

Appendix 1

Traffic Statement

Reference number CHK50755710

**SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR
RELAXATION OF PLOT RATIO RESTRICTION (20% OF NON-
DOMESTIC PLOT RATIO CONVERSION TO DOMESTIC PLOT
RATIO. TOTAL PLOT RATIO REMAINS UNCHANGED.) FOR
MIXED USE DEVELOPMENT AT PLANNING AREA 28A AND
AREA 28B, HUNG SHUI KIU**

TRAFFIC STATEMENT (REV. A)



TABLE OF CONTENTS

1.	INTRODUCTION	1
1.1.	BACKGROUND	1
1.2.	STUDY OBJECTIVES	2
2.	COMPARISON OF TRAFFIC GENERATION OF THE SITES	3
2.1.	ASSUMPTIONS ADOPTED FOR SCENARIO A AND SCENARIO B	3
2.2.	ADOPTED TRIP RATES	4
2.3.	SCENARIO A - GFA PERMITTED UNDER THE APPROVED HSK/HT OZP AND THE NEW TIH REQUIREMENTS	4
2.4.	SCENARIO B - CONVERSION OF 20% OF NON-DOMESTIC GFA TO DOMESTIC GFA AND THE NEW TIH REQUIREMENTS	5
2.5.	COMPARISON OF TRAFFIC GENERATION UNDER SCENARIO A AND SCENARIO B	7
2.6.	SENSITIVITY TEST FOR COMPARISON OF TRAFFIC GENERATION UNDER SCENARIO A AND SCENARIO B UNDER THE CONSERVATIVE APPROACH	7
2.	CONCLUSION	8

LIST OF DRAWINGS

Drawing No. 1	Tentative Vehicular Access Points
Drawing No. 2	Indicative Pedestrian Connectivity Plan

LIST OF APPENDICE

Appendix A	Sensitivity Test
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1. INTRODUCTION

1.1. Background

- 1.1.1. Under the approved Hung Shui Kiu (HSK) and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/2 gazetted under section 9(1)(a) of Town Planning Ordinance (TPO)" in October 2018, Area 28A and Area 28B (the Subject Sites), it is intended for high-density residential development and commercial development in close proximity to the railway stations. In Area 28A, a public transport interchange (PTI) with a terminus for public transport services is planned. Subject to detailed design, this PTI is also proposed for long haul bus services. A minimum of 50 public car parking spaces in addition to those required to serve the planned development should be provided within this site to promote park and ride patronage.
- 1.1.2. The HSK/Ha Tsuen New Development Area (HSK/HT NDA) will have major railway stations that converge multiple railway lines, connecting the Tuen Ma Line (TML), the Hong Kong-Shenzhen Western Rail Link (HSWRL), and the proposed Hong Kong Island West-Hung Shui Kiu Rail Link. To enhance the efficiency, convenience and comfortability of public transport services and to elevate the overall travel experience of the public, the Government plans to provide a strategic Transport Interchange Hub (TIH) in the Area 28A and Area 32A with the following elements:
 - A maximum of 1,050 Park-and-Ride parking spaces at Area 28A and Area 28B
 - A PTI with a minimum GFA of 10,000m²
- 1.1.3. Vehicular access points for the planned development in Area 28A and Area 28B, Park-and-Ride facilities and PTI will be provided on Road L12, Road L15 and Road L16. Development vehicular access points are located on Road L12, Road L15 and Road L16, Park-and-Ride facilities vehicular access points located on Road L12, Road L15 and Road L16, and PTI vehicular access points are located on Road L15. Subject to site availability and construction work progress, the tentative commissioning date of the PTI in Area 28A is estimated to be in 2036. The tentative vehicular access points for Planning Areas 28A and 28B are illustrated in **Drawing No. 1**.
- 1.1.4. Pedestrians from HSK Station would also access Area 28A and Area 28B conveniently on ground level. In addition, pedestrian footbridge connections between HSK Station and Level 2 of Area 28A and Area 28B development will be provided for convenience of pedestrian linkage with the adjacent developments and public transport facilities. The indicative pedestrian connectivity plan for Planning Areas 28A and 28B is illustrated in **Drawing No. 2**.
- 1.1.5. As discussed previously, TD observed the need to widen the Road L12 from single-2-carriageway to dual-2-carriageway, and a 3m setback/public pedestrian passageway may be required at ground floor for road widening. Such setback arrangement will be subject to further discussion at land grant stage.

- 1.1.6. MTRC seeks planning approval from the Town Planning Board (TPB) under section 16 of the TPO for the Proposed Minor Relaxation of Plot Ratio Restriction (20% of non-domestic plot ratio conversion to domestic plot ratio. Total plot ratio remains unchanged.) for Mixed Use Development at Planning Area 28A and Area 28B, HSK.

