

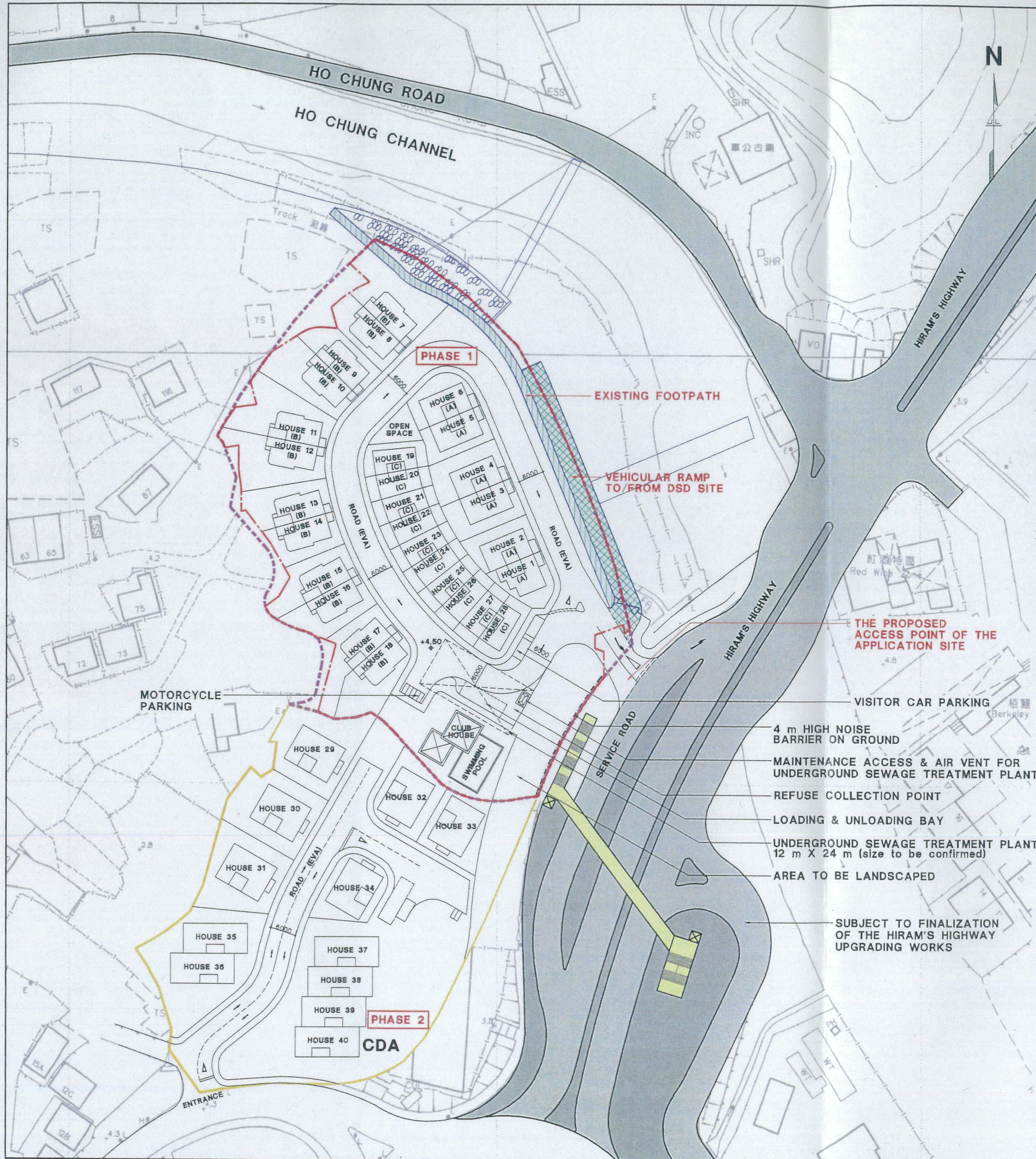
List of Approval Conditions

Application No. A/SK-HC/124

- Application Site : Various Lots in DD 214 and DD 244 and Adjoining Government Land, Ho Chung, Sai Kung
- Subject of Application : Proposed Comprehensive Residential Development in "Comprehensive Development Area" zone
- Date of Approval : 16.7.2013
- Approval Conditions :
- (a) the submission and implementation of a revised Master Layout Plan taking into account conditions (b) to (i) below to the satisfaction of the Director of Planning or of the Town Planning Board;
 - (b) the submission and implementation of a revised Landscape Master Plan and tree preservation proposals to the satisfaction of the Director of Planning or of the Town Planning Board;
 - (c) no access point off the existing Hiram's Highway for the application site shall be permitted before the section of Hiram's Highway between Nam Pin Wai Roundabout and Marina Cove has been widened to a dual-2 lane configuration and opened to public use;
 - (d) the car parking facilities and loading/unloading facilities within the application site shall be provided to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
 - (e) the design and construction of the vehicular access to the application site shall be carried out to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
 - (f) the provision of water supplies and fire service installations to the satisfaction of the Director of Fire Services or of the Town Planning Board;

