

4 and 30 Sites 1 and 2 sites) in the vicinity. The Proposed Scheme is visually compatible with the surroundings. As demonstrated in the Visual Appraisal (**Appendix 1** refers), a total of six viewpoints are selected pursuant to the requirements in the Town Planning Board Guidelines, TPB PG-No. 41. The proposed revision in building mass and height comparing to the Current Scheme is considered slight and is unlikely to cause any significant adverse visual impact, which received no adverse comments from the Urban Design & Landscape Section of Planning Department.

No Adverse Impact on Air Ventilation Aspect

4.9. An AVA (**Appendix 2** refers) has been conducted to assess the ventilation performance of the Baseline Scheme and Proposed Scheme. To maintain and enhance the wind performance of the Proposed Scheme, the following wind enhancement features have been adopted -

- preserve 15m full height air path between Block A and B;
- provide a permeable podium design;
- provide a 7m G/F empty bay (~5m headroom);
- provide a naturally ventilated carpark;
- provide building setback of about 11m from northeastern site boundary;
- provide podium setback of about 6m from southwestern site boundary; and
- provide tower setback of about 25m from southwestern site boundary.

4.10. Overall, the wind environment would be similar under Proposed and Baseline Scheme with a slight enhancement in performance under annual condition in Proposed Scheme at the immediate vicinity (SVR). Under annual condition, the prevailing wind is mainly from eastern quadrant direction. A taller building height under Proposed Scheme would enhance the ventilation performance at upwind surroundings due to increased downwashing of prevailing wind on to the street level by the E/ESE/ENE facing facade. The permeable carpark and podium design would help to maintain the wind environment at leeward region. Under summer condition, prevailing wind is from the south-western quadrant direction. Similar to that of annual condition, a taller building height under Proposed Scheme would enhance the ventilation performance at upwind surrounding such as San Wan Road. While a wind shadow could be cast to the northeast of the Development, the increased building setbacks, a permeable podium and naturally ventilated carpark would help to alleviate the situation. However, concurrently, the

increased downwashed wind would limit wind flow to the leeward region of the Development, allowing Baseline Scheme to perform slightly better at certain downwind regions.

No Adverse Impact on Traffic Aspect

- 4.11. The result of the updated Traffic Review (TR) indicated that the proposal will have no insurmountable traffic impact. Car parking and loading/unloading facilities are provided with reference to the HKPSG requirements, parking demand in the district, and to the satisfaction of Transport Department (TD). Please refer to the TR as accepted by TD at **Appendix 3** for details.

No Adverse Impact on Sewerage Aspect

- 4.12. Sewerage Impact Assessment (SIA) (**Appendix 4** refers) has been conducted and the study findings concluded that there is no adverse impact on the sewerage system due to the public housing development at the Application Site.

No Adverse Impact on Environmental Aspect

- 4.13. An Environmental Assessment Study (EAS) has been conducted for the public housing development to evaluate and address the potential road traffic noise, rail noise, fixed noise sources, air quality and land contamination impacts (**Appendix 5** refers). The EAS has concluded that the public housing development will have no insurmountable impact with proper building layout, design and mitigation measures to be incorporated in the development.

5. CONCLUSION

- 5.1. This Application is submitted under Section 16 of the Town Planning Ordinance for the proposed minor relaxation of maximum total PR from 7.0 to 7.5 and BHR from 130mPD to 149mPD for public housing development at Po Shek Wu Road. The Proposed Scheme is in line with the Government's initiative on optimising the intensification feasibility of public housing sites with a view to meeting the pressing demand for affordable housing and providing social welfare facilities equivalent to about 5% of the total attainable domestic GFA.