

Attachment III

Comparison of Development Parameters Between the Proposed Scheme and the Approved Scheme

Application for Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Comprehensive Development including Flats, Retail and Community Facilities and Minor Relaxation of Plot Ratio and Building Height Restriction in “Comprehensive Development Area” Zone at Various Lots in S.D.4 and Adjoining Government Land, Kau Wa Keng, Kwai Chung

Table 1 Key Development Parameters of Phase 1A

Phase 1A			Proposed Scheme (a)	Approved Scheme (b)	Difference (a) - (b)
Site Area (About) (m ²)			13,577.341	13,577.341	-
Development Site Area (About) (m ²) ^[1]			13,568.646	13,568.646	-
Plot Ratio (PR) (Not more than)	Total		6.5	5.0	+1.500 (+30.00%)
	Domestic PR		6	4.915	+1.085 (+22.08%)
	Non-Domestic PR		0.5	0.085	+0.415 (+488.24%)
GFA (Not more than) (m ²)	Total		88,196.199	67,843.230	+20,352.969 (+30.00%)
	Domestic GFA		81,411.876	66,683.230	+14,728.646 (+22.09%)
	Non-domestic GFA		6,784.323	1,160.000	+5,624.323 (+484.86%)
Building Height (Main Roof) (Not more than)			+145.55 mPD	+120.00 mPD	+25.55 (+21.29%)
No. of Blocks ^[5]			5	5	-
No. of Storeys (Not more than) (All excluding basement levels)			39	35	+4 (+11.43%)
No. of Storeys (Podium)			2-4	-	-
Site Coverage (Not more than) ^[2]			33.33%	33.33%	-
No. of Flats (About) ^[3]			1,981	1,707	+274 (+16.05%)
Anticipated Population (About) ^[4]			5,348	4,950	+398 (+8.04%)
Local Open Space (Not less than) (m ²)			5,348	4,950	+398 (+8.04%)
Parking Spaces ^[6]	Car Parking Spaces	Residential	397	387	+10 (+2.58%)
		Visitor (part of the residential parking spaces)	25	25	-
		Retail	16	-	+16
		Social Welfare Facilities	-	-	-
	Motorcycle	Residential	20	18	+2 (+11.11%)
		Retail	2	-	+2
	Private Light Bus (for Social Welfare Facilities)		6	1	+5 (+500.00%)
	48-Seater Coach (for Social Welfare Facilities)		-	-	-
	Loading/ Unloading Bays ^[6]	Private Car / Taxi Pick-up / Drop-off (for Social Welfare Facilities):		-	-
Heavy Goods Vehicles		Residential	5	5	-
		Retail	1	-	+1
Light Goods Vehicles		Social Welfare Facilities	-	-	-
		Retail	2	-	+2
Others for Social Welfare Facilities		3	1	+2 (+200.00%)	

Notes:

Numbers may not add up due to rounding

^[1] The Development Site Area is adopted for GFA and PR calculations. The minor difference between the Application Site Area and the Development Site Area is due to the exclusion of Lot 3167 in S.D.4, Nos. 49 and 49A Kau Wa Keng San Tsuen, which slightly encroaches the western boundary of the "CDA" zoning boundary (with an existing structure on it), from GFA and PR calculations. The slight area involved (about 8.7 m²) occupies about 0.018% of the Application Site area.

^[2] This is the maximum permissible percentage site coverage under the Building (Planning) Regulations.

^[3] Average flat size is assumed to be about 40m².

^[4] A person per flat (PPF) ratio of 2.7 is adopted for the Proposed Scheme, while 2.9 is adopted for the Approved Scheme.

^[5] The number of blocks does not include the preserved Graded historic buildings.

^[6] As the composition of the social welfare facilities and retail facilities are different for the Approved Scheme and the Proposed Scheme, the respective provisions of the internal transport facilities for social welfare facilities are different.

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Table 2 Key Development Parameters of Phase 1B

Phase 1B			Proposed Scheme (a)	Approved Scheme (b)	Difference (a) - (b)
Site Area (About) (m ²)			10,111.772	10,111.772	-
Development Site Area (About) (m ²) ^[1]			10,111.772	10,111.772	-
Plot Ratio (PR) (Not more than)	Total		6.5	5.0	+1.500 (+30.00%)
	Domestic PR		6	4.936	+1.064 (+21.56%)
	Non-Domestic PR		0.5	0.064	+0.436 (+681.25%)
GFA (Not more than) (m ²)	Total		65,726.518	50,558.860	+15,167.658 (+30.00%)
	Domestic GFA		60,670.632	49,911.860	+10,758.772 (+21.56%)
	Non-domestic GFA		5,055.886	647.000	+4,408.886 (+681.44%)
Building Height (Main Roof) (Not more than)			+144.20 mPD	+120.00 mPD	+24.20 (+20.17%)
No. of Blocks ^[5]			2	2	-
No. of Storeys (Not more than) (All excluding basement levels)			38	35	+3 (+8.57%)
No. of Storeys (Podium)			3	-	-
Site Coverage (Not more than) ^[2]			33.33%	33.33%	-
No. of Flats (About) ^[3]			1,476	1,240	+236 (+19.03%)
Anticipated Population (About) ^[4]			3,985	3,596	+389.000 (+10.82%)
Local Open Space (Not less than) (m ²)			3,985	3,596	+389.000 (+10.82%)
Parking Spaces ^[6]	Car Parking Spaces	Residential	288	268	+20 (+7.46%)
		Visitor (part of the residential parking spaces)	10	10	-
		Retail	11	-	+11
		Social Welfare Facilities	1	-	+1
	Motorcycle	Residential	15	13	+2 (+15.38%)
		Retail	2	-	+2
	Private Light Bus (for Social Welfare Facilities)		1	-	+1
	48-Seater Coach (for Social Welfare Facilities)		-	-	-
	Loading/ Unloading Bays ^[6]	Private Car / Taxi Pick-up / Drop-off (for Social Welfare Facilities):		1	-
Heavy Goods Vehicles		Residential	2	2	-
		Retail	1	-	+1
Light Goods Vehicles		Social Welfare Facilities	1	-	+1
		Retail	1	-	+1
Others for Social Welfare Facilities		-	-	-	

