
**Appendix C –
Traffic Review**

Reference number: CHK50945910

**SECTION 16 APPLICATION FOR MINOR RELAXATION OF PLOT
RATIO AND BUILDING HEIGHT RESTRICTIONS FOR
PERMITTED RESIDENTIAL DEVELOPMENT WITH SOCIAL
WELFARE FACILITIES AND PUBLIC VEHICLE PARK AT
VARIOUS LOTS IN D.D. 51 AND ADJOINING GOVERNMENT
LAND AT MA SIK ROAD, FANLING, NEW TERRITORIES**

TRAFFIC REVIEW PAPER



1. INTRODUCTION

- 1.1 MVA Hong Kong Limited is commissioned by Faith Luck Corporation Limited and Win Million International Limited, the Client, as the traffic consultant for the Proposed Development at various lots in D.D.51 and adjoining government land, Ma Sik Road, Fanling, New Territories.
- 1.2 A Section 16 planning application (Application no. A/FSS/294) on minor relaxation of domestic plot ratio for the Application Site was previously approved by Town Planning Board in year 2024. As per the latest development layout design, the Client intends to provide aboveground carpark for the Proposed Development so as to improve construction efficiency and optimise the layout design, as hence wish to seek planning permission for minor relaxation of Building Height Restriction (BHR) for the Application Site to facilitate the design proposal.
- 1.3 It is noted that the current proposed minor relaxation of BHR is solely for relocating the two levels of basement carpark (including PVP and the residential carpark) to aboveground, thereby resulting in an increase in Building Height. Apart from this, there is no change to the other design parameters under the latest development scheme (namely the Current Scheme) as compared with the scheme approved under the previous S16 planning application A/FSS/294 (namely the Approved Scheme).
- 1.4 This traffic paper is thus prepared to review the potential traffic impact of the Proposed Development on the adjacent road network under the Current Scheme.

2. PROPOSED DEVELOPMENT

Proposed Development Schedule

- 2.1 Under the Current Scheme, the Proposed Development comprises 5 residential towers, providing a total of 1,898 residential flats together with a Residential Care Home for the Elderly (RCHE), a sub-base for Neighbourhood Elderly Centre (NEC) and Public Vehicle Park (PVP). The above provisions remained unchanged as compared with the Approved Scheme.
- 2.2 The key parameters of the Proposed Development Schedule are summarised in **Table 1**.

Table 1 Proposed Development Schedule

Component	Approved Scheme in A/FSS/294	Current Scheme	Changes
Site Area (m ²)	13,232	13,232	No change
Total GFA (m ²) (about)	81,774	81,774	No change
- Domestic	79,392	79,392	
- Non-Domestic	2,382	2,382	
Total Plot Ratio (about)	6.18	6.18	No change
- Domestic	6	6	
- Non-Domestic	0.18	0.18	
Maximum Building Height	132mPD	141mPD	+9mPD
Total Number of Block	5	5	No change
Total Number of Flats	1,898	1,898	No change
<u>Social Welfare Facilities</u>			
Residential Care Home for the Elderly (RCHE) cum Neighbourhood Elderly Centre (NEC)	120-place	120-place	No change
<u>Public Vehicle Park</u>			
Private Car Parking Spaces	100	100	No change

Site Vehicular Access

- 2.3 The proposed vehicular run-in/out for the Proposed Development under the Current Scheme remains at the same location on Ma Sik Road as that presented in the previous Approved Scheme. As there is no revision to the proposed access location, the previously assumed vehicular access routing arrangement for the Proposed Development remains unchanged.

Internal Transport Facilities

- 2.4 Since there is no change to the design parameters under the Current Scheme, including the number of residential units, flat mix and unit sizes, plot ratio, and the provision of social welfare facilities and the PVP, the proposed provision of internal transport facilities for the Proposed Development will remain the same as that under the Approved Scheme. The proposed internal transport facilities under the Approved Scheme is appended in **Appendix A**.

3. REVIEW ON POTENTIAL TRAFFIC IMPACT

- 3.1 The traffic trip generation of the Proposed Development has been estimated based on the trip rates adopted in the Traffic Impact Assessment (TIA) report prepared under the previous approved Planning Application.
- 3.2 Likewise, it is anticipated there is no net change in the estimated trips between the Approved Scheme and the Current Scheme, given that the same flat mix, provision of social welfare facilities, and the PVP provision.
- 3.3 The estimated traffic generations for the Proposed Development, as calculated in the previous TIA report, is appended in **Appendix B** for reference.
- 3.4 On this basis, the associated traffic characteristics and resultant traffic impact are not expected to differ from those assessed in the previous TIA report. It is therefore considered that the conclusions and recommendations of the previous TIA report remain applicable and valid for the previous Planning Application A/FSS/294.

