

Annex A

Updated Planning Statement

**S16 PLANNING APPLICATION
DRAFT YUEN LONG OUTLINE ZONING PLAN NO. S/YL/28**

**Proposed Minor Relaxation of Building Height Restriction
for Permitted Flat in “Residential (Group A) 1” Zone,
Lot Nos. 2268S.A, 2268 RP, 2269 RP, 2270 RP, 2271, 2272, 2273 S.A RP,
2273 S.B ss.2, 2273 S.B ss.3, 2273 S.B ss.4, 2273 S.B RP, 2273 S.C ss.2,
2274, 2275 in DD120 and Adjoining Government Land, Kung Um Road,
Yuen Long, N.T.**

SUPPORTING PLANNING STATEMENT

May 2026

Applicant:

Reach High Development Limited

Consultancy Team:

KTA Planning Ltd.

Ronald Lu & Partners Ltd.



PLANNING LIMITED
規劃顧問有限公司



S3185/PS/V02

Executive Summary

This Supporting Planning Statement is prepared on behalf of Reach High Development Limited (the “Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for a proposed for the minor relaxation of building height restriction from 25 storeys (excluding basement) to 26 storeys for the permitted Flat at various lots in DD120 and adjoining Government Land, Kung Um Road, Yuen Long (“the Site”). The Site falls within an area zoned “Residential (Group A) 1” (“R(A)1”) on the Draft Yuen Long Outline Zoning Plan No. S/YL/28 (the “Draft OZP”).

The Proposed Development involves the relocation of 1 level of basement carpark to above-ground, resulting in an increase in building height of one storey (above-ground) which exceeds the building height restriction of 25 storeys (excluding basement) allowed under the “R(A)1” zone of the Draft OZP. Hence, a minor relaxation of the building height restriction is required.

The Proposed Development with minor relaxation of building restriction is fully justified by the following main reasons:

- The Proposed Development is totally in-line with the Government’s policy on relaxation of GFA exemption arrangement for car parks in private developments.
- The results of the Visual Appraisal indicated that **there is no difference in terms of building height** as viewed from the chosen public viewpoints. No adverse visual impact would be anticipated.
- The Proposed Development has incorporated various design merits to improve the quality of the living environment.
- To avoid any potential local adverse air ventilation impact, the Proposed Development has allowed a separation of about 30m between the two towers and podium setback from Kum Um Road and Park Signature in order to achieve the concepts of ‘inter-building spacing’ or ‘courtyard’ to facilitate wind penetration. Hence, no adverse air ventilation impact will be resulted.
- The slight increase in building height will not incur any increase in plot ratio / GFA permitted under the zoning. No adverse traffic and infrastructural impact will be anticipated.

In light of justifications given throughout the Supporting Planning Statement, we sincerely request the TPB to give favourable consideration to this Planning Application.

行政摘要

(內文如有差異，應以英文版本為準)

本規劃申請書是代表申請人 Reach High Development Limited(下稱「申請人」)根據城市規劃條例第 16 條，向城市規劃委員會(下稱「城規會」)申請略為放寬位於元朗公庵路丈量約份第 120 約多個地段及毗連政府土地(下稱「申請地點」)的建築物高度限制，由 25 層(不包括地庫)放寬至 26 層。申請地點位於元朗分區計劃大綱草圖編號 S/YL/28(下稱「大綱草圖」)上被劃為「住宅(甲類)1」用途的地方。

擬議發展項目涉及將原先位於地庫的一層地下停車場在地面以上設置，以致建築物地面以上的高度需要增加一層，超出了「住宅(甲類)1」地帶在規劃大綱草圖所容許的 25 層(不包括地下層)的建築物高度限制。因此，建築物的高度限制需要對作出輕微放寬。

擬議略為放寬建築物高度限制的發展計劃主要理據如下：

- 擬議發展完全符合政府對私人發展項目中停車場豁免總樓面面積的優化安排的政策。
- 視覺評估結果顯示，擬議建築物高度不會產生不良的視覺影響。
- 擬議發展項目已加入多項設計優點，以提升居住環境的質素。
- 擬議發展在兩座大樓之間預留約 30 米的間距以及平台從公庵路和漆柏後移，符合「建築物空間」或「庭院」的概念，以在向風的位置提供足夠的建築物空間，不會產生不良的空氣流通的影響。
- 建築物高度的輕微增加不會導致地積比率／總樓面面積的增加。因此，不會對交通及基礎設施造成不利影響。

基於以上各項規劃理據，申請人希望是次的規劃申請能獲城規會支持。

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S16 PLANNING APPLICATION
Draft Yuen Long Outline Zoning Plan No. S/YL/28

**Proposed Minor Relaxation of Building Height Restriction
for Permitted Flat in “Residential (Group A) 1” Zone,
Lot Nos. 2268S.A, 2268 RP, 2269 RP, 2270 RP, 2271, 2272, 2273 S.A RP,
2273 S.B ss.2, 2273 S.B ss.3, 2273 S.B ss.4, 2273 S.B RP, 2273 S.C ss.2, 2274,
2275 in DD120 and Adjoining Government Land
Kung Um Road, Yuen Long, N.T.**

Supporting Planning Statement

1. INTRODUCTION

1.1 Purpose

1.1.1 This Planning Application is prepared and submitted on behalf of Reach High Development Limited (“the Applicant”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for the minor relaxation of building height restriction from 25 storeys (excluding basement) to 26 storeys for the permitted Flat at Lot Nos. 2268S.A, 2268 RP, 2269 RP, 2270 RP, 2271, 2272, 2273 S.A RP, 2273 S.B ss.2, 2273 S.B ss.3, 2273 S.B ss.4, 2273 S.B RP, 2273 S.C ss.2, 2274, 2275 in DD120 and Adjoining Government Land, Kung Um Road, Yuen Long, N.T. (“the Site”). The Site falls within an area zoned “Residential (Group A) 1” (“R(A)1”) on the Draft Yuen Long Outline Zoning Plan No. S/YL/28 (the “Draft OZP”). This Planning Statement is to provide the TPB with relevant information for consideration of this Planning Application.