1.2. Study Objectives

- 1.2.1. The scopes of this Traffic Statement are as follows:

- a) Review the traffic generation and attraction by Area 28A and Area 28B with GFA permitted under the approved HSK/HT OZP based on the vehicular trip rates adopted in Transport Planning and Design Manual (TPDM) – Scenario A ^(*);
- b) Estimate the traffic generation and attraction by Area 28A and Area 28B, based on the proposed conversion of 20% of non-domestic GFA to domestic GFA with reference to the vehicular trip rates adopted in TPDM – Scenario B ^(*); and
- c) Carry out comparison of the two set of traffic generation and attraction as described above.

Remark:

- ^(*) The new TIH Requirements, including PTI (General pick-up/drop-off facilities + taxis) and 1,050 Park-and-Ride parking spaces are provided under both scenarios A and B. The proposed change from non-domestic GFA to domestic GFA will not affect the trip generation by PTI and Park-and-Ride parking spaces.

2. COMPARISON OF TRAFFIC GENERATION OF THE SITES

2.1. Assumptions Adopted for Scenario A and Scenario B

2.1.1. The net difference of traffic generation by Area 28A and Area 28B have been studied under the following scenarios:

- Scenario A - GFA Permitted under the approved HSK/HT OZP and the New TIH Requirements
- Scenario B - Conversion of 20% of Non-domestic GFA to Domestic GFA and the New TIH Requirements

2.1.2. The new TIH Requirements, including PTI (General pick-up/drop-off facilities + taxis) and 1,050 Park-and-Ride parking spaces, should be both provided under those two scenarios. Since the proposed change from non-domestic GFA to domestic GFA will not affect the trip generation by PTI and Park-and-Ride parking spaces, the following sections of this Traffic Statement will focus on the comparison of traffic generation by the proposed change of non-domestic GFA and domestic GFA only.

2.1.3. The proposed changes in GFA under Scenario A and Scenario B is shown in **Table 2.1**.

Table 2.1 Proposed Changes in GFA ^(*) under Scenario A and Scenario B

Development Type	Scenario A (m ²)	Scenario B (m ²)	Net Change under Scenario A and Scenario B (m ²)
Area 28A			
Domestic (m ²)	193,504.5	215,005	+21,500.5
Retail (m ²)	67,202.5	45,702	-21,500.5
Office (m ²)	-	-	-
Total for Area 28A (m²) ^(*)	260,707	260,707	-
Area 28B			
Domestic (m ²)	175,617	195,130	+19,513
Retail (m ²)	53,861	34,348	-19,513
Office (m ²)	16,504	16,504	-
Total for Area 28B (m²) ^(*)	245,982	245,982	-
PTI	15,000 ⁽¹⁾		-
Park-and-Ride Facilities (1,050 nos. Park-and-Ride parking space)	52,500 ⁽²⁾		-
Total for Area 28A and 28B (m²) ^(*)	574,189		-

Note:

- (1) A PTI GFA of about 15,000m² in Area 28A is assumed for both Scenarios A and B, serving only as an assumption for the traffic statement.
- (2) Park-and-Ride Facilities about 52,500m² is assumed for both Scenarios A and B, serving only as an assumption for the traffic statement.
- (*) The GFA shown in the table is indicative only.

2.2. Adopted Trip Rates

- 2.2.1. In order to estimate the traffic generation and attraction of the permitted development under the approved OZP and the proposed development for the Subject Sites, reference has been made to the Transport Planning and Design Manual (TPDM) published by Transport Department. The adopted trip rates for this study are summarized in **Table 2.2**.

Table 2.2 Adopted Trip Rates

Development Type	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Residential (Adopted Trip Rates Based on Private Housing: High Density/R(A) with Average Flat Size of 60m ²) (pcu/hr/flat) ^{(1) (2)}	0.0415	0.0141	0.0157	0.0276
Office (pcu/hr/100m ²) ⁽¹⁾	0.1045	0.1646	0.1217	0.0840
Retail (pcu/hr/100m ²) ⁽¹⁾	0.1285	0.1525	0.2360	0.2622

Note:

- (3) Taking into consideration of the close proximity of public transport services, the lower limit of trip rates is adopted for the Subject Sites.
- (4) According to TPDM, the smallest of average flat size for private housing: high-density/ R(A) is 60m² only. Thus, the lowest trip rates for average flat size of 60m² in TPDM have been adopted for residential developments at 28A and 28B (with average flat size of 50m² to calculate no. of flat).

