

Annex B

Replacement Page of Planning Statement

it to the satisfaction of relevant Government departments at the detailed design stage.

Visual Impact Assessment ("VIA") (Appendix X)

- 9.4 The results of the VIA have demonstrated that among the six selected public viewing points, ~~three are one is~~ of negligible visual impact ~~and, two are of slightly adverse visual impact, three are one is~~ of slightly to moderately adverse visual impact, and two are of moderately adverse when compared to the existing visual context. Clearly, the development intensity and building height under this application are compatible and blend in well with its surrounding developments. The provision of 15m building separation between the two towers has also contributed meaningful visual and wind permeability effects in this part of the Wu Kai Sha coastal area. Details of the VIA are in **Appendix X**.

10. PLANNING JUSTIFICATIONS

Fully In-line with Government Policy Objectives

For Supply of Vehicle Parking Spaces

- 10.1 As mentioned in paragraph 7.2 above, due to the uneven distribution in provision of public parking spaces in the Territory, many districts, like Ma On Shan, have experienced a proliferation of illegal parking activities. It seems that the increase in provision of parking spaces in new developments under the HKPSG will not help to improve the situation in this part of the Ma On Shan area as no new development/redevelopment sites will likely be available in the vicinity of the Subject Site.
- 10.2 Paragraph 7.11 above also mentioned that up to the present moment, there are a total of 54 public EV charging spaces within the Ma On Shan area. Among these 54 public EV charging spaces, only 3 of them are available within the 500m catchment area of the Subject Site (**Figure 5**). Such quantity of provisions is definitely far from meeting the needs in the community. Indeed, the PVP in the Proposed Development will provide a total of 124 parking spaces, 74 for private cars and 50 for EV charging spaces (**Table 4** above).

Table 4 Key Development Parameters of the Proposed Development

Development Parameters	Proposed Scheme (a)	Revised Scheme (Second FI) (b)	Difference [(b) – (a)] (%)
1. Subject Site (about)	4,325m² (100%)	4,255m² (100%)	-70 m² (-1.62%)
Private Lot	2,173m ² (50.24%)	2,165m ² (50.88%)	-8m ² (-0.37%)
Government Land	2,152m ² (49.76%)	2,090m ² (49.12%)	-62m ² (-2.88%)
2. Total GFA (about)	13,045m²	13,045m²	-
Residential	10,189m ²	10,189m ²	-
Clubhouse	500m ² *	500m ² *	-
Social Welfare Facilities	2,856m ² *	2,856m ² *	-
3. Total Plot Ratio (about)			
A. Residential Only	2.356	2.395	-
B. Social Welfare Facilities	0.66* ¹	0.671* ²	-
C. (A+B)	3.016	3.066	-
4. Total Site Coverage (about)	31.38 %	31.89 %	+0.51%
Residential	15.39%	15.64%	+0.25%
Clubhouse	5.88%	5.97%	+0.09%
Social Welfare Facilities	9.43 % ¹	9.83 % ²	+0.4%
Staircase for PVP Access	0.68%	0.44%	-0.24%
5. Building Height (No. of Storeys*1)			
Residential (at main roof level)	55.65mPD (16)	55.65mPD (16)	-
Clubhouse (at main roof level)	14.0mPD (2)	14.0mPD (2)	-
Social Welfare Facilities (at main roof level)	27.05mPD (7) ¹	27.05mPD (7) ²	-
6. Total No. of Residential Units	184	184	-
Tower 1 / Tower 2	92 / 92	92 / 92	-
7. Average Unit Size	about 49.09m²	about 49.09m²	
8. Estimated Residential Population	about 534 (184 x 2.9)	about 534 (184 x 2.9)	-
9. RCHE (No. of Bed Spaces)	178	162	-16 (-9.0%)
10. DCU (No. of Spaces)	0	40	+40
11. Total Greenery Provision (about)	984 m² (22.7%)	855 m² (20.09%)	129 (-13.11%)
12. Provision of Parking Spaces	-	-	
Residential	64 ³	64 ³	-
RCHE	8 ⁴	8 ⁴	-
Light Bus	3	3	-
Motorcycle	2	2	-
Bicycle	8	9	1 (+12.5%)
Public Vehicle Park (PVP)	124 ⁵	124 ⁵	-
Motorcycle (PVP)	13	19	6 (+46.15%)
13. Provision of L/UL Bays			
LGVs / HGVs	1 / 2	1 / 2	-
14. Anticipated Completion Year	2027	2027	-

* Exempted from GFA Calculation.

¹RCHE only

²RCHE and DCU only

³Includes 2 disabled, 10 visitors & 26 EV Charging Spaces

⁴Includes 2 disabled

⁵Includes 4 disabled & 50 EV charging Spaces