposed. With these mitigation measures, no adverse road traffic noise impact is anticipated.
- 5.2.4 The railway noise impacts to the Proposed Development was preliminary reviewed. The predicted noise levels at all representative noise sensitive receivers (NSRs) would comply with the relevant noise criteria, except 1 NSR during night-time period. Innovative noise mitigation measures including acoustic window and enhanced acoustic balcony are proposed. With these mitigation measures, no adverse railway traffic noise impact is anticipated.
- 5.2.5 Fixed noise sources were identified within 300m assessment area delineated from the site boundaries of the Application Sites. The predicted noise levels at most representative NSRs would comply with the relevant noise criteria. No insurmountable noise impact arising from the noise sources to the Proposed Development is anticipated subject to implementation of the following possible mitigation measures:

- Innovative noise mitigation designs (INMD) - Typical INMD includes acoustic window and enhanced acoustic balcony;
- Fixed glazing or façade with non-noise sensitive use; and
- 1.7m architectural fin.

Water Quality

- 5.2.6 During operation phase, the potential water quality impact sources of the Proposed Development involve the sewage generated and surface runoff. With proper connection to the public drainage and sewerage system, no adverse water quality impact during operation phase is anticipated.

Waste Management

- 5.2.7 No adverse impact is anticipated.

5.5 Drainage Aspect

- 5.5.1 A Preliminary Drainage Impact Assessment (DIA) (**Appendix F** refers) was conducted to review the drainage impact brought by the Proposed Development. It was found that the Proposed Development will induce no adverse impact to the existing drainage system and no mitigation measure is required.
- 5.5.2 For STTL 626, the drainage runoff is proposed to discharge to a new terminal manhole TM01 with a 600mm dia. drain connected to the existing catchpit no. SCH4005413, which will eventually discharge to Shing Mun River. For STTL 627, the drainage runoff is proposed to discharge to a new terminal manhole TM02 replacing an existing catchpit. The surface runoff will then drain off to the existing public drainage system.
- 5.5.3 The possible drainage connection arrangements are shown in Fig. No. **MMH/CE19/TO4/PR/FIG/4.6**.

5.6 Quantitative Risk Assessment

- 5.6.1 According to record plans provided by relevant utility company, it is identified that a high pressure gas mains is located in the vicinity of the Application Sites (See Fig. No. **MMH/CE19/TO4/PR/FIG/4.7**).
- 5.6.2 A Quantitative Risk Assessment¹ (**Appendix G** refers) has been carried out for the high-pressure gas mains, along with the associated Shatin North Offtake and Piggling Station. It is found that the maximum individual risk associated with both high-pressure pipeline and the Application Sites is below 1×10^{-7} per year. Therefore, in terms of individual risk, the requirement is met and no mitigation measures are necessary. It is found that the societal risk is within the acceptable region. Therefore, in terms of societal risk, the risk level are met and no mitigation measures are necessary.

5.7 Landscape Aspect

- 5.7.1 A tree survey was conducted in 2023 which identified 58 trees of common species within the STTL626 and STTL 627². No Old and Valuable Tree (OVT), potential OVT, large tree with diameter at breast height (DBH) over 750mm, nor rare/protected species is found within the STTL626 and STTL627. Based on the Indicative Scheme, 45 trees will be felled and 13 will be retained. The Indicative Scheme is preliminary in nature and intended for planning assessment purposes. The detailed development layout and associated tree treatment proposals, including the nos. of trees to be felled, retained and compensated, will be subject to further design and review at the detailed design stage³.

¹ A LPG-cum-Petrol Filling Station is located in close proximity to the Application Sites. As confirmed with the Environment and Ecology Bureau, the LPG facilities of this station will be decommissioned and there will be no LPG supply at this station after 31 Jan 2029. Consequently, the QRA is conducted based on the scenario that is without LPG supply at this station.

² The tree survey findings and relevant landscape information are extracted from the findings of the Landscape Assessment in support of the rezoning of the subject site from "Government, Institution or Community" ("G/IC") to "C(1)" zone in 2023.

³ The tree treatment proposal will be carried out, in accordance with DEVB Technical Circular (Works) on Tree Preservation, and Guidelines for Tree Risk Assessment and Management Arrangement (TRAM), by the future developer.