2.3. Scenario A - GFA Permitted under the Approved HSK/HT OZP and the New TIH Requirements

- 2.3.1. According to the approved OZP, the permitted development parameters of Area 28A and Area 28B are listed in **Table 2.3** below.

Table 2.3 Scenario A - Permitted Development Parameters under the Approved OZP for Area 28A and Area 28B

Permitted Development under the Approved OZP		Area 28A	Area 28B	Total
Domestic GFA (m ²)		193,504.5	175,617	369,121.5
Non-Domestic GFA (m ²)	Retail	67,202.5	53,861	121,063.5
	Office	-	16,504	16,504
Total GFA (m²)		260,707	245,982	506,689

Remark: The GFA shown in the table is indicative only.

- 2.3.2. As mentioned in **Section 1**, a PTI with a minimum GFA of 10,000m² in the Area 28A and a maximum of 1,050 Park-and-Ride parking spaces at Area 28A and Area 28B will be in place under the approved OZP and the New TIH Requirements.
- 2.3.3. Based on the adopted trip rates and the permitted development parameters as stipulated in the approved OZP as shown in **Tables 2.2** and **2.3** respectively, the total traffic generation

and attraction of the permitted development under the approved OZP are summarized in **Table 2.4**.

Table 2.4 Scenario A - Traffic Generation and Attraction of the Permitted Development under the Approved OZP for Area 28A and Area 28B

	Development Parameters		AM Peak		PM Peak	
	GFA ^(*)	No. of Flat	GEN	ATT	GEN	ATT
Area 28A						
Residential (Private Housing: High Density/R(A) with Average Flat Size of 50m ²) (pcu/hr/flat) ⁽¹⁾⁽²⁾	193,504.5	3,870	161	55	61	107
Retail (pcu/hr/100m ²) ⁽¹⁾	67,202.5	-	87	103	159	177
Office (pcu/hr/100m ²) ⁽¹⁾	-	-	-	-	-	-
Total for Area 28A [a]	260,707	3,870	248	158	220	284
Area 28B						
Residential (Private Housing: High Density/R(A) with Average Flat Size of 50m ²) (pcu/hr/flat) ⁽¹⁾⁽²⁾	175,617	3,512	146	50	56	97
Retail (pcu/hr/100m ²) ⁽¹⁾	53,861	-	70	83	128	142
Office (pcu/hr/100m ²) ⁽¹⁾	16,504	-	18	28	21	14
Total for Area 28B [b]	245,982	3,512	234	161	205	253
Total for Area 28A & 28B [a] + [b]	506,689	7,382	482	319	425	537

Note:

- (1) Taking into consideration of the close proximity of public transport services, the lower limit of trip rates is adopted for the Subject Sites.
- (2) According to TPDM, the smallest of average flat size for private housing: high-density/ R(A) is 60m² only. Thus, the lowest trip rates for average flat size of 60m² in TPDM have been adopted for residential developments at 28A and 28B (with average flat size of 50m² to calculate no. of flat).
- (*) The GFA shown in the table is indicative only.

2.4. Scenario B - Conversion of 20% of Non-domestic GFA to Domestic GFA and the New TIH Requirements

- 2.4.1. It is proposed that 20% of non-domestic GFA will be changed to domestic GFA and the proposed development parameters of Area 28A and Area 28B are listed in **Table 2.5** below.

Table 2.5 Scenario B - Proposed Development Parameters of Area 28A and Area 28B

Proposed Development Parameters of Area 28A and Area 28B		Area 28A	Area 28B	Total
Domestic GFA (m ²)		215,005	195,130	410,135
Non-Domestic GFA (m ²)	Retail	45,702	34,348	80,050
	Office	-	16,504	16,504
Total GFA (m²)		260,707	245,982	506,689

Remark: The GFA shown in the table is indicative only.

- 2.4.2. Based on the adopted trip rates and the proposed development parameters of Area 28A and Area 28B as shown in **Tables 2.2** and **2.5** respectively, the total traffic generation and attraction of the proposed development for Area 28A and Area 28B are summarized in **Table 2.6**.

Table 2.6 Scenario B - Traffic Generation and Attraction of the Proposed Development for Area 28A and Area 28B

	Development Parameters		AM Peak		PM Peak	
	GFA ^(*)	No. of Flat	GEN	ATT	GEN	ATT
Area 28A						
Residential (Private Housing: High Density/R(A) with Average Flat Size of 50m ²) (pcu/hr/flat) ⁽¹⁾⁽²⁾	215,005	4,300	179	61	68	119
Retail (pcu/hr/100m ²) ⁽¹⁾	45,702	-	59	70	108	120
Office (pcu/hr/100m ²) ⁽¹⁾	-	-	-	-	-	-
Total for Area 28A [a]	260,707	4,300	238	131	176	239
Area 28B						
Residential (Private Housing: High Density/R(A) with Average Flat Size of 50m ²) (pcu/hr/flat) ⁽¹⁾⁽²⁾	195,130	3,902	162	56	62	108
Retail (pcu/hr/100m ²) ⁽¹⁾	34,348	-	45	53	82	91
Office (pcu/hr/100m ²) ⁽¹⁾	16,504	-	18	28	21	14
Total for Area 28B [b]	245,982	3,902	225	137	165	213
Total for Area 28A & 28B [a] + [b]	506,689	8,202	463	268	341	452

