Appendix 3

Replacement Pages of Traffic Assessment Report

4.3 Year 2032 Design Traffic Flows (With Proposed Residential Redevelopment)

Vehicular Trip Rates for the Proposed Residential Redevelopment

4.3.1 To estimate the traffic generation and attraction of the proposed residential redevelopment, reference has been made to the Transport Planning and Design Manual (TPDM) published by Transport Department. It is understood that there is no specific vehicular trip rate for house with flat size at around or over 1,000m^2 for House 1. Therefore, in-house traffic generation and attraction surveys were conducted on a typical weekday in September 2025 at 4 residential houses in Southern District with similar sizes and parking provision (i.e. 2 parking space per house) as House 1. The traffic generation and attraction survey results are summarised in **Table 4.7** below.

Table 4.7 Identified Traffic Generation and attraction surveys at 4 Residential Houses in Southern District with similar sizes as House 1

Development Type [1]		Vehicular Trips (pcu/hr)			
		AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Residential House A	Approx. 900 m^2 GFA	1	1[2]	1[2]	1
Residential House B	Approx. 1,000 m^2 GFA	2	1	1[2]	2
Residential House C	Approx 920 m^2 GFA	1[2]	1[2]	1[2]	1[2]
Residential House D	Approx 1,120 m^2 GFA	1	1	1[2]	1

Note:
(1) Residential House A, B and C are located along Repulse Bay Road while Residential House D is located at South Bay Road.
(2) To be more conservative, zero trip will be replaced by 1

4.3.2 As indicated in **Table 4.7**, it is summarised that Residential House B will generate the most traffic amongst the 4 identified residential houses, therefore the vehicular trips generated from Residential House B will be adopted as the vehicular trips generated from our proposed House 1.

4.3.3 The adopted vehicular trip rates and the traffic generation and attraction of the proposed residential redevelopment are listed in **Table 4.8** and **4.9** below.

Table 4.8 Adopted Vehicular Trip Rates for Proposed Residential Redevelopment

Development Type		Adopted Vehicular Trip Rates (pcu/hr/flat)			
		AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
House 1	Approximately 1,370 m^2 GFA[1]	2	1	1	2
House 2	Approximately 162 m^2 GFA [2][3]	0.3276	0.2407	0.2233	0.3097

Note:
(1) With reference to **Table 4.7,** adopted vehicular trips are based on our in-house traffic generation and attraction surveys conducted on a typical weekday in September 2025 at 4 residential houses in Southern District with similar sizes as House 1.
(2) With reference to **Table 2.3,** adopted trip rates based on Private Housing: Low Density/ R(C) with Average Flat Size of 180m^2

(3) Taking into consideration of the remoteness of the Subject Site and lack of public transport services in the vicinity, the upper limit trip rates is adopted for the Subject Site.

Table 4.9 Adopted Traffic Generation and attraction for Proposed Residential Redevelopment

Development		Vehicular Trip (pcu/hr)			
		AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Residential	House 1	2	1	1	2
	House 2	1	1	1	1

4.3.4 As indicated in **Table 4.9**, it is summarized that the proposed residential redevelopment will generate and attract a total of 5 pcus (2-way) during AM Peak and 5 pcus (2-way) during PM Peak respectively.

Comparison of Vehicular Traffic Generation and Attraction for the Subject Site under the Existing Condition and Proposed Residential Redevelopment

4.3.5 Based on the development parameter of the Subject Site given in **Table 2.1** and **2.3** and the vehicular traffic generation and attraction as shown in **Tables 4.6** and **4.9**, the net difference of vehicular traffic generation and attraction between the existing condition and the proposed residential redevelopment are presented in **Table 4.10**.

Table 4.10 Net Difference of Vehicular Trip Generation and Attraction for Subject Site under the Existing Condition and Proposed Residential Redevelopment