1.2 Report Structure

1.2.1 Following this introductory section, the site and planning context will be briefly summarised in Section 2. The Indicative Development Scheme is included in Section 3. The planning merits and justifications for the Planning Application will be explained in Section 4. The Planning Statement will be concluded in Section 5.

2. PLANNING AND SITE CONTEXT

2.1 Site Location and Existing Condition

2.1.1 The Site is located at various lots in DD120 and adjoining Government Land, Kung Um Road, Yuen Long. It is bounded by Kung Um Road on the east and existing residential development, La Grove, Park Signature (Towers 1 to 3) and Park Signature (Towers 5 to 10) to its north, west and south respectively. The proposed vehicular access is via Kung Um Road (**Figure 2.1** refers).

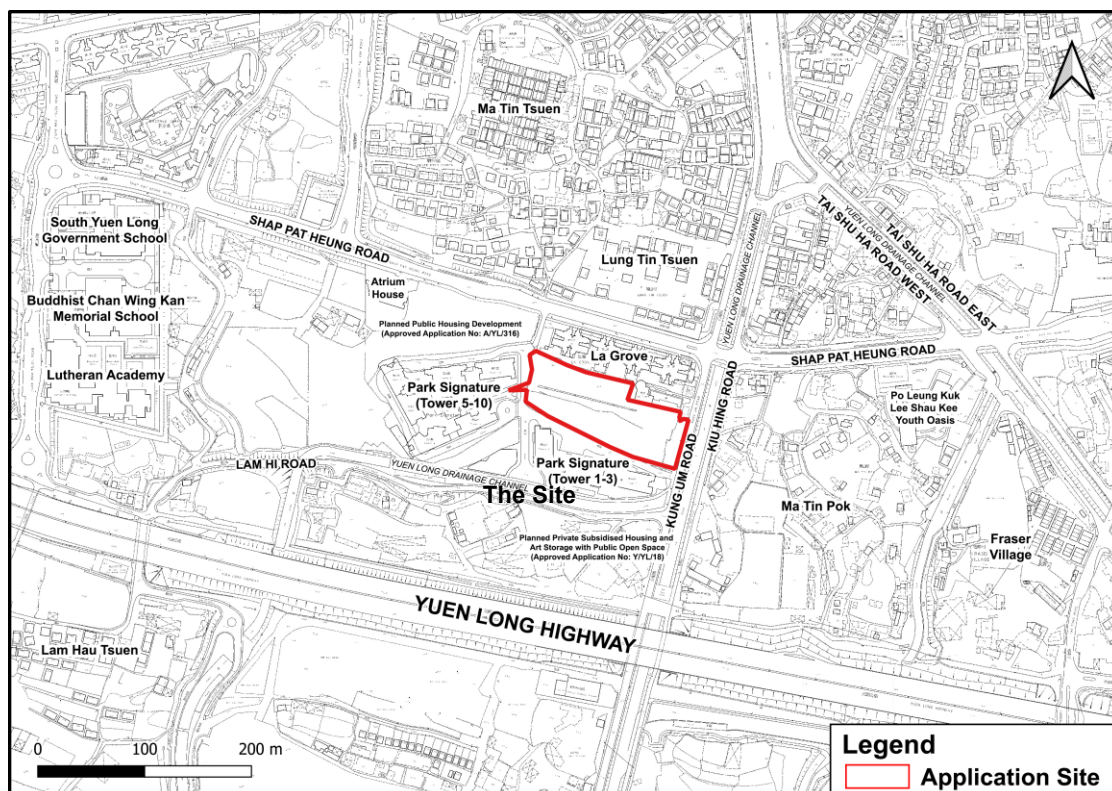


Figure 2.1 Site Location Plan

2.2 Land Status

2.2.1 The Site comprises Lot Nos. 2268S.A, 2268 RP, 2269 RP, 2270 RP, 2271, 2272, 2273 S.A RP, 2273 S.B ss.2, 2273 S.B ss.3, 2273 S.B ss.4, 2273 S.B RP, 2273 S.C ss.2, 2274, 2275 in DD120 and Adjoining Government Land, Kung Um Road, Yuen Long, N.T. (**Figure 2.2** refers). The total site area is approximately 8,235 m², including private land lot of about 6,461 m² and Government land of about 1,774 m². The Applicant is the sole owners of the lots within the Site.

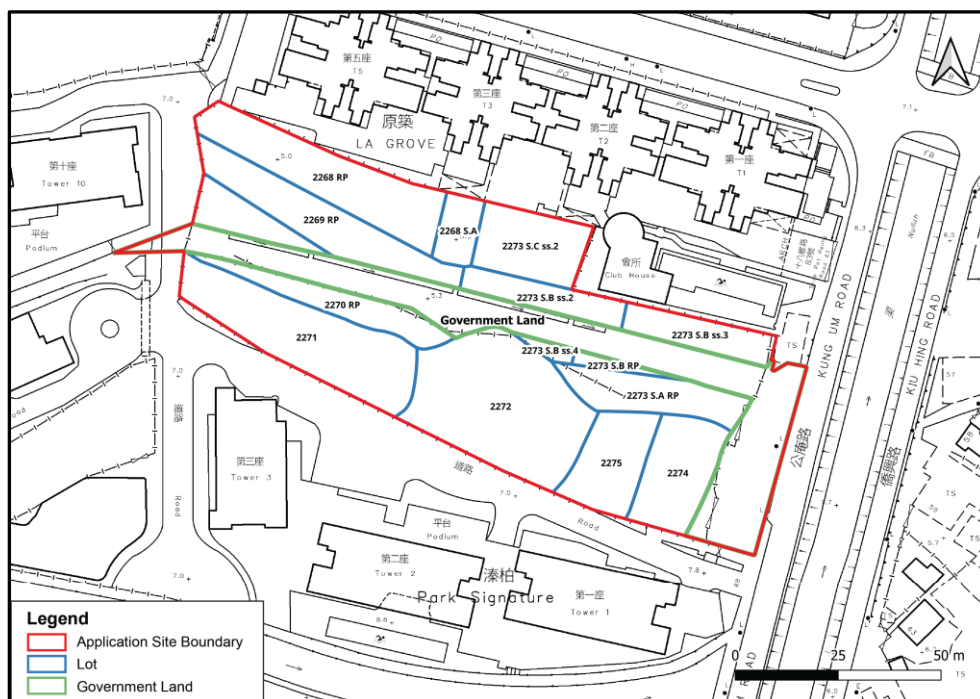


Figure 2.2 Land Status Plan

2.3 Surrounding Context

2.3.1 The Site is surrounded by mainly residential, village and some Government, Institution or Community uses (**Figure 2.1** and **2.3** refer).