4. CONCLUSION

- 4.1 Based on the above discussion, the Current Scheme is considered acceptable from a traffic perspective, with no change to the vehicular access arrangement, internal transport provisions, or potential traffic impact on the adjacent road network as compared to the Approved Scheme.

APPENDIX A - PROPOSED INTERNAL TRANSPORT FACILITIES UNDER APPROVED SCHEME

Component	Parameters		HKPSG Requirement ⁽¹⁾				Required Provision	Proposed Provision
	No. of unit	Flat Size	Global Parking Standard (GPS)	R1 ⁽²⁾	R2 ⁽³⁾	R3 ⁽⁴⁾		
Proposed Development (1,898 units)								
Residential Car Parking Spaces (5.0m x 2.5m)	645	FS ≤ 40m ²	1 space per 4 -7 flats x Adjustment Factors (R1) x (R2) x (R3)	0.5	1.0	0.9	42 - 73	412
	1,253	40m ² < FS ≤70m ²		1.2			194 - 339	
Visitor Car Parking Spaces (5.0m x 2.5m)	5 blocks		1 - 5 spaces per block				5 - 25	25
Total Car Parking Spaces for Residential Portion								437
Parking for Disabilities (5.0m x 3.0m)	437 spaces		5 for 351 - 450 car parking spaces				5	5 ⁽⁵⁾
Motorcycle Parking Spaces (2.4m x 1.0m)	1,898 units		1 space per 100 - 150 flats				13 - 19	19
Loading/Unloading Bays (11.0m x 3.5m)	5 blocks		1 bay per block				5	5
Bicycle Parking	1,898 units		1 bicycle for every 15 flats with flat size smaller than 70m ²				126	126
Public Vehicle Parking (5.0m x 2.5m)								100 ⁽⁶⁾
Residential Care Home for the Elderly (RCHE) cum Neighbourhood Elderly Centre (NEC) – 120 places							Proposed Provision	
Private Car Parking ⁽⁶⁾ (5.0m x 2.5m)							10	
Parking for Disabilities (5.0m x 3.0m)							2 ⁽⁷⁾	
Loading/Unloading Bays (11.0m x 3.5m)							1	
Light Bus Parking (8.0m x 3.0m)							1	
Ambulance Lay-by (9.0m x 3.0m)							1	
Taxi/ Private Car Lay-by (5.0m x 2.5m)							1	

- Remarks:
- (1) Details refer to HKPSG Chapter 8, Section 7.
 - (2) R1 is the Demand Adjustment Ratio, subject to type of unit size. As requested by Transport Department, R1 of 0.5 for flat size between FS ≤ 40m² and R1 of 1.2 for flat size between 40 m² < FS ≤ 70m².
 - (3) R2 is the Accessibility Adjustment Ratio, subject to distance to the nearest rail station. Ratio of 1.0 is applied as the proposed development is outside the 500m-radius catchment of the nearest rail station.
 - (4) R3 is the Development Intensity Adjustment Ratio, subject to domestic plot ratio of the site. R3 of 0.9 is applied as the domestic plot ratio of the proposed development is 6, which is within range of 5.0 < PR ≤ 8.0.
 - (5) Included in the total number of residential car parking spaces.
 - (6) Provision as per approved S16 Planning Application A/FSS/294.
 - (7) Included in the total number of car parking spaces.

APPENDIX B - ESTIMATED TRAFFIC TRIP GENERATIONS FROM PREVIOUS TIA REPORT

Development Schedule	No. of Unit/ Bed/ Parking Space	Adopted Trip Rate (pcu/hr/unit or pcu/hr/bed or pcu/hr/parking space)				Estimated Trips (pcu/hr)			
		AM Peak		PM Peak		AM Peak		PM Peak	
		Gen	Att	Gen	Att	Gen	Att	Gen	Att
Residential ⁽¹⁾									
- <40 m ²	645	0.1039	0.0299	0.0071	0.0409	67	19	5	26
- 41-50m ²	983	0.1237	0.0493	0.0289	0.0590	122	48	28	58
- 51-60m ²	57	0.1435	0.0686	0.0508	0.0772	8	4	3	4
- 61-70m ²	213	0.1633	0.0880	0.0727	0.0954	35	19	15	20
RCHE cum NEC ⁽²⁾	120	0.0435	0.0435	0.0362	0.0362	5	5	4	4
PVP ⁽³⁾	100	0.2621	0.2863	0.1613	0.2379	26	29	16	24
Total						263	124	72	137

- Remarks:
- (1) Trip rates extracted from TPDM mean trip rates on private development R(B) with site accessibility level B are adopted.
 - (2) Trip rates from MVA in-house surveyed trip rate at Caritas Li Ka Shing C&A for the elderly home care centre Home in Tuen Mun are adopted.
 - (3) Trip rates obtained from in-house trip rate survey conducted at Cheung Sha Wan Government Offices Carpark are adopted.