

Table A

Responses-to-Comments (“R-t-C”) Table

Table A Applicant’s Responses to Departmental Comments

Departmental Comments		Applicant’s Responses														
A	Drainage Services Department															
1.	Please provide a drainage layout plan showing flow directions and proposed drainage facilities including U channels, pipelines and outlets.	Please see Annex B attached.														
2.	The existing drainage system to which the proposed drainage connection is to be made is not maintained by DSD, consent from the concerned departments/maintenance parties/owners should be obtained for the proposed connections to their drainage systems.	Noted.														
B.	Transport Department															
1.	Please provide the calculation of the parking spaces and motorcycle parking space.	<p>The calculation breakdown of the provision of car parking and motorcycle parking spaces are based on the following flat size s and number in accordance with the standards set out in the HKPSG/ Government Lease of the site for your information and consideration:</p> <table border="1"> <thead> <tr> <th>Flat Size (m² GFA)</th> <th>No. of Units</th> </tr> </thead> <tbody> <tr> <td>232</td> <td>4</td> </tr> <tr> <td>169</td> <td>4</td> </tr> <tr> <td>123</td> <td>4</td> </tr> <tr> <td>122</td> <td>1</td> </tr> <tr> <td>100</td> <td>1</td> </tr> <tr> <td>TOTAL</td> <td>14</td> </tr> </tbody> </table>	Flat Size (m ² GFA)	No. of Units	232	4	169	4	123	4	122	1	100	1	TOTAL	14
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232	4															
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TOTAL	14															

Departmental Comments	Applicant's Responses		
	<p>HKPSG Requirement</p>	<p>Lease Requirement</p>	<p>Proposed Provision</p>
	<p><u>Private Car Parking Provision</u></p> <p><u>Residential</u></p> <p>= Global parking standard x R1 x R2 x R3⁽¹⁾</p> <p>= 6/4 x 4.1 x 1 x 1.1 + 8/4 x 7.0 x 1 x 1.1</p> <p>= 6.765 + 15.4</p> <p>= 23</p> <p><u>Visitor</u></p> <p>= To be determined by TD on a case-by-case for residential developments with 75 units or less</p>	<p><u>Private Car Parking Provision</u></p> <p><u>Residential</u></p> <p>= 6 / 0.99 + 8 / 0.57 ⁽²⁾</p> <p>= 7 + 15</p> <p>= 22</p> <p><u>Flexibility in Parking Provision (Residential)</u></p> <p>22 x 5%</p> <p>=1</p> <p><u>Additional Flexibility in Parking Provision (Residential)</u></p> <p>22 x 5%</p> <p>=1</p> <p><u>Total Residential Parking Provision</u></p> <p>= 22+1+1</p> <p>= 24</p> <p><u>Visitor</u></p> <p>= 1 car parking space per block with flats less than 30</p> <p>= 2</p> <p><u>Total Parking Provision</u></p> <p>= 24 + 2</p> <p>= 26</p>	<p>26 (including 1 disabled car parking)</p>
	<p><u>Motorcycle Parking Provision</u></p> <p>= 1 motorcycle parking space per 100 – 150 flats</p>	<p><u>Motorcycle Parking Provision</u></p> <p>= 3 spaces shall be provided</p>	<p>3</p>

Departmental Comments		Applicant's Responses	
		<u>L/UL Provision</u> Minimum 1 goods vehicle L/UL bay for every 800 flats	<u>L/UL Provision</u> Minimum 1 HGV L/UL bay for every 800 flats 1 (HGV)
		(1) R1 – Demand Adjustment Ratio: 4.1 for flat size between 100-130m ² GFA; 7.0 for flat size larger than 160m ² GFA R2 – Accessibility Adjustment Ratio: 1.0 for outside a 500m radius of rail station R3 – Development Intensity Adjustment Ratio: 1.1 for Plot Ratio between 1.00 to 2.00 (2) One Space for every 0.99 residential unit for residential unit with flat size between 100-130m ² GFA ; One Space for every 0.57 residential unit for residential unit with flat size larger than 160m ² GFA	
2.	Re. Appendix V, the road marking of Ka Shue Road shall be indicated.	Noted. Enclosed please find an updated swept path analysis (Figure 1 to 3) showing the road marking of Ka Shue Road for your consideration.	
C. Urban Design and Landscape Unit, Planning Department			
1.	In order to enhance the biodiversity of the vegetation, the Applicant is suggested to increase the native tree species for the compensatory tree planting.	The Applicant proposes a total of 21 compensatory trees with 12 different trees species. Eight of these compensatory trees are already of a native species (i.e. 38% of the total compensatory trees).	
2.	Existing trees in the Green Belt, which are adjacent to the proposed development, should be indicated on the Landscape Master Plan for reference.	The revised Landscape Master Plan attached shows the existing trees within the “Green Belt” area.	
3.	The layout of the proposed vertical greening indicated on the Landscape Master Plan did not tally with the Greenery Calculation Plan.	The proposed amenity vertical greening indicated on the LMP is excluded from the Greening Calculation Plan, additional annotation with respect to this item has been indicated in the revised LMP for clarification.	

Departmental Comments		Applicant's Responses
4.	The soil depth of the planter of shrubs and groundcovers (600mm including the drainage layer) indicated on Section B of Dwg. No. SMC1-DE-01 Rev. A is less than the soil depth (minimum 600mm) indicated in Para. 3.5.2 of the Landscape Proposal.	Noted and has been revised in drawing No. SMC1-DE-01, rev B.
Advisory Remarks		
5.	The Applicant is reminded that the approval of the application under Town Planning Ordinance does not imply the approval of the site coverage of greenery, requirements under APP PNAP-152 and/ or under the lease. The site coverage of greenery calculation should be submitted separately to BD/relevant authority for approval.	Noted.