- To its immediate north within the same “R(A)1” zone is an existing residential development, La Grove.
- To its immediate south and west within the same “R(A)1” zone is an existing residential development, Park Signature (with 9 towers).
- To its northwest is a planned public housing development providing about 944 nos. of flats.
- To the further northwest is an existing house development, Atrium House.
- To its east across from Kung Um Road and drainage channel is a “Village Type Development” (“V”) zone occupying by village houses.
- To its further north is another “V” zone where Lung Tin Tsuen and Ma Tin Tsuen are located.
- To its further south is a planned private subsidised housing and art storage with public open space located within an area zoned “Other

Specified Uses" annotated "Private Subsidised Housing and Art Storage with Public Open Space" and "Residential (Group A) 7".

- To its further south and west is a strip of "Open Space" zone intended for provision of recreational and sports facilities and serving as a buffer area between Yuen Long Highway and the areas located to the north.
- To its further west is an area zoned "Government, Institution or Community" zone where a number of schools including South Yuen Long Government School, Buddhist Chan Wing Kan Memorial School and Lutheran Academy are located.

2.4 Statutory Planning Context

2.4.1 The Site falls within an area zoned "R(A)1" on the Draft OZP and is subjected to a building height restriction of 25 storeys (excluding basement) (**Figure 2.2** refers). According to the Statutory Notes of the Draft OZP, the planning intention of "R(A)" zone is intended "*primarily for high-density residential development*". It is also stated that "*commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building*". 'Flat' is a column 1 use which is always permitted by the TPB.

2.4.2 According to the "Remarks" of the "R(A)" zone, it is stated that "*based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, gross floor area, building height and/or site coverage restrictions as stated in paragraphs (a), (b), (c), (d), (e), (f), (g), (i) and (j) may be considered by the TPB on application under section 16 of the Town Planning Ordinance*".

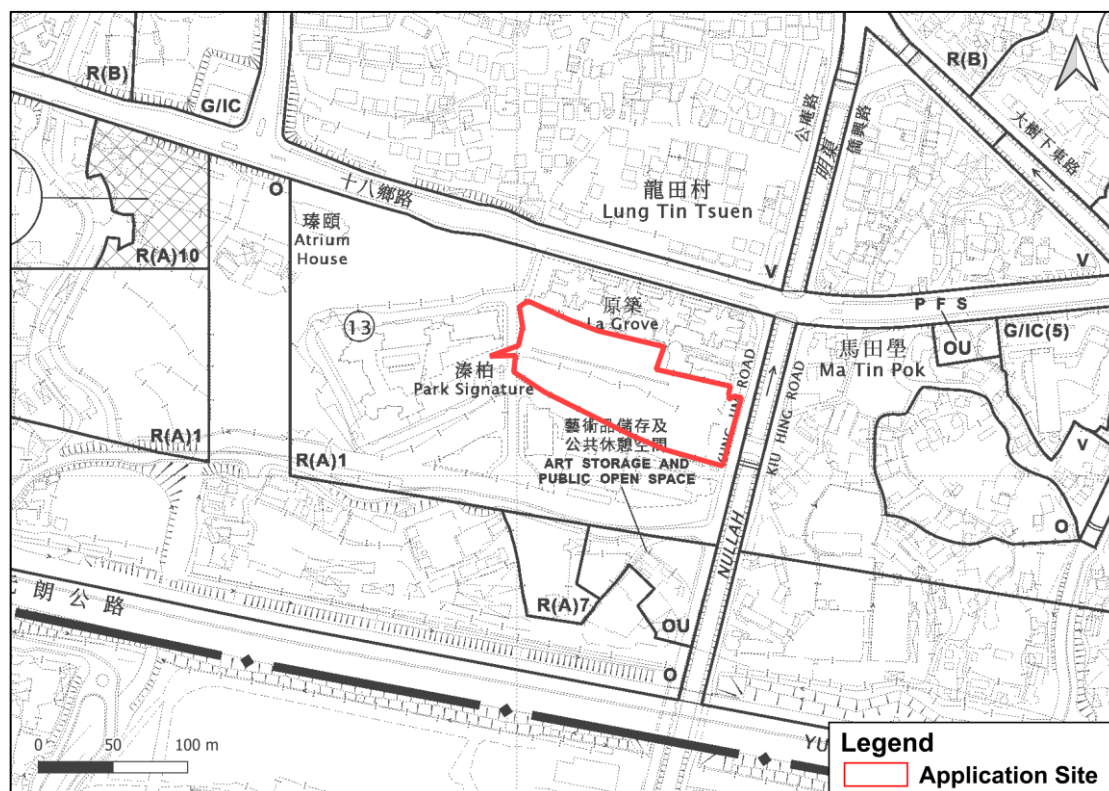


Figure 2.2 Zoning Context Plan (Extracted from Approved OZP)

2.5 Government's Policy on Relaxation of GFA Exemption Arrangement for Car Parks in Private Development

2.5.1 As announced in the Policy Address 2025, the Government is endeavoured to lower the construction costs by streamlining approval processes. Relaxation of GFA exemption arrangement for car parks in private developments was proposed by removing the mandatory requirement of constructing underground car parks as a condition of exemption. Full GFA exemption would be granted if developers are to construct no more than two storeys of above ground car parks. Building Department's updated Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-2 was promulgated in November 2025 with details on the enhanced measures. If the aboveground carparks would result in exceedance of building height restriction on the statutory plan, a S16 Planning Application for minor relaxation of building height restriction will be required. Under normal circumstances, only a visual appraisal is required if the relaxation is solely for accommodating the two storeys of aboveground car parks. If the site is situated on major breezeways, a simple review of the air ventilation impacts would be required.