5.8 Visual Aspect

5.8.1 Under the Indicative Scheme, the proposed building heights range from +123mPD to +130mPD for STTL626 and +126mPD to +130mPD for STTL627. Photomontages at three representative viewpoints, including Shing Mun River Promenade outside Sha Tin Racecourse, Hong Kong Sports Institute and MTR Shek Mun Station, are produced to illustrate the potential visual impact to the viewers (See Fig. No. MMH/CE19/TO4/PR/FIG/5.1 to MMH/CE19/TO4/PR/FIG/5.3). The Proposed Development would integrate well into the existing high-rise buildings from slight obstruction to negligible visual impact, which is considered acceptable to the surrounding environment.

5.9 Air Ventilation Aspect

5.9.1 By incorporating design features such as building setback/separation between towers, no significant adverse impact on the pedestrian wind environment is anticipated when compared to the OZP compliance scheme.

5.9.2 With reference to the findings of Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) in support of the rezoning of the subject site from "G/IC" to "C(1)" zone in 2023, the subject sites are in alignment with the current urban grids and the proposed developments would not step into the major NE/NNE wind breezeways along Tai Chung Kiu Road and On Ping Street. Tai Chung Kiu Road would help to maintain the wind environment to the vicinity of the identified potential wind sensitive areas. Both wind breezeways would help to maintain the wind environment near Shek Mun Playground and Courtyard by Marriott HK Shatin. The proposed developments are OZP compliant schemes which do not exceed the current development restrictions on building height and plot ratio of the "C(1)" zone.

5.9.3 The Indicative Scheme has provided adequate design measures as follows:

- Building setback of around 18m to 20m from the centreline of adjoining streets and building façade at STTL626;
- Building setback of around 11m to 31m from the centreline of adjoining streets and building façade at STTL627;
- Building separation of around 5m between residential towers and podium at STTL626;
- Building separation of around 5m between residential towers at STTL627;

5.9.4 The above design measures facilitate the flow of E to NE directional wind, enhance wind permeability and alleviate the potential wind impacts upon the proposed developments.

6 PLANNING JUSTIFICATIONS

6.1 In Line with Government Policy to meet the Supply Target for Private Housing by Providing Sufficient Lands

6.1.1 According to the Chief Executive’s 2025 Policy Address, the supply target for private housing in the 10-year period from 2026-27 to 2035-36 was projected to be 126,000 units. The Proposed Development responds positively to the Government’s policy to have sufficient land to meet the demand in the 10-year period, and to roll out such land to the market in an orderly and pragmatic manner.

6.2 Complying with Relevant Explanatory Statement (ES) of the OZP

6.2.1 The Proposed Development has taken into considerations of the Explanatory Statement (ES) of the OZP, the Application Sites in the “C(1)” zone are subject to a maximum PR of 9.5 and a maximum building height of 130mPD. In addition, a social welfare facility and a public vehicle park shall be provided. The Proposed Development has incorporated all these requirements.

6.3 Ensure Full Compatibility with the Surrounding Context

6.3.1 **Variations in building height design** at STTL626, consisting of one residential building with 123mPD near On Sum Street, one residential building with 126mPD and one residential building with 130mPD near Shek Mun Interchange, is proposed, resulting in a more interesting skyline in the Shek Mun Area. In addition, **variations in building height design** at STTL627, consisting of one residential building with 126mPD near Tai Chung Kiu Road and one residential building with 130mPD towards On Ping Street, is proposed, resulting in a more interesting skyline in the Shek Mun Area.

6.3.2 **Variations in building height design** for the Proposed Development will maintain the distinct gradation of height profile with descending building height, without compromising on flat yield. It will also not adversely affect the visual resources near riverfront environment, resulting in a win-win scenario. The visual impact associated with the Proposed Development is considered acceptable, compatible and blend in well with the surrounding environment.

6.4 In Line with Government Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%

6.4.1 Since the 2014 Policy Address, the Government has indicated that “*except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic PRs that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government will duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the Proposed Scheme in the area concerned*”. With a view to optimise the precious land resources for increasing housing supply at the Application Sites, the Proposed Development, which is classified as density zone R2 at New Development Areas, can apply the above-mentioned relaxation of domestic PR.