Note:

- (1) Taking into consideration of the close proximity of public transport services, the lower limit of trip rates is adopted for the Subject Sites.
- (2) According to TPDM, the smallest of average flat size for private housing: high-density/ R(A) is 60m² only. Thus, the lowest trip rates for average flat size of 60m² in TPDM have been adopted for residential developments at 28A and 28B (with average flat size of 50m² to calculate no. of flat).
- (*) The GFA shown in the table is indicative only.

2.5. Comparison of Traffic Generation under Scenario A and Scenario B

- 2.5.1. The net difference of traffic generation and attraction between the permitted development under the approved OZP (Scenario A) and the proposed development (Scenario B) for Area 28A and Area 28B are presented in **Table 2.7**.

Table 2.7 Net Difference of Traffic Generation and Attraction due to the Proposed Development for Area 28A and Area 28B

Development Site	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Scenario A - Permitted Development under the Approved OZP [a] ⁽¹⁾	482	319	425	537
Scenario B - Proposed Development [b] ⁽²⁾	463	268	341	452
Net Difference [b] – [a]	-19	-51	-84	-85

Note: (1) Refer to **Table 2.4**.

(2) Refer to **Table 2.6**.

- 2.5.2. As shown in **Table 2.7**, it is revealed that the overall traffic generation of HSK Area 28A and Area 28B for Scenario B will be lower than Scenario A after converting 20% non-domestic GFA to domestic GFA (i.e. less traffic will be generated).

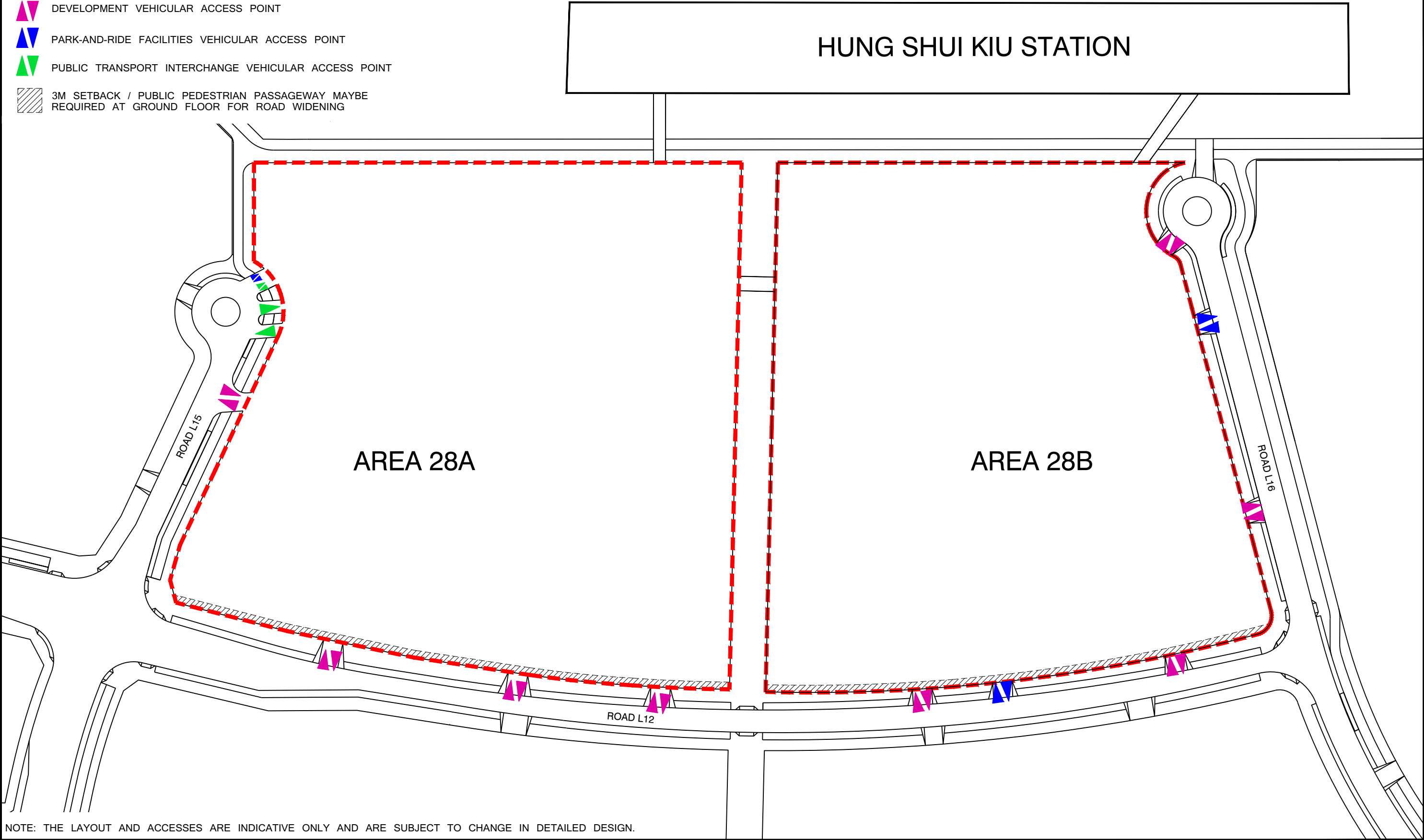
2.6. Sensitivity Test for Comparison of Traffic Generation under Scenario A and Scenario B under the Conservative Approach