3. PROPOSED DEVELOPMENT SCHEME

3.1 The Development Scheme

3.1.1 Schematic drawings and section for the Proposed Development is presented at **Appendix 1** of this Supporting Planning Statement. Comparison section is also included at **Appendix 2** to demonstrate the car park arrangement under the OZP Compliant (Conforming Scheme) and Proposed Scheme. Relaxation of building height restriction is required for the relocation of 1 level of basement carpark to above-ground. Comparison of major development parameters between the Conforming and Proposed Schemes are summarized in **Table 3.1**. The target completion year of the Proposed development is 2030.

Table 3.1 Comparison of Major Development Parameters for the Conforming and Proposed Scheme

Overall Development	Conforming Scheme (a)	Proposed Scheme (b)	Difference (b-a)
Site Area (about)	8,235 m ²	8,235 m ²	No Change
Domestic Plot Ratio (about)	5.0	5.0	No Change
Total Domestic GFA (about)	41,175 m ²	41,175 m ²	No Change
Site Coverage (not more than)	25%	25%	No Change
Building Height (Main Roof) (about)	92.45mPD	92.45mPD	No Change
No. of Storeys (about)	25 nos. (excluding 1 level of B/F Carpark but including 1 level of G/F carpark/clubhouse and 1 level of landscape deck/clubhouse)	26 nos. (including 2 levels of Carpark and 1 level of landscape deck/clubhouse)	+ 1 no.
Number of Car Parking Spaces (Nos.)			
- Private Cars	188 nos.	188 nos.	No Change
- Motorcycle	13 nos.	13 nos.	No Change
- L/UL Bay	2 nos.	2 nos.	No Change
Number of Units (about)	1,035 nos.	1,035 nos.	No Change
Average Unit Size (about)	39.8 m ²	39.8 m ²	No Change

3.2 Design Considerations

3.2.1 In formulating the Development Scheme, the schematic design has taken into account the various site constraints as well as design considerations in order to ensure that the Scheme is designed to create a high-quality development in harmony with surrounding environment. The Proposed Development adopts a number of sensitive design measures to respond

positively to the surrounding medium-density residential neighbourhood as follows:

Careful Disposition of Tower Blocks

3.2.2 The Site is elongated in shape and is surrounded by various medium-rise residential developments including La Grove and Park Signature. The disposition of the residential towers will have to be carefully designed to achieve a quality living environment for the future residents while respecting the adjacent developments. The form and disposition of tower blocks have been purposely designed to maximize building setback from the adjacent developments. Overlooking of residential units has also been minimized to protect the privacy of the residents.

3.2.3 To reduce the sense of encroachment of pedestrians, the podium has been setback about 10m from the centreline of Kung Um Road which is more than the required 7.5m for fulfilling the setback requirement of Sustainable Building Design Guidelines ("SBDG"). Opportunity has been taken to provide about 142 nos. of bicycle parking spaces at the setback area to offer convenient parking facilities for future residents to facilitate cycling activities.

Adoption of Permeable Design

3.2.4 The Proposed Development comprises two residential towers atop a 3-storey podium. The building footprint of both podium and tower has been optimized taking into the site conditions. The podium has been designed to avoid the area with low rockhead within the Site to minimize the possible complications in the foundation works. Hence, consideration setback of podium structure from Park Signature will also be allowed. A 3-storey podium is required to accommodate the required internal transportation and the ancillary residential supporting facilities as a result. The footprint and form of the towers have also been optimized to provide a separation of about 30m between the towers to facilitate local air ventilation performance and enhance visual permeability of the Site.

Optimized Floor-to-Floor Height

3.2.5 The Proposed Development incorporates optimized floor-to-floor height to enhance spatial quality and functionality. For the carpark floors, a floor-to-floor height of about 3.75m has been adopted while a floor-to-floor height of about 3.15m has been adopted for the residential floors. The proposed floor-to-floor height is not excessive and would meet the functional needs. Although the Proposed Development involves an increase in one storey aboveground, there is no increase in the absolute building height as compared to the Conforming Scheme.