- (g) the design and provision of sewage treatment facilities/sewerage connections to the application site to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (h) the implementation of the noise mitigation measures to ameliorate traffic noise identified therein to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and
- (i) the submission and implementation of a development programme of the proposed development to the satisfaction of the Director of Planning or of the Town Planning Board.

THE MLP WILL BE SUBJECT TO CHANGE TO
INCORPORATE THE REQUIREMENTS OF
THE APPROVAL CONDITIONS



- LEGEND :**
- - - - - APPLICATION SITE BOUNDARY (PHASE 1)
 - - - - - DEVELOPMENT AREA OF PHASE 1
 - - - - - DEVELOPMENT AREA OF PHASE 2 (FOR INFORMATION ONLY)

- EXISTING FOOTPATH
- VEHICULAR RAMP TO/FROM DSD SITE
- THE PROPOSED ACCESS POINT OF THE APPLICATION SITE
- VISITOR CAR PARKING
- 4 m HIGH NOISE BARRIER ON GROUND
- MAINTENANCE ACCESS & AIR VENT FOR UNDERGROUND SEWAGE TREATMENT PLANT
- REFUSE COLLECTION POINT
- LOADING & UNLOADING BAY
- UNDERGROUND SEWAGE TREATMENT PLANT 12 m X 24 m (size to be confirmed)
- AREA TO BE LANDSCAPED
- SUBJECT TO FINALIZATION OF THE HIRAM'S HIGHWAY UPGRADING WORKS

根據城市規劃條例第4A(3)條的規定，茲證明城市規劃上訴委員會已於二零一三年七月十六日批准本總綱發展藍圖。
I hereby certify, as required under S.4A(3) of the Town Planning Ordinance, that this Master Layout Plan was allowed by the Town Planning Appeal Board on 16.7.2013

signed Ms Bernadette Linn *Bernadette Linn* 簡漢豪
Chairman, Town Planning Board 城市規劃委員會主席 簽署

(OVERALL DEVELOPMENT)

BID REF.	
FSD REF.	

NOTES
DO NOT SCALE DRAWING.
FIGURE DIMENSIONS ARE TO BE FOLLOWED.
ALL MEASUREMENTS MUST BE CHECKED AT THE WORK BY THE CONTRACTOR.
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NO.	DATE	DESCRIPTION	REVISION

衛慶華建築師樓
WAI HING WAH & ASSOCIATES
ARCHITECTS & ENGINEERS

DEVELOPER

PROJECT
PROPOSED LOW DENSITY RESIDENTIAL DEVELOPMENT VARIOUS LOTS ALONG HO CHUNG RIVER AND HIRAM'S HIGHWAY, SAI KUNG

DRAWING TITLE
MASTER LAYOUT PLAN

AP / RSE SIGNATURE

DESIGNED BY	
DRAWN BY	APPROVED BY
JOB NO. 0435/PL	DWG NO. HC-MLP-S1
DATE DEC. 28, 2010	
SCALE 1:1000 (A3 SIZE)	

* Read in conjunction with the development schedule

LEGEND

- APPLICATION SITE BOUNDARY (PHASE 1)
- - - DEVELOPMENT AREA OF PHASE 1
- DEVELOPMENT AREA OF PHASE 2
- EXISTING TREE (COMMON VALUE) RETAINED / TRANSPLANTED
- EXISTING TREE (HIGHLY VALUABLE) TRANSPLANTED
- EXISTING TREE (VALUABLE) RETAINED / TRANSPLANTED
- PROPOSED NEW TREE (FORMAL TREE)
- PROPOSED NEW TREE (INFORMAL TREE)
- PROPOSED NEW TREE (SCREEN PLANTING)