- 2.6.1. In order to review the net difference of traffic generation by Area 28A and Area 28B under the conservative approach, a sensitivity test with the adoption of the mean trip rates has been assessed and attached in **Appendix A** of this Traffic Statement.
- 2.6.2. As shown in **Table 1.7** of **Appendix A**, it is also revealed that the overall traffic generation of HSK Area 28A and Area 28B for Scenario B will be still lower than Scenario A after converting 20% non-domestic GFA to domestic GFA (i.e. less traffic will be generated) with the adoption of the mean trip rates.

2. CONCLUSION

- 2.1.1. The overall traffic generation of HSK Area 28A and Area 28B for Scenario B will be lower than Scenario A after converting 20% non-domestic GFA to domestic GFA (i.e. **less traffic will be generated**).

- LEGEND:
- SITE BOUNDARY
 - DEVELOPMENT VEHICULAR ACCESS POINT
 - PARK-AND-RIDE FACILITIES VEHICULAR ACCESS POINT
 - PUBLIC TRANSPORT INTERCHANGE VEHICULAR ACCESS POINT
 - 3M SETBACK / PUBLIC PEDESTRIAN PASSAGEWAY MAYBE REQUIRED AT GROUND FLOOR FOR ROAD WIDENING



NOTE: THE LAYOUT AND ACCESSES ARE INDICATIVE ONLY AND ARE SUBJECT TO CHANGE IN DETAILED DESIGN.