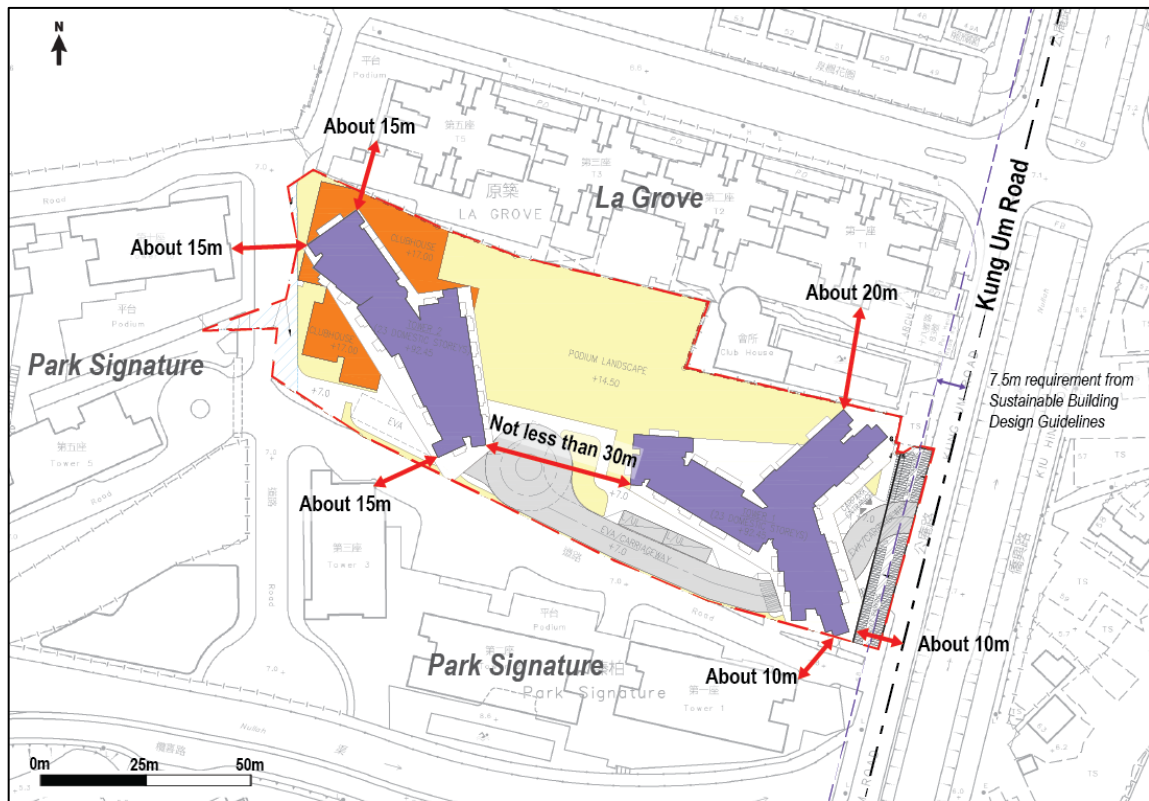


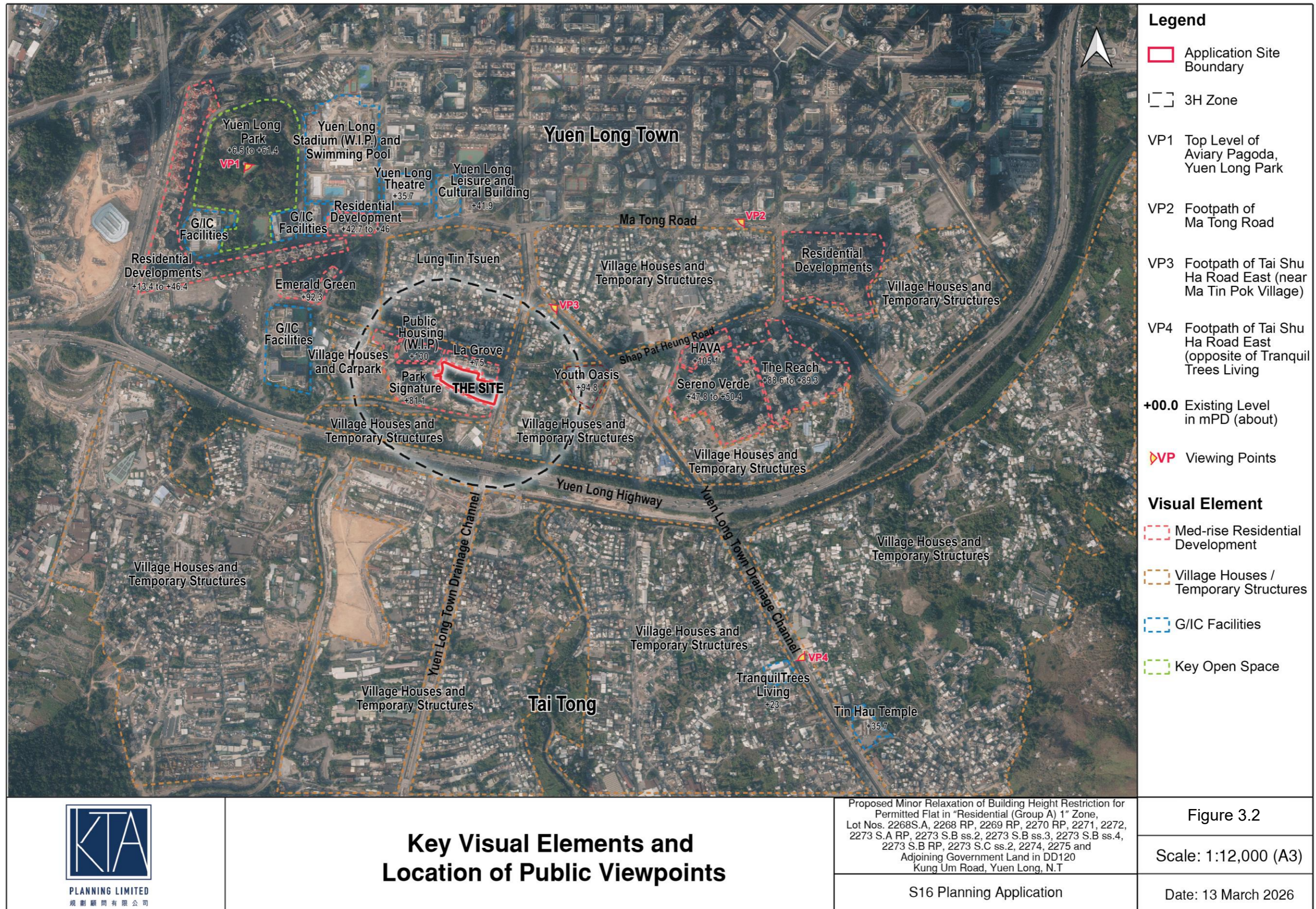
Figure 3.1 Proposed Design Measures

3.3 Visual Appraisal

3.3.1 A Visual Appraisal ("VA") has been conducted to evaluate the potential visual impact associated with the Proposed Development. Local viewing points and viewing points at adjacent neighbourhood have been selected for assessing the visual impact to the public viewers.

Selection of Representative Viewing Points

3.3.2 In this VA, four VPs are selected for assessment on the visual impact of the Proposed Development for demonstrating the potential cumulative impact, which are briefly introduced as follows and summarised in **Table 3.2**. Location of the VPs are illustrated in **Figure 3.2**.



