

Annex A

Replacement Pages of the Planning Statement

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【Volume 1 of 2】

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7.8 **Table 2c** summarises the key development parameters of the proposed development.

Table 2c Key Development Parameters of the Proposed Development

Items	Original MLP (a)	Present MLP* ¹ (b)	Difference (b)-(a)
1. Site Area (about) Private Lot Government Land	37,870m² (100%) 37,702m ² (99.56%) 168m ² (0.44%)	37,870m² (100%) 37,702m ² (99.56%) 168m ² (0.44%)	No Change
2. Total Plot Ratio (about) Domestic Non- Domestic (6-classroom Kindergarten)	1.525 1.5 0.025	1.525 1.5 0.025	No Change
3. Total GFA (about) Domestic Non- Domestic (6-classroom Kindergarten) EAC * ³ Clubhouse (Exempted GFA)	57,735m² 56,805m ² 380m ² 303m ² NOFA (i.e. about 550m ² GFA) 2,272m ² (4% of total domestic GFA)	57,735m² 56,805m ² 380m ² 303m ² NOFA (i.e. about 550m ² GFA) 2,272m ² (4% of total domestic GFA)	No Change
4. Total Site Coverage (about)	Not more than 38%	Not more than 38%	No Change
5. No. of Blocks Residential Facility Compound (Clubhouse, kindergarten & EAC) Pump House & TX Room	8 5 1 1 each	8 5 1 1 each	No Change
6. Building Height mPD (No. of Storeys*¹) Residential (up to main roof level) Facility Compound (Clubhouse, kindergarten & EAC) Pump House & TX Room	59.85mPD (16) 15.4mPD (2) 10.4mPD (1)	59.85mPD (16) 15.4mPD (2) 10.4mPD (1)	No Change
7. No. of Residential Units	1,303	1,303	No Change
8. Average Unit Size (about)	43.596m²	43.596m²	No Change
9. Estimated Population (about)	3,519 (1,303 x 2.7)	3,519 (1,303 x 2.7)	No Change
10. Total Greenery Provision (about)	Not less than 30%	Not less than 30%	No Change
11. Provision of Parking Spaces For Residential: Private Car* ² Motorcycle Bicycle HGV L/UL Bays For Kindergarten Lay-by for taxis and private car (for kindergarten) Lay-by for school buses (for kindergarten)	480 377 14 87 5 2 2 5 lay-bys (3m x 7m each)	589 377 36 174 5 2 2 5 lay-bys (3m x 7m each)	+109 (+22.7%) No Change +22 (+157.1%) +87 (+100%) No Change No Change No Change No Change
12. Anticipated Completion Year	2031	2031	No Change

*¹Residential Storeys only; *²Includ. 25 for visitors' and 2 for kindergarten; EAC – Elderly Activity Centre ; and *³Proposed GFA for EAC may be exempted upon consultation with relevant B/Ds during detailed design stage

Indicative Notes to the OZP

7.9 A set of proposed draft Notes of the OZP for the sub-area of “R(C)2” and relevant draft paragraphs of the Explanatory Statement (“ES”) for “R(C)2” are attached in **Appendix 8**.

8. Technical Impact Assessments

Traffic Impact Assessment (“TIA”) (Appendix 7)

8.1 The results of the TIA have concluded that the traffic generation by the proposed development could be absorbed by the nearby road network (with implementation of junction improvement works at Fairview Park Interchange J1 and Castle Peak Road/Kam Pok Road J6) and will not result in any significant adverse traffic impact. Sensitivity Test by assuming that identified potential developments in the vicinity of the Subject Site, as shown in **Figure 23**, will be upzoned with a maximum domestic