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Table 3 Key Development Parameters of Remaining Phase A

Remaining Phase A			Proposed Scheme (a)	Approved Scheme (b)	Difference (a) - (b)
Site Area (About) (m ²)			7,934.713	7,934.713	-
Development Site Area (About) (m ²) ^[1]			7,934.713	7,934.713	-
Plot Ratio (PR) (Not more than)	Total		6.5	5.0	+1.500 (+30.00%)
	Domestic PR		6	4.857	1.143 (+23.53%)
	Non-Domestic PR		0.5	0.143	0.357 (+249.65%)
GFA (Not more than) (m ²)	Total		51,575.635	39,673.565	11,902.070 (+30.00%)
	Domestic GFA		47,608.278	38,539.565	9,068.713 (+25.53%)
	Non-domestic GFA		3,967.357	1,134.000	2,833.357 (+249.86%)
Building Height (Main Roof) (Not more than)			+143.70 mPD	+120.00 mPD	+23.70 (+19.75%)
No. of Blocks ^[5]			2	2	-
No. of Storeys (Not more than) (All excluding basement levels)			38	35	+3 (+8.75%)
No. of Storeys (Podium)			3	-	-
Site Coverage (Not more than) ^[2]			33.33%	33.33%	-
No. of Flats (About) ^[3]			1,158	960	+198 (+20.63%)
Anticipated Population (About) ^[4]			3,126	2,784	+342 (+12.28%)
Local Open Space (Not less than) (m ²)			3,126	2,784	+342 (+12.28%)
Parking Spaces ^[6]	Car Parking Spaces	Residential	228	214	+14 (+6.54%)
		Visitor (part of the residential parking spaces)	10	10	-
		Retail	10	-	+10
		Social Welfare Facilities	4	-	+4
	Motorcycle	Residential	12	10	+2 (+20.00%)
		Retail	1	-	+1
	Private Light Bus (for Social Welfare Facilities)		10	4	+6 (+150.00%)
	48-Seater Coach (for Social Welfare Facilities)		-	-	-
	Loading/ Unloading Bays ^[6]				
	Private Car / Taxi Pick-up / Drop-off (for Social Welfare Facilities):		-	-	-
	Heavy Goods Vehicles	Residential	2	2	-
		Retail	1	-	+1
	Light Goods Vehicles	Social Welfare Facilities	1	-	+1
		Retail	1	-	+1
	Others for Social Welfare Facilities		2	1	+1 (+100.00%)

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Table 4 Key Development Parameters of Remaining Phase B

Remaining Phase B			Proposed Scheme (a)	Approved Scheme (b)	Difference (a) - (b)
Site Area (About) (m ²)			16,689.341	16,689.341	-
Development Site Area (About) (m ²)			16,689.341	16,689.341	-
Plot Ratio (PR) (Not more than)	Total		6.5	5.0	+1.500 (+30.00%)
	Domestic PR		6	4.952	1.048 (+21.16%)
	Non-Domestic PR		0.5	0.048	0.452 (+941.67%)
GFA (Not more than) (m ²)	Total		108,480.717	83,446.705	25,034.012 (+30.00%)
	Domestic GFA		100,136.046	82,646.705	17,489.341 (+21.16%)
	Non-domestic GFA		8,344.671	800.000	7,544.671 (+943.08%)
Building Height (Main Roof) (Not more than)			+147.55 mPD	+120.00 mPD	+27.55 (+22.96%)
No. of Blocks			6	5	-
No. of Storeys (Not more than) (All excluding basement levels)			40	34	+6 (+17.65%)
No. of Storeys (Podium)			3-4	-	-
Site Coverage (Not more than)			33.33%	33.33%	-
No. of Flats (About)			2,437	2,066	371 (+17.96%)
Anticipated Population (About)			6,579	5,991	588 (+9.81%)
Local Open Space (Not less than) (m ²)			6,579	5,991	588 (+9.81%)
Parking Spaces ^[6]	Car Parking Spaces	Residential	483	446	+37 (+8.30%)
		Visitor (part of the residential parking spaces)	25	25	-
		Retail	6	-	+6
		Social Welfare Facilities	2	-	+2
	Motor-cycle	Residential	25	21	+4 (+19.05%)
		Retail	1	-	+1
	Private Light Bus (for Social Welfare Facilities)		1	-	+1
	48-Seater Coach (for Social Welfare Facilities)		1	1	-
	Loading/Unloading Bays ^[6]				
	Private Car / Taxi Pick-up / Drop-off (for Social Welfare Facilities):		1	-	+1
	Heavy Goods Vehicles	Residential	5	5	-
		Retail	1	-	+1
	Light Goods Vehicles	Social Welfare Facilities	2	-	+2
		Retail	1	-	+1
	Others for Social Welfare Facilities		2	1	+1 (+100.00%)

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