VP1 – Top Level of Aviary Pagoda

Aviary Pagoda is a 7-storey tower located on the hill of Shu Ngau Ling in Yuen Long Park. An aviary is situated at the ground floor of the tower while public viewing platforms are located at the upper levels which offers a panoramic view towards Yuen Long and Tin Shui Wai. The tower is a popular recreational spot for the local residents and visitors.

VP2 – Footpath of Ma Tong Road

This VP is taken from the footpath of Ma Tong Road. Ma Tong Road is a main artery in the southern part of Yuen Long town centre connecting to Ma Tin Road. The road offers an alternative route for commuters apart from the central Castle Peak Road - Yuen Long section. The pedestrians will usually gain access to the various Government, Institution or Community facilities including a number of schools, Yuen Long Jockey Club Squash Court and Yuen Long Yung Fung Shee Clinic Community Nursing Service Centre.

VP3 – Footpath of Tai Shu Ha Road East near Ma Tin Pok Village

This VP is taken from the footpath of Tai Shu Ha Road West near Ma Tin Pok Village. Tai Shu Ha Road East is a main road in the Shap Pat Heung area, situated to the south of Yuen Long Highway. It runs parallel to Tai Shu Ha Road West and the upstream of Yuen Long Nullah. This section of Tai Shu Ha Road East serves mainly the residents of the various villages including Ma Tin Pok Village along the road.

VP4 – Footpath of Tai Shu Ha Road East opposite of "TranquilTrees Living"

This VP is taken from the footpath of Tai Shu Road East, which is opposite to the transitional housing project "TranquilTreesLiving" along Tai Shu Ha Road West. The road serves as the main transport corridor and pedestrian route connecting Tin Hau Temple, Nam Hang Tsuen, and brownfield sites to Yuen Long city centre and is frequently used by pedestrians and drivers.

Table 3.2 Identified Public Viewpoints with Preliminary Analysis

Viewpoints (VPs)	Distance/ Direction (Approx.)	Height in mPD (Approx.)	Viewers	Nature of VP	Popularity by Public	Sensitivity of Viewers
VP1: Top of Aviary Pagoda	725m/ Northwest	+60	Recreational Users of Yuen Long Park	Passive Recreational	Frequent	High
VP2: Footpath of Ma Tong Road	755m/ Northeast	+5.3	Commuters, local residents and pedestrians	Kinetic	Occasional	Low to Medium
VP3: Footpath of Tai Shu Ha Road East near Ma Tin Pok Village	250m/ Northeast	+5.7mPD	Local residents	Kinetic	Occasional	Low to Medium

VP4: Footpath of Tai Shu Ha Road East (opposite of TranquilTrees Living)	1.2km/ Southeast	+10.6	Commuters, local residents and visitors of Tin Hau Temple	Kinetic	Occasional	Low to Medium
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Discussions on Visual Impacts

- 3.3.3 **VP1 (Figure 3.2 refers):** VP 1 is located about 725m to the northwest of the Site. It captures the view of existing developments in Yuen Long Town Centre, Shap Pat Heung and Tai Tong with vegetations in the foreground and the mountain backdrop and open skyview in the background. The main visual elements, including vegetation as well as mountain backdrop and open view of the sky will not be affected. The proposed Shap Pat Heung Road Public Housing Development (Approved Application No.: A/YL/316) with a building height of about 130mPD will be situated to the northwest of the Site and only the upper portion of the proposed residential towers at the Site will be visible at this VP. The public viewers of this VP will often seek for high quality view from the viewing platforms and their visual sensitivity is high. However, as shown in **Figure 3.2**, it is demonstrated that with or without the minor relaxation of building height restriction, the visual change is considered negligible.
- 3.3.4 **VP 2 (Figure 3.3 refers):** VP 2 is located about 755m to the northeast of the Site. This VP captures the existing Ma Tong Road, the roadside planters and vegetation as well as noise barrier in the foreground and the open skyview in the background. The main visual elements include roadside greenery and open view of the sky. Due to the kinetic nature of pedestrians and drivers, their visual sensitivity is considered low to medium. With or without the minor relaxation of building height, the visual change due to the Proposed Development is expected to be negligible.
- 3.3.5 **VP3 (Figure 3.4 refers):** VP3 is located about 250m to the southeast of the Site. This VP captures the Yuen Long Nullah, Ma Tin Pok Village, Public Toilet, and vegetations in the foreground. The open skyview and existing medium rise residential developments including La Grove and Park Signature formed the background. The main visual elements i.e. existing vegetation and open skyview will be maintained upon the completion of the Proposed Development. Given its visual compatibility to surrounding context and will not create any obstruction to the visual resources, the magnitude of visual change experienced by public viewers due to minor relaxation of building height is considered negligible.
- 3.3.6 **VP4 (Figure 3.5 refers):** VP4 is located about 1.2km to the southeast of the Site. This VP captures the Yuen Long Nullah, transition housing "TranquilTrees Living", open storage site and some roadside greenery in the foreground. The background includes the top portion of Park Signature, Po Leung Kuk Lee Shau