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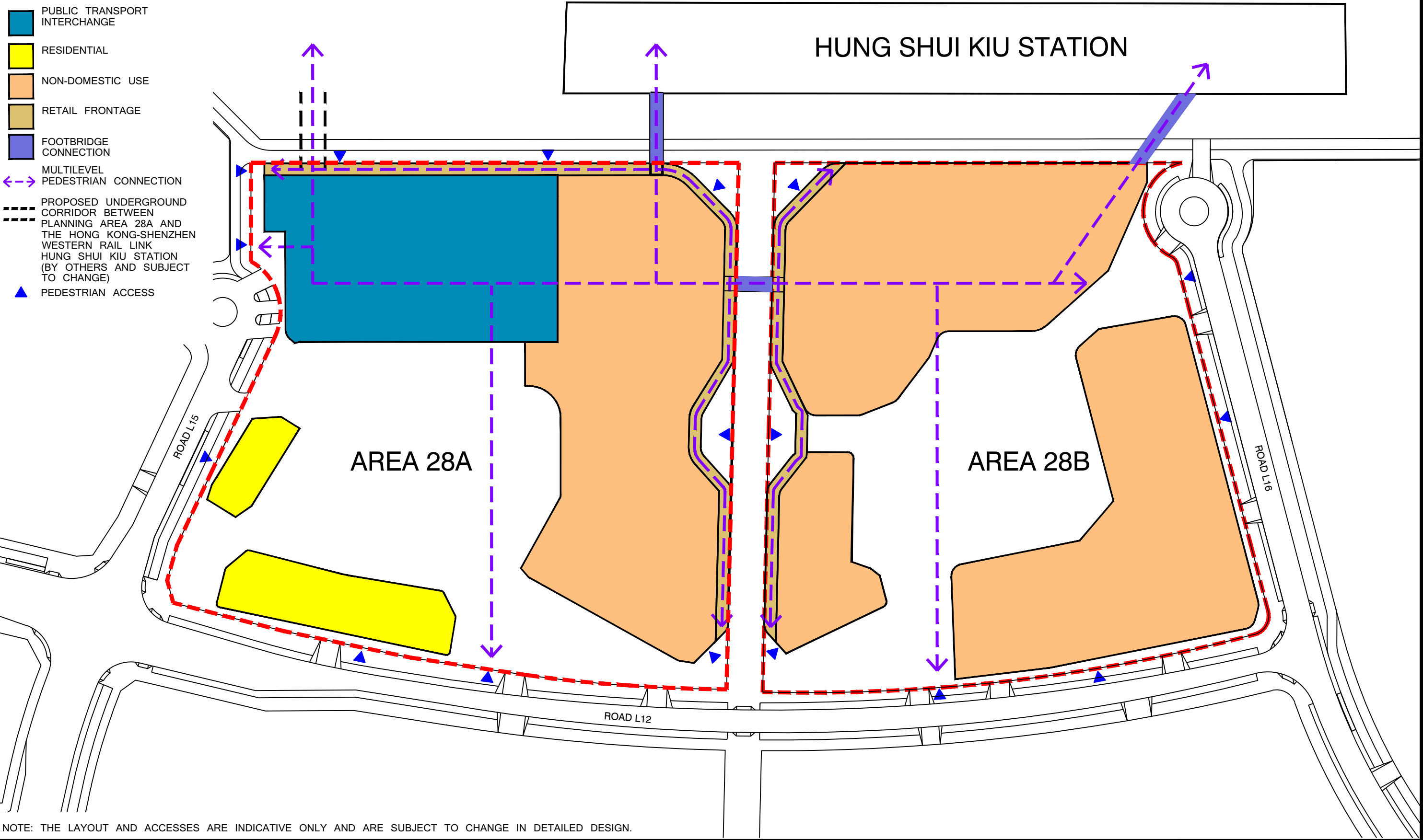
Project Title
HUNG SHUI KIU PLANNING AREAS 28A AND 28B

Drawing Title											
TENTATIVE VEHICULAR ACCESS POINTS											
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LEGEND:

- SITE BOUNDARY
- PUBLIC TRANSPORT INTERCHANGE
- RESIDENTIAL
- NON-DOMESTIC USE
- RETAIL FRONTAGE
- FOOTBRIDGE CONNECTION
- MULTILEVEL PEDESTRIAN CONNECTION
- PROPOSED UNDERGROUND CORRIDOR BETWEEN PLANNING AREA 28A AND THE HONG KONG-SHENZHEN WESTERN RAIL LINK HUNG SHUI KIU STATION (BY OTHERS AND SUBJECT TO CHANGE)
- ▲ PEDESTRIAN ACCESS



NOTE: THE LAYOUT AND ACCESSSES ARE INDICATIVE ONLY AND ARE SUBJECT TO CHANGE IN DETAILED DESIGN.

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Project Title
HUNG SHUI KIU PLANNING AREAS 28A AND 28B

Drawing Title				
INDICATIVE PEDESTRIAN CONNECTIVITY PLAN				
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APPENDIX A

- SENSITIVITY TEST FOR MEAN TRIP RATES

APPENDIX A - SENSITIVITY TEST FOR MEAN TRIP RATES

1. COMPARISON OF TRAFFIC GENERATION OF THE SITES

1.1. Scenario A and Scenario B

- 1.1.1. In response to TD's comments regarding the net difference of traffic generation and attraction between the permitted development under the approved OZP (Scenario A) and the proposed development (Scenario B) for Area 28A and Area 28B under a more conservative approach (i.e. mean trip rate to be considered). Thus, a sensitivity test with the adoption of mean trip rates has been conducted in this technical note.
- 1.1.2. The net difference of traffic generation by Area 28A and Area 28B have been studied under the following scenarios
 - Scenario A - GFA Permitted under the approved HSK/HT OZP and the New TIH Requirements
 - Scenario B - Conversion of 20% of Non-domestic GFA to Domestic GFA and the New TIH Requirements
- 1.1.3. The new TIH Requirements, including PTI (General pick-up/drop-off facilities + taxis) and 1,050 Park-and-Ride parking spaces, should be both provided under those two scenarios. Since the proposed change from non-domestic GFA to domestic GFA will not affect the trip generation by PTI and Park-and-Ride parking spaces, the following sections of this sensitivity test will focus on the comparison of traffic generation by the proposed change of non-domestic GFA and domestic GFA only.
- 1.1.4. The proposed changes in GFA under Scenario A and Scenario B is shown in **Table 1.1**.

