Proposed Minor Relaxation of Plot Ratio for Permitted "Flat" Use at No. 42 Grampian Road, Kowloon City, Kowloon
(New Kowloon Inland Lot No. 3535) (TPB ref: A_K10_282)
Responses-to-Comments

	Departmental Comments	Responses
	Transport Department (Contact: Mr. LI Hon Yeung, Simon, at 2399-2512)	
	Comment via Planning Department dated 20th August 2026	
(i)	Please clarify the flat size (GFA) for 42 residential units or provide the design flat mix, whether they are all <40m² as adopted for car parking calculation in the TIA or 49.3m² (average) as stated in PlanD's memo;	The flat mix has been amended to as follows: 30 units with GFA between 40 m^2 < flat size ≤ 70 m^2
(ii)	Considering that the plot ratio is now proposed for relaxation from 5.0 to 6.0 under the subject application, please review the plot ratio (5 adopted in this TIA) and R3 value adopted in the car parking space calculation under Table 3.2;	It is confirmed that the plot ratio of the Proposed Development is 6, hence, R3 = 0.9, is adopted. Please refer to Table 3.2 in the revised Traffic Impact Assessment (the "revised TIA").
(iii)	Assuming that the proposed re-development (plot ratio >5) comprises 42 residential units with flat size (GFA) <40m², 6 nos. of ancillary private car parking spaces, 2 nos. of visitor's private car parking spaces and 1 no. of loading / unloading space for GV shall be provided within the subject development according to HKPSG;	Calculation of internal transport facilities has been updated based on the latest flat mix, please refer to Table 3.2 in the revised TIA. The internal transport facilities provided for the Proposed Development comply with the maximum recommendations of the HKPSG.
(iv)	Though TIA report indicates that the roads, junctions and the pedestrian facilities within the area of influence will still operate ate satisfactory level with the proposed redevelopment, the applicant shall prepare to justify and resolve direct any public objection against the proposed redevelopment, especially considering recent local objections against nearby residential redevelopment(s) due to increasing traffic and population in the area; and	Noted.
(v)	The applicant shall provide swept path analysis on the parking spaces and loading and unloading bay for GV.	Swept path analysis for LGV has been conducted, and the LGV is found to enter and leave with ease. Please refer to Appendix 2 in the revised TIA.