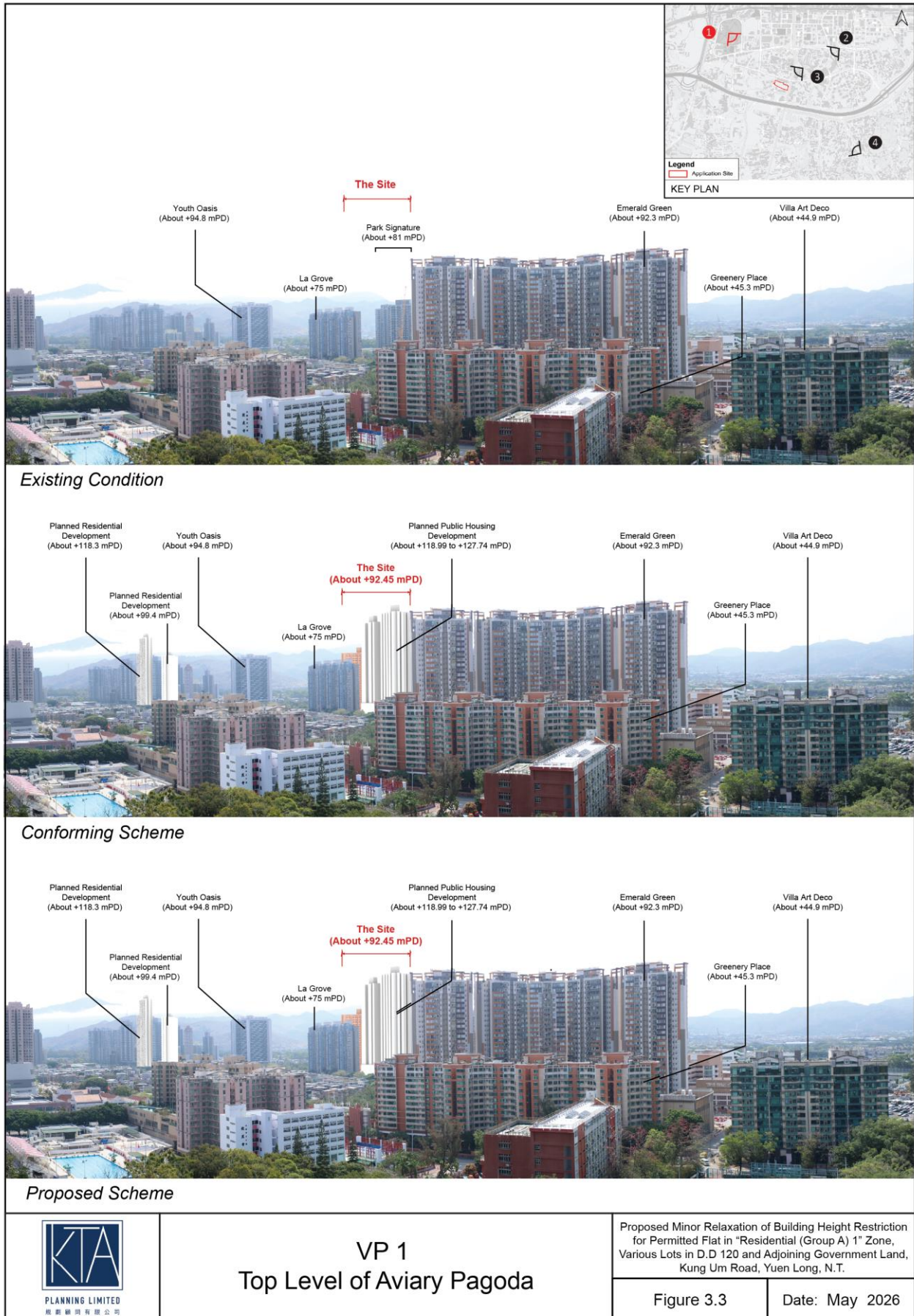
Kee Youth Oasis and the open skyview. The change in visual composition of the Proposed Scheme due to the minor increase of building height with such distance will not be observable. The main visual elements including roadside greenery and open skyview will not be affected. Due to the kinetic nature of pedestrians and drivers, their sensitivity will be low to medium. Hence, with or without the minor relaxation of building height, the change due to the Proposed Development is expected to be negligible.

Conclusion

3.3.7 The proposed development has compatible building height with the existing and planned surrounding context. It is concluded that the overall visual impact induced by the Proposed Development due to the minor relaxation of building height restriction is Negligible.

Table 3.3 Summary of Assessment of Visual Impact

Viewpoint	Location	Visual Impact
VP1	Top of Aviary Pagoda	Negligible
VP2	Footpath of Ma Tong Road	Negligible
VP3	Footpath of Tai Shu Ha Road East (near Ma Tin Pok Village)	Negligible
VP4	Footpath of Tai Shu Ha Road East (opposite of TranquilTrees Living)	Negligible
Overall		Negligible



VP 1
Top Level of Aviary Pagoda

Proposed Minor Relaxation of Building Height Restriction for Permitted Flat in "Residential (Group A) 1" Zone, Various Lots in D.D 120 and Adjoining Government Land, Kung Um Road, Yuen Long, N.T.

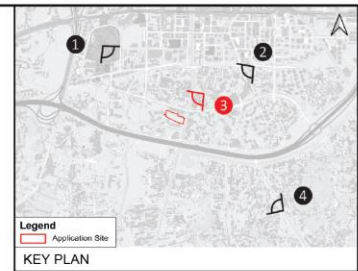
Figure 3.3

Date: May 2026





Existing Condition



Conforming Scheme



Proposed Scheme



VP 3
Footpath of Tai Shu Ha Road East
(near Ma Tin Pok Village)

Proposed Minor Relaxation of Building Height Restriction for Permitted Flat in "Residential (Group A) 1" Zone, Various Lots in D.D 120 and Adjoining Government Land, Kung Um Road, Yuen Long, N.T.

Figure 3.5

Date: May 2026




Existing Condition



Conforming Scheme



Proposed Scheme

	<p>VP 4 Footpath of Tai Shu Ha Road East (opposite of TranquilTrees Living)</p>	Proposed Minor Relaxation of Building Height Restriction for Permitted Flat in "Residential (Group A) 1" Zone, Various Lots in D.D 120 and Adjoining Government Land, Kung Um Road, Yuen Long, N.T.	
		Figure 3.6	Date: May 2026

- 3.4.1 According to the consultancy study of Expert Evaluation on Air Ventilation Assessment of Yuen Long Town (YL AVA(EE) Study) conducted in 2008, the landscape corridor (zoned "O" and to the west of the Site) in Area 13 (to the west of the Site) is a key breezeway in the area and it should be kept free of developments. According to the Explanatory Statement of the Draft OZP, the concepts of 'inter-building spacing' or 'courtyard' by providing adequate space between buildings at wind direction should be applied as far as practicable in the design of future developments in the "R(A)1" zone to avoid potential local adverse air ventilation problem. To improve the local air ventilation performance, the Proposed Development Scheme has incorporated a building separation of about 30m between the two towers. Podium setback has also been provided from Park Signature and Kung Um Road. A landscape garden has been provided at the podium deck to create a 'courtyard' design for enjoyment of the future residents.