Table 1.1 Proposed Changes in GFA (*) under Scenario A and Scenario B

Development Type	Scenario A (m ²)	Scenario B (m ²)	Net Change under Scenario A and Scenario B (m ²)
Area 28A			
Domestic (m ²)	193,504.5	215,005	+21,500.5
Retail (m ²)	67,202.5	45,702	-21,500.5
Office (m ²)	-	-	-
Total for Area 28A (m²) (*)	260,707	260,707	-
Area 28B			
Domestic (m ²)	175,617	195,130	+19,513
Retail (m ²)	53,861	34,348	-19,513
Office (m ²)	16,504	16,504	-
Total for Area 28B (m²) (*)	245,982	245,982	-
PTI	15,000 ⁽¹⁾		-
Park-and-Ride Facilities (1,050 nos. Park-and-Ride parking space)	52,500 ⁽²⁾		-
Total for Area 28A and 28B (m²) (*)	574,189		-

Note:

- (1) A PTI GFA of about 15,000m² in Area 28A is assumed for both Scenarios A and B, serving only as an assumption for the sensitivity test.
- (2) Park-and-Ride Facilities about 52,500m² is assumed for both Scenarios A and B, serving only as an assumption for the sensitivity test.
- (*) The GFA shown in the table is indicative only.

1.2. Adopted Trip Rates

- 1.2.1. In order to estimate the traffic generation and attraction of the permitted development under the approved OZP and the proposed development for the Subject Sites, reference has been made to the Transport Planning and Design Manual (TPDM) published by Transport Department. The adopted trip rates for this study are summarized in **Table 1.2**.

Table 1.2 Adopted Trip Rates

Development Type	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Residential (Adopted Trip Rates Based on Private Housing: High Density/R(A) with Average Flat Size of 60m ²) (pcu/hr/flat) ^{(1) (2)}	0.0718	0.0425	0.0286	0.0370
Office (pcu/hr/100m ²) ⁽¹⁾	0.1703	0.2452	0.1573	0.1175
Retail (pcu/hr/100m ²) ⁽¹⁾	0.2296	0.2434	0.3100	0.3563

Note:

- (1) Based on TD's comment on the Traffic Statement received in March 2025, the mean trip rate is adopted even though the close proximity of public transport services for the Subject Site.
- (2) According to TPDM, the smallest of average flat size for private housing: high-density/ R(A) is 60m² only. Thus, the lowest trip rates for average flat size of 60m² in TPDM have been adopted for residential developments at 28A and 28B (with average flat size of 50m² to calculate no. of flat).

1.3. Scenario A - GFA Permitted under the Approved HSK/HT OZP and the New TIH Requirements

- 1.3.1. According to the approved OZP, the permitted development parameters of Area 28A and Area 28B are listed in **Table 1.3** below.

Table 1.3 Scenario A - Permitted Development Parameters under the Approved OZP for Area 28A and Area 28B

Permitted Development under the Approved OZP		Area 28A	Area 28B	Total
Domestic GFA (m ²)		193,504.5	175,617	369,121.5
Non-Domestic GFA (m ²)	Retail	67,202.5	53,861	121,063.5
	Office	-	16,504	16,504
Total GFA (m²)		260,707	245,982	506,689

Remark: The GFA shown in the table is indicative only.

- 1.3.2. Based on the adopted trip rates and the permitted development parameters as stipulated in the approved OZP as shown in **Tables 1.2** and **1.3** respectively, the total traffic generation and attraction of the permitted development under the approved OZP are summarized in **Table 1.4**.

Table 1.4 Scenario A - Traffic Generation and Attraction of the Permitted Development under the Approved OZP for Area 28A and Area 28B

	Development Parameters		AM Peak		PM Peak	
	GFA ^(*)	No. of Flat	GEN	ATT	GEN	ATT
Area 28A						
Residential (Private Housing: High Density/R(A) with Average Flat Size of 50m ²) (pcu/hr/flat) ⁽¹⁾⁽²⁾	193,504.5	3,870	278	165	111	144
Retail (pcu/hr/100m ²) ⁽¹⁾	67,202.5	-	155	164	209	240
Office (pcu/hr/100m ²) ⁽¹⁾	-	-	-	-	-	-
Total for Area 28A [a]	260,707	3,870	433	329	320	384
Area 28B						
Residential (Private Housing: High Density/R(A) with Average Flat Size of 50m ²) (pcu/hr/flat) ⁽¹⁾⁽²⁾	175,617	3,512	253	150	101	130
Retail (pcu/hr/100m ²) ⁽¹⁾	53,861	-	124	132	167	192
Office (pcu/hr/100m ²) ⁽¹⁾	16,504	-	29	41	26	20
Total for Area 28B [b]	245,982	3,512	406	323	294	342
Total for Area 28A & 28B [a] + [b]	506,689	7,382	839	652	614	726

Note:

- (1) Based on TD's comment on the Traffic Statement received in March 2025, the mean trip rate is adopted even though the close proximity of public transport services for the Subject Site.
- (2) According to TPDM, the smallest of average flat size for private housing: high-density/ R(A) is 60m² only. Thus, the lowest trip rates for average flat size of 60m² in TPDM have been adopted for residential developments at 28A and 28B (with average flat size of 50m² to calculate no. of flat).
- (*) The GFA shown in the table is indicative only.