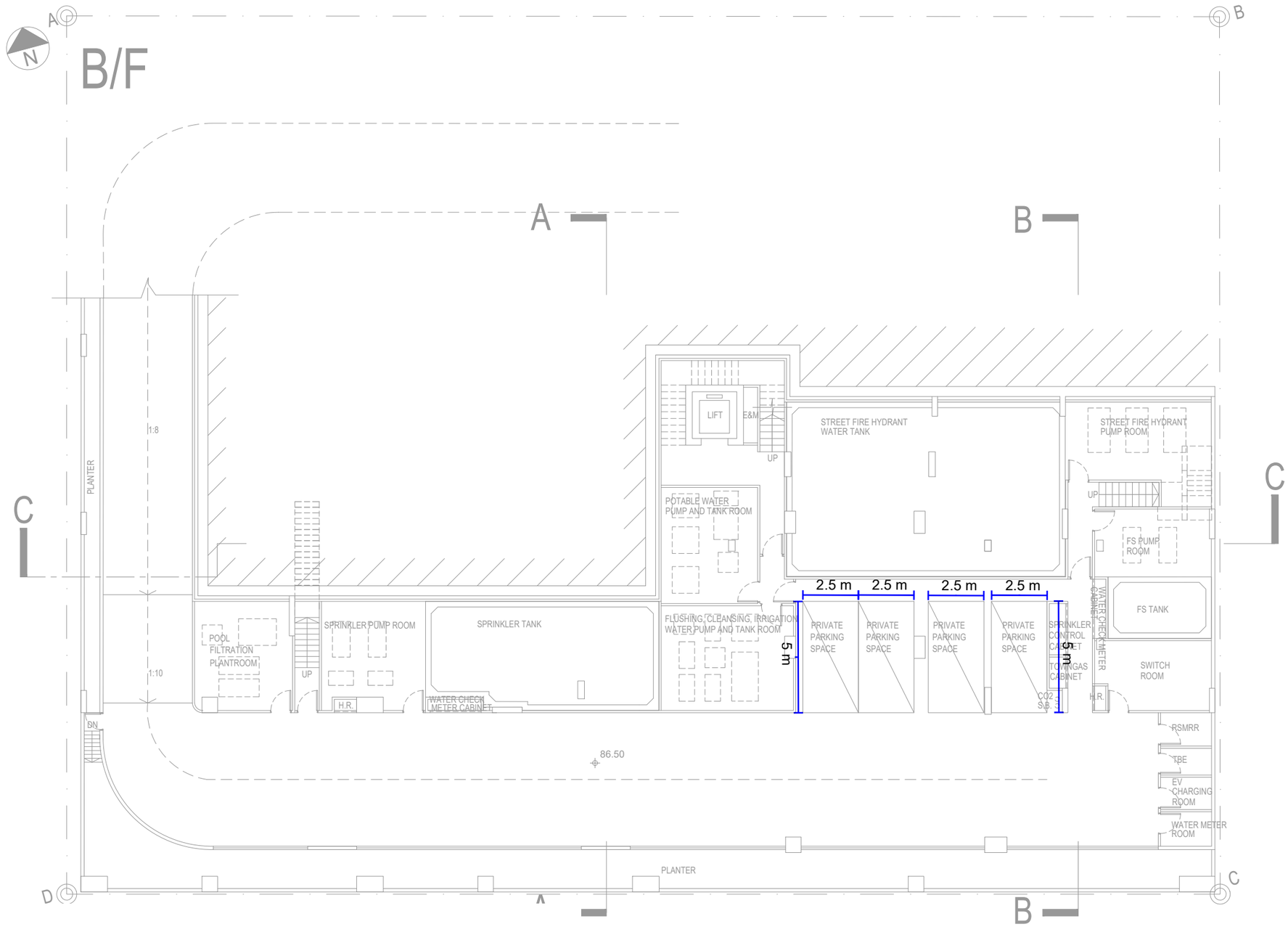
Development Type	GFA (1)	Vehicular Trip (pcu/hr)			
		AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
Subject Site under Existing Condition [a]	1,532.902m^2	3	2	2	3
Proposed Residential Redevelopment [b]		3	2	2	3
Net Difference [b] – [a]		**0**	**0**	**0**	**0**

Note:
(1) Refer to **Table 2.1** and **2.3**, the maximum domestic GFA for Subject Site is 1,532.902m^2.

4.3.6 As shown in **Table 4.10**, it is revealed that there will be no additional vehicular traffic generation for the proposed residential redevelopment as compared with the existing condition during AM Peak and PM Peak.

Year 2032 Design Traffic Flows (With Proposed Residential Redevelopment)

4.3.7 The net difference of vehicular trip generation and attraction for the Subject Site under the condition and the proposed residential redevelopment as shown in **Table 4.10** above will be superimposed onto the year 2032 reference traffic flows as shown in **Drawing No. 4.1**. The 2032 design traffic flows are shown in **Drawing No. 4.2**



SK2

Basement Floor Layout Plan

1:200@A3

2025-10-17