4. PLANNING MERITS AND JUSTIFICATIONS

4.1 In-line with Government's Policy on Relaxation of GFA Exemption Arrangement for Car Parks in Private Development

4.1.1 Apart from improving the efficiency of land production to meet the demand for major development projects, long-term economic development and community's housing needs, the Government is also endeavoured to expedite developments by removing the mandatory requirement of constructing underground car parks as a condition of exemption so that construction cost can be lowered and construction time can be reduced. Full GFA exemption would be granted if developers are to construct no more than two storeys of above ground car parks. The only reason why this Planning Application is required is due to the relocation of the one level of basement carpark (which does not need to count towards building height under the "R(A)1" zone) to above-ground and the one extra storey upon relocation would become accountable for building height and exceed the building height restriction of 25 storeys (excluding basement). Without the need of basement construction, the construction time would be shortened by about 6 months. Hence, the Proposed Development is totally in-line with the Government's policy on relaxation of GFA exemption arrangement for car parks in private developments.

4.2 No Change in Overall Building Height and No Adverse Visual Impact is Anticipated

4.2.1 The Site is subjected to a building height restriction of 25 storeys (excluding basement). The relocation of one storey of underground car park to above-ground would result in a building height of 26 storeys thus a minor relaxation of building height restriction is required. According to the Proposed Scheme, floor-to-floor height of the carpark floors has been minimized to about 3.75m only with a standard floor-to-floor height (i.e. 3.15m) for residential units. Hence, the resultant building height (at main roof) is about 92.45mPD which is the same as the building height of the Conforming Scheme. The proposed building height of 26 storeys (i.e. about 92.45mPD) would be compatible with the building height of adjacent developments including La Grove (about 75mPD); Park Signature (about 81.1mPD); planned public housing development within the same "R(A)1" zone (about 130mPD); and planned subsidised housing development in the "OU" and "R(A)7" zones (about 88mPD).

4.2.2 The results of the Visual Appraisal indicated that there is no difference in terms of building height as viewed from the selected public viewpoints as demonstrated in the Visual Appraisal. No adverse visual impact due to the increase in building height would be anticipated.

4.3 Incorporation of Various Design Merits

4.3.1 The building form and disposition of the Proposed Development have been carefully thought-out to respond to the surrounding context. Various sensitive design measures have been incorporated to enhance the living quality of the future residents as well as nearby residents. The form and disposition of tower blocks have been purposely designed to maximize building setback from the adjacent developments to minimize overlooking of residential units for protection of privacy of the residents. Despite the limited buildable area and the need to fulfil tower prescribed window requirement, a separation of about 30m has been incorporated between the two towers. The permeable design would significantly improve the visual permeability and local air ventilation of the area.

4.3.2 Taking into account the site constraint (i.e. low rockhead area) and to enhance the spatial quality of the residential cluster, considerable setback of podium structure from Park Signature has also been incorporated. Furthermore, the podium has also been setback about 10m from the centreline of Kung Um Road to reduce the sense of encroachment for the pedestrians. Bicycle parking spaces will be provided at the setback area to offer convenient parking facilities for future residents. Carefully thought-out building design including architectural articulations and façade treatment will be adopted to enhance the quality of the Proposed Development.

4.4 Technically Feasible with No Insurmountable Impacts

Air Ventilation Aspect

4.4.1 Area 13 (where the Site is located) would enjoy ample breezes. The landscape corridor (zoned "O" and to the west of the Site) in Area 13 which is a key breezeway in the area. To avoid any potential local adverse air ventilation impact, the Proposed Development has allowed a separation of about 30m between the two towers as well as podium setback from Park Signature and Kung Um Road in order to achieve the concepts of 'inter-building spacing' or 'courtyard' to facilitate wind penetration. Hence, no adverse air ventilation impact will be resulted.

Traffic Aspect

4.4.2 The proposed Flat development is always permitted under the "R(A)" zone. The slight increase in building height will not incur any increase in plot ratio / GFA permitted under the zoning. The internal transportation facilities will be provided in accordance with the requirements of the Hong Kong Planning Standards and Guidelines. No adverse traffic impact will be resulted.

Infrastructural Aspect

4.4.3 As there is no increase in plot ratio / GFA as permitted under the "R(A)" zone, the proposed minor relaxation of building height restriction will not pose any adverse infrastructural impact to the surroundings.

5. CONCLUSION AND SUMMARY

5.1.1 In light of the above, it is believed that the Proposed Development with minor relaxation of building height restriction should be favourably considered by the TPB from a planning and technical point of view.

5.1.2 The Planning Department and Members of the TPB are respectfully requested to give favourable consideration to support the on the following main reasons:

- a) The Proposed Development, with the relocation of one-storey of underground car park to above-ground, resulting in minor exceedance of building height restriction (from 25 nos. of storeys (excluding basement) to 26 nos. of storeys) is totally in-line with the Government's policy on relaxation of GFA exemption arrangement for car parks in private developments.
- b) The results of the Visual Appraisal indicated that **there is no difference in terms of building height** as viewed from the chosen public viewpoints. No adverse visual impact would be anticipated.
- c) The Proposed Development has incorporated various design merits to improve the quality of the living environment.
- c) To avoid any potential local adverse air ventilation impact, the Proposed Development has allowed a separation of about 30m between the two towers and podium setback from Kum Um Road and Park Signature in order to achieve the concepts of 'inter-building spacing' or 'courtyard' to facilitate wind penetration. Hence, no adverse air ventilation impact will be resulted.
- d) The slight increase in building height will not incur any increase in plot ratio / GFA permitted under the zoning. No adverse traffic and infrastructural impact will be anticipated.