

Annex C Replacement Pages of Updated Supporting Planning Statement

Loading / Unloading Spaces ^[5]	Motorcycle Parking Spaces:	33
	Light Goods Vehicle Loading / Unloading Bays	8
	Heavy Goods Vehicle Loading / Unloading Bays	10
	Lay-by for Taxi and Private car:	2
	Lay-by for Single Deck Tour Bus:	1
Anticipated Completion Year	2032	

^[1] Excluding GFA for Clubhouse which could be exempted. According to the Building (Planning) Regulations 23(3)(a) and PNAP APP-104, for total domestic GFA of about 3,500m² could be exempted from GFA calculation for recreational use where the total domestic GFA ranging from more than 100,000m² to 125,000m².

^[2] The GFA for the 60-place Day Care Centre for the Elderly (DCC for the Elderly) and the 100-place Child Care Centre (CCC) are calculated based on 2.2 times the respective Net Operational Floor Area (NOFA) requirement of 358m² for DCC for the Elderly and 530m² for the CCC as stipulated in HKPSG Chapter 3. The GFA of the said social welfare facilities is additional to the proposed GFA/PR of the Indicative Scheme, which is assumed to be exempted from PR calculation.

^[3] The GFA for the PTT is additional to the proposed GFA/PR of the Indicative Scheme, which is assumed to be exempted from PR calculation.

^[4] A person per flat (PPF) ratio of 2.8 is adopted with reference to the PPF of TPU (620, 622, 641 642, and 651, 653) as reported in the 2021 Population Census by the Census and Statistics Department.

^[5] All parking spaces are provided underground. According to PNAP APP-2, private carpark that is provided underground (including car parking and loading/unloading areas) are 100% disregarded from the calculation of GFA.

4.4 Building Design of the Indicative Scheme

Overall Development Layout

4.4.1 The proposed mixed use development with a total PR of 7 has paid due consideration with the surrounding context of the Application Site and the changing planning circumstances. The non-domestic portion, which is represented by a commercial tower in the Indicative Scheme, comprising retail, office and hotel together with the proposed social welfare facilities sitting on a PTT is purposely planned with proximity to the Ping Che Road to facilitate access and synergise with the future Ping Che Station. The commercial tower will also serve as a node for the future users and the community by offering essential commercial floor spaces and accommodating a variety of commercial activities. Meanwhile, the domestic portion, which is to the southwest of the Application Site, is designed to accommodate 2,205 units to address the pressing housing demand. The domestic portion is represented by a composite tower and four residential towers with adequate setback being reserved from Ping Che Road to minimise potential noise impact. A basement carpark is also designed to reduce the overall building bulk. Podium gardens at commercial towers and sky gardens in residential tower are provided. The public realm within the Application Site will also be provided with landscaping area as reflected in the overall layout design to bring enhanced visual amenity to the area.

4.4.2 In the Indicative Scheme, an existing local road will be upgraded to a standard 7.3m carriageway with footpaths for vehicle and pedestrian to access the Application Site. There will be a total number of four accesses, including two vehicular accesses and one ingress and one egress point for the PTT. For the two vehicular accesses, one of them will be located at the southern side of the Application Site to serve the residential blocks while another access will be located at the mid-way along the access road to serve mainly the commercial building and as the secondary access for the residential blocks. For the access to the PTT, the ingress point will be located at the upgraded access road and the egress point will be located at Ping Che Road. In addition, a possible pedestrian connection to the future Ping Che Station has been reserved near the commercial tower,

which the connection will be subject to detailed design depending on the exact location of the future Ping Che Station.

Provision of Commercial, Social Welfare Facilities and a Public Transport Terminus

- 4.4.3 Considering the Application Site is in close proximity to the future Ping Che Station, PTT sitting on the G/F of the development, commercial and social welfare facilities will be provided in the Indicative Scheme. It will provide a total of non-domestic GFA of about 19,603 m². 2,400m² is designated for retail floor spaces. About 11,500m² is designated for office, and about 5,703m² is designated for a 70-room complementary hotel. These commercial will cater emerging needs for commercial activities related to the I&T industry, whereas the retail facilities serve the existing and future local community.
- 4.4.4 The Indicative Scheme is proposed to provide two types of social welfare facilities, namely DE and CCC. These two facilities are particularly proposed with thoughtful consideration of the anticipated demand for serving the increasing aging population as well as new families moving into the NTN New Town.
- 4.4.5 The GFA of the proposed DCC for the Elderly will be about 787.6 m² which is calculated based on the NOFA requirement of 358m² for a 60-place DCC for the Elderly as stipulated in Chapter 3 of the Hong Kong Planning Standards and Guidelines (“HKPSG”). It is proposed to be located on the 4/F of the commercial tower. The GFA of the proposed CCC will be about 1,166 m² which is calculated based on the NOFA requirement of 530m² for a 100-place CCC also as stipulated in Chapter 3 of HKPSG. It is proposed to be located on the 2/F and 3/F floor of the commercial tower. The location of the social welfare facilities is thoughtfully planned at a location along Ping Che Road, which is within the commercial tower with direct access to the proposed PTT. Together with the possible connection to the planned Ping Che Station, these facilities will be highly accessible by future users.

Rhythmic Building Height Profile

- 4.4.6 The Indicative Scheme is intended for a rhythmic building height profile from the future Ping Che Station towards the hinterland of Ping Che. Tower 1, which is the commercial tower of 35 storeys with a BH of 169.7mPD, is proposed to be located at the northern portion of the Application Site. Tower 2 to 5 with higher building heights are placed at the core area and southern part of the Application Site with a BH of not more than 175mPD. The proposed BH of different towers would enhance the visual interest of the Application Site to serve as an opening entrance to the future Ping Che Station. Overall, the Indicative Scheme will have an iconic commercial tower locating along the Ping Che Road with possible connection to the planned railway station. It will allow transition from the future vibrant urban centre from the north of the Application Site towards the south where the remaining higher residential towers are placed.
- 4.4.7 A rhythmic BH profile is designed for the Indicative Scheme. The commercial tower (T1) of +169.7mPD (35 storeys) is proposed at the northern portion of the Application Site facing the Ping Che Road, while 5 residential towers (T2 to T6) from +171.83mPD to +175mPD are distributed at the centre of the Application Site. The varying BH of the towers would formulate an undulating BH profile, adding visual interests and variety to the surrounding environment. Podiums of T1 and T2 are also designed with a 3-stepped terraced form allowing a gradual transition in the building height, thus enhancing visual permeability.
- 4.4.8 The commercial tower fronting Ping Che Road and possible connection to Ping Che Station could act as a landmark building welcoming visitors from the future railway, together with the residential