

Annex B

Replacement Pages of Planning Statement

The Scheme

- 6.4 The proposed redevelopment comprises a total of two 5-storey residential blocks on top of one level of basement car park (i.e. Tower 1 and Tower 2 as shown in the Block Plan in **Figure 12**). With a total domestic GFA of 2,357m² and the site area of about 1,719m² (Area A and Area B together, as shown in **Figure 2**), the overall resultant plot ratio of 1.37 will be yielded. If it is calculated based on the on-site “R(C)1” area (i.e. 1,572m² as indicated in **Figure 2**) (Area A only), an exclusive plot ratio will be about 1.5 (i.e., 2,357m² / 1,572m² = 1.5).
- 6.5 To retain the existing land use zoning intention of Area B, the Applicant has decided to confine all building and construction works in association with the proposed redevelopment to be allocated within Area A. Area B will be used solely for landscape/tree planting purposes.
- 6.6 A single staircase building design has been adopted in the proposed development with a view to enabling fully utilise the permissible GFA under lease. The total building height of the proposed redevelopment scheme is **21.2m**. Upon completion of whole redevelopment project by end of 2027, a total 14 high-end, higher head room apartments with flat sizes ranging from **about 100m²** to 225m² to meet various homebuyers’ aspiration. An average flat size is about 168.36m² GFA. Assuming the estimated household size per unit is 2.7, the overall development will accommodate a total population of 38 persons (i.e. 14 x 2.7 = 37.8, round up to 38).
- 6.7 **Table 2a** summarises the key development parameters of the proposed redevelopment scheme. **Table 3a** outlines the total GFA and BH distributions in each tower.

Table 2a Proposed Key Development Parameters

Development Parameter	Proposed Development Scheme
1. Site Area (Gross) “R(C)1” Zone (Exclusive) “GB” Zone	About 1,719m ² About 1,572m ² About 147m ²
2. Domestic GFA	About 2,357 m ²
3. Plot Ratio	About 1.37 (or about 1.5 for “R(C)1” area only)
4. Site Coverage	About 31.09% (or about 34.034% for “R(C)1” area only)
5. No. of Storeys	5 storeys over 1 basement level (OZP permissible)
6. Building Height (up to main roof)	About 21.2m for Tower 1 and Tower 2(248.2mPD for Tower 1 and 2)
7. No. of Building Blocks	2
10.No. of Units	14
11. Average Flat Size	About 168.36m ²

12. Estimated Population	About 38 (2.7 persons per unit)
13. Total Greening Ratio	About 21.73% (> 20% statutory requirement))
14. Total Car Parking Spaces	26 (including 2 visitors and 1 disabled spaces)
15. Motorcycle Parking Spaces	3
16. L/UL Bays	1

Table 3a Proposed GFA and BH Calculations Breakdown by Tower

	Unit	GFA m ² (about)	BH (m)
Tower 1*			
Basement	0	0	4.8
G/F	2	99.571+122.240 ≈ 221	3.25
1/F	1	~225	3.25
2/F	1	~225	3.25
3/F	1	~225	3.25
5/F	1	~225	3.4
<i>Sub-Total</i>	6	<i>About 1,121</i>	21.2
Tower 2*			
Basement	0	0	4.8
G/F	0	0	3.25
1/F	2	130.708 + 177.652 ≈ 309	3.25
2/F	2	130.708 + 177.652 ≈ 309	3.25
3/F	2	130.708 + 177.652 ≈ 309	3.25
5/F	2	130.708 + 177.652 ≈ 309	3.4
<i>Sub-Total</i>	8	<i>About 1,236</i>	21.2
Grand Total	14	About 2,357 m²	

*4/F is omitted; *1 entrance lobby and staircase

- 6.8 **Figures 13, 14, 15 and 16** respectively show the schematic layout of the Lower Ground Floor (**Basement**), Ground Floor (**G/F**), Typical Floor (**1/F, 2/F, 3/F and 5/F**) and Roof Floor (**R/F**). **Figures 17 - 19** are the schematic Section Diagrams of the proposed redevelopment scheme. A 5m building separation from 1/F to main roof level between Tower 1 and Tower 2 is proposed as shown in **Figure 19**.
- 6.9 **Figure 18** shows that in practice and taken into account all site constraints and technical requirements as outlined in paragraph 6.1 above, the minimum BH for the Basement and G/F levels is already added up to at least 8.05m [i.e. 4.8m + 3.25m (including transfer plate) = 8.05m]. It must require another four storeys to utilise the permissible GFA under lease. To meet soaring demand for heicher ceiling units, the floor height between 1/F and 3/F is 3.25m, and 3.4m for 5/F (i.e. the top level of the buildings) (**Table 3** and **Figures 17 – 19**).

Internal Traffic Arrangements

- 6.10 The main vehicular ingress/egress point is provided in accordance with “XYZ” points set out under lease, i.e. at the south-western corner of the Subject Site (**Figures 3 and 13**). The on-site EVA alignment is proposed as shown in **Figure 14**. One loading/unloading (“L/UL”) bay is planned at the western end of the