1.4. Scenario B - Conversion of 20% of Non-domestic GFA to Domestic GFA and the New TIH Requirements

- 1.4.1. It is proposed that 20% of non-domestic GFA will be changed to domestic GFA and the proposed development parameters of Area 28A and Area 28B are listed in **Table 1.5** below.

Table 1.5 Scenario B - Proposed Development Parameters of Area 28A and Area 28B

Proposed Development Parameters of Area 28A and Area 28B		Area 28A	Area 28B	Total
Domestic GFA (m ²)		215,005	195,130	410,135
Non-Domestic GFA (m ²)	Retail	45,702	34,348	80,050
	Office	-	16,504	16,504
Total GFA (m²)		260,707	245,982	506,689

Remark: The GFA shown in the table is indicative only.

- 1.4.2. Based on the adopted trip rates and the proposed development parameters of Area 28A and Area 28B as shown in **Tables 1.2** and **1.5** respectively, the total traffic generation and attraction of the proposed development for Area 28A and Area 28B are summarized in **Table 1.6**.

Table 1.6 Scenario B - Traffic Generation and Attraction of the Proposed Development for Area 28A and Area 28B

	Development Parameters		AM Peak		PM Peak	
	GFA ^(*)	No. of Flat	GEN	ATT	GEN	ATT
Area 28A						
Residential (Private Housing: High Density/R(A) with Average Flat Size of 50m ²) (pcu/hr/flat) ⁽¹⁾⁽²⁾	215,005	4,300	309	183	123	160
Retail (pcu/hr/100m ²) ⁽¹⁾	45,702	-	105	112	142	163
Office (pcu/hr/100m ²) ⁽¹⁾	-	-	-	-	-	-
Total for Area 28A [a]	260,707	4,300	414	295	265	323
Area 28B						
Residential (Private Housing: High Density/R(A) with Average Flat Size of 50m ²) (pcu/hr/flat) ⁽¹⁾⁽²⁾	195,130	3,902	281	166	112	145
Retail (pcu/hr/100m ²) ⁽¹⁾	34,348	-	79	84	107	123
Office (pcu/hr/100m ²) ⁽¹⁾	16,504	-	29	41	26	20
Total for Area 28B [b]	245,982	3,902	389	291	245	288
Total for Area 28A & 28B [a] + [b]	506,689	8,202	803	586	510	611

Note:

- (1) Based on TD's comment on the Traffic Statement received in March 2025, the mean trip rate is adopted even though the close proximity of public transport services for the Subject Site.
- (2) According to TPDM, the smallest of average flat size for private housing: high-density/ R(A) is 60m² only. Thus, the lowest trip rates for average flat size of 60m² in TPDM have been adopted for residential developments at 28A and 28B (with average flat size of 50m² to calculate no. of flat).
- (*) The GFA shown in the table is indicative only.

1.5. Comparison of Traffic Generation under Scenario A and Scenario B

- 1.5.1. The net difference of traffic generation and attraction between the permitted development under the approved OZP (Scenario A) and the proposed development (Scenario B) for Area 28A and Area 28B are presented in **Table 1.7**.

Table 1.7 Net Difference of Traffic Generation and Attraction due to the Proposed Development for Area 28A and Area 28B

Development Site	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
Scenario A - Permitted Development under the Approved OZP [a] ⁽¹⁾	839	652	614	726
Scenario B - Proposed Development [b] ⁽²⁾	803	586	510	611
Net Difference [b] – [a]	-36	-66	-104	-115

Note: (1) Refer to **Table 1.4**.
(2) Refer to **Table 1.6**.

- 1.5.2. As shown in **Table 1.7**, it is revealed that the overall traffic generation of HSK Area 28A and Area 28B for Scenario B will be lower than Scenario A after converting 20% non-domestic GFA to domestic GFA (i.e. **less traffic will be generated**) under the adoption of mean trip rates.

2. CONCLUSION

- 2.1.1. The overall traffic generation of HSK Area 28A and Area 28B for Scenario B will be lower than Scenario A after converting 20% non-domestic GFA to domestic GFA (i.e. **less traffic will be generated**) under the adoption of mean trip rates.