DEMARICATION OF PUBLIC AND PRIVATE SPACE

Legend

- Communal Area
- Private House and Garden
- Development Area

SCALE 1:1000M

Table 1 : Revised Technical & Accommodation Schedule of the Development Proposal

1. Phase 1 Development	
<i>(A) Site Area</i>	
Application Site	7,934.88 m ² (Approx.)
Development Site ⁽¹⁾	7,620.33 m ² (Approx.)
<i>(B) Residential Component</i>	
Residential GFA	Not more than 5,715.25 m ²
Residential Plot Ratio	Approx. 0.75
Residential Site Coverage	Not more than 25%
No. of Units	28
Average Flat Size (GFA)	Range: 170 m ² to 230 m ² Average: Approx. 204 m ²
Height of Building	Not exceeding 12 m
No. of Storeys	Max. 3 storeys plus 1 level of carport
Design Population	85 ⁽²⁾
<i>(C) Parking Provision</i>	
No. of Carparking Spaces/Loading & Unloading Bays	<ul style="list-style-type: none"> • 42 Nos. of Residents' Carparking Spaces (1.5 spaces per residential unit) • 2 Nos. for Visitors' Carparking Spaces (1 car space per 15 flats) • 5 Nos. of Motorcycle Parking Spaces (10% of total private car parking space) • 1 No. of Loading/Unloading Bays (1 bay per 800 flats)
<i>(D) Recreational Facilities and Open Space</i>	
Recreational Facilities	<ul style="list-style-type: none"> • Residents' Clubhouse (Approx. 170 m² GFA) • Outdoor Swimming Pool
Private Open Space	Not less than 85 m ²
<i>(E) Other Ancillary Facilities</i>	
Refuse Collection Point	1 No.

Table 1 : Revised Technical & Accommodation Schedule of the Development Proposal (Cont'd)

2. Phase 2 Development (For Information Only)	
<i>(A) Site Area</i> Development Site	5,170.39 m ² (Approx.)
<i>(B) Residential Component</i> Residential GFA Residential Plot Ratio Residential Site Coverage No. of Units Average Flat Size (GFA) Height of Building No. of Storeys Design Population	Not more than 3,877.79 m ² Approx. 0.75 Not more than 25% 12 Range: 315 m ² to 330 m ² Average: Approx. 320 m ² Not exceeding 12 m Max. 3 storeys plus 1 level of carport 37 ⁽²⁾
<i>(C) Parking Provision</i> No. of Carparking Spaces/Loading & Unloading Bays	<ul style="list-style-type: none"> • 18 Nos. of Residents' Carparking Spaces (1.5 spaces per residential unit) • 1 No. for Visitors' Carparking Spaces (1 car space per 15 flats) • 2 Nos. of Motorcycle Parking Spaces (10% of total private car parking space) • 1 No. of Loading/Unloading Bays (1 space per 800 flats)
<i>(D) Open Space</i> Private Open Space	Not less than 37 m ²
<i>(E) Other Ancillary Facilities</i> Refuse Collection Point	1 No.

Remarks: ⁽¹⁾ This is equivalent to the Applicant's landholding within the CDA zone, including Lot 1215 in D.D.244 which was recently purchased by the Applicant

⁽²⁾ The estimated population of the Indicative Development Scheme is calculated based on an estimated Person Per Flat Ratio (PPF) of 3.03 for TPU 8.2.0 (where the Application Site is located) derived from the 2001 census data (source: 2001 Population Census – Basic Tables for Tertiary Planning Units, P. 408, Census and Statistics Department) [NB. The PPF data is only used for preliminary assessment purpose for the general provision of facilities for the Development Proposal.]

Internal Transport Facilities

Proposed Parking and Servicing Facilities

Phase	No. of Units	Type of Provisions	HKPSG (in effect at time of submission)		Provision	
			Rate	No.	Rate	No.
Phase 1	28 Houses	Parking Provisions	Private Car Parking: 1 car space per 6 - 9 flats	28-42 ⁽¹⁾	1.5 car spaces per flat	42
			Visitor Car parking: 1 car space per 15 flats ⁽²⁾	2	1 car space per 15 flats	2
			Motorcycle Parking: 10% of private car parking spaces	3 - 5	10% of private car parking spaces	5
		Loading provisions	1 loading/unloading bay per 800 flats	1	1 loading/unloading bay	1
Phase 2	12 Houses	Parking Provisions	Private Car Parking: 1 car space per 6 - 9 flats	12-18 ⁽¹⁾	1.5 car spaces per flat	18
			Visitor Car parking: 1 car space per 15 flats ⁽²⁾	1	1 car space per 15 flats	1
			Motorcycle Parking: 10% of private car parking spaces	2	10% of private car parking spaces	2
		Loading provisions	1 loading/unloading bay per 800 flats	1	1 loading/unloading bay	1

- Note : (1) Demand Adjustment Ratio (R1) of 9 is applied to the provision of residential car parking for the residential flats since average flat size of the proposed development is greater than 159.9m² GFA. Accessibility Adjustment Ratio (R2) of 1 is applied to the provision of residential car parking since the development is not falling within a 500m radius of rail stations.
- (2) Based on the ratio of 5 visitor spaces per block for private residential developments with more than 75 units per block.