

Section 16 Planning Application for Amendments to Approved Scheme
(No. A/K20/121) and Proposed Flat Use at West Kowloon Cultural District

Appendix 9

Traffic Impact Assessment

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Traffic Impact Assessment Report for Section 16 Planning Application for Amendments to Approved Scheme (No. A/K20/121) and Proposed Flat Use at West Kowloon Cultural District

FIRST REPORT (REV. 0)

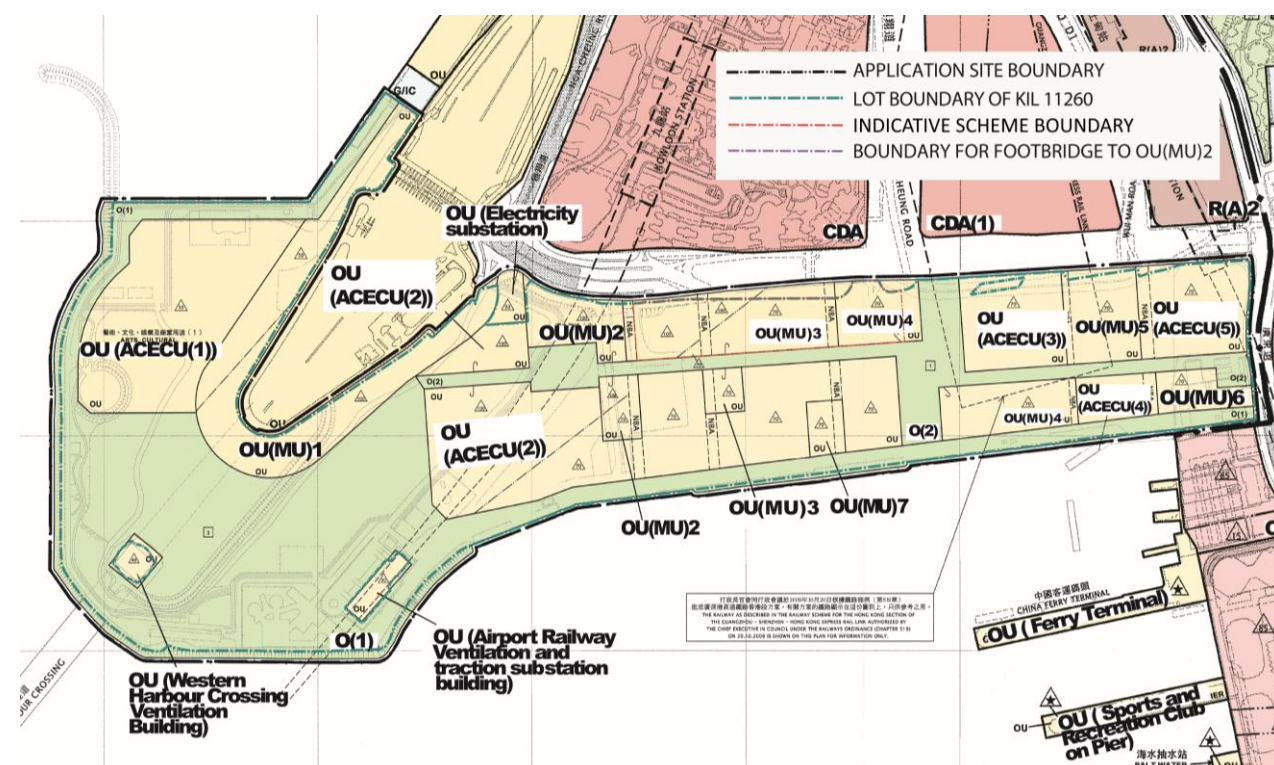
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1.1 Project Background

The Applicant, West Kowloon Cultural District Authority, proposes to reshuffle a portion of permitted residential Gross Floor Area (GFA) from the “Other Specified Uses (Mixed Uses)” “OU(MU)” OU(MU)4 to OU(MU)3 sub-zones and to apply for “Flat” use in OU(MU)3 North and OU(MU)4 North sub-zones of the DP. The Building Height Restrictions (BHR) and maximum total GFA proposed in this Application whilst adopting the previously approved relaxed parameters from application No. A/K20/121. will also form part of this Application.

Diagram 1-1: Location Plan of the Application Site, showing the Indicative Scheme Boundary



WKCD is an ongoing development which is transforming south-west of Yau Tsim Mong District into a diverse world-class Art and Cultural District. WKCD is a strategic project by the HKSAR Government to support and promote arts and culture development in Hong Kong.

The immediate surrounding developments of the Application Site are predominantly mixed-use, comprising commercial, residential, open space, roads and public transport infrastructures. To the immediate north of the Application Site, is the Kowloon Station Development. To the immediate north-east of the Application Site is the West Kowloon Station (WKS) of the Hong Kong section of the Guangzhou–Shenzhen–Hong Kong High Speed Rail Link. Further east of WKS is the Austin Station Development which includes the Austin MTR Station and residential developments namely “The Austin” and “Grand Austin”. To the immediate east across Canton Road is the residential development named “The Victoria Towers”, and the Kowloon Park, a vast area of open space with facilities for leisure and recreational purposes. To the south of the Indicative Scheme Boundary along the southern side of The Avenue, within the Application Site, is the waterfront development area, mainly for Arts and Cultural Facilities (ACF) developments. To the further west of the Application Site is the Western Harbour Crossing and its toll plaza connecting to the West Kowloon Highway.

1.2 Purpose of Report

To support the S16 Planning Application, the objectives of the traffic impact assessments are to:

- illustrate the development parameters
- estimate the traffic generation and attraction of the development
- assess the traffic impact due to the development
- review pedestrian and public transport facilities
- review internal transport provision and traffic arrangement

1.3 Report Structure

The structure of this report is as follows:

- Chapter 1: Introduction
- Chapter 2: Development Parameters
- Chapter 3: Trip Generation and Attraction of the Indicative Scheme
- Chapter 4: Traffic Impact Assessment
- Chapter 5: Pedestrian and Public Transport Facilities
- Chapter 6: Internal Transport Facilities
- Chapter 7: Summary

2. Development Parameters

2.1 Site Location

The seven residential towers (T1 to T7) of the Indicative Scheme are located near the central part of the WKCD. The locations of the development sites are depicted in **Diagram 2-1** below.

Diagram 2-1: Location of Development Site



2.2 The Indicative Scheme

Anticipated to be completed by about Year 2032, the Indicative Scheme is located in OU(MU)3 North and OU(MU)4 North sub-zones of WKCD. They consist of a mixed land-use providing RDE, residential developments (1,995 units) with a total GFA of 129,000m², with development parameters shown in **Table 2-1** and **Table 2-2** below.

Table 2-1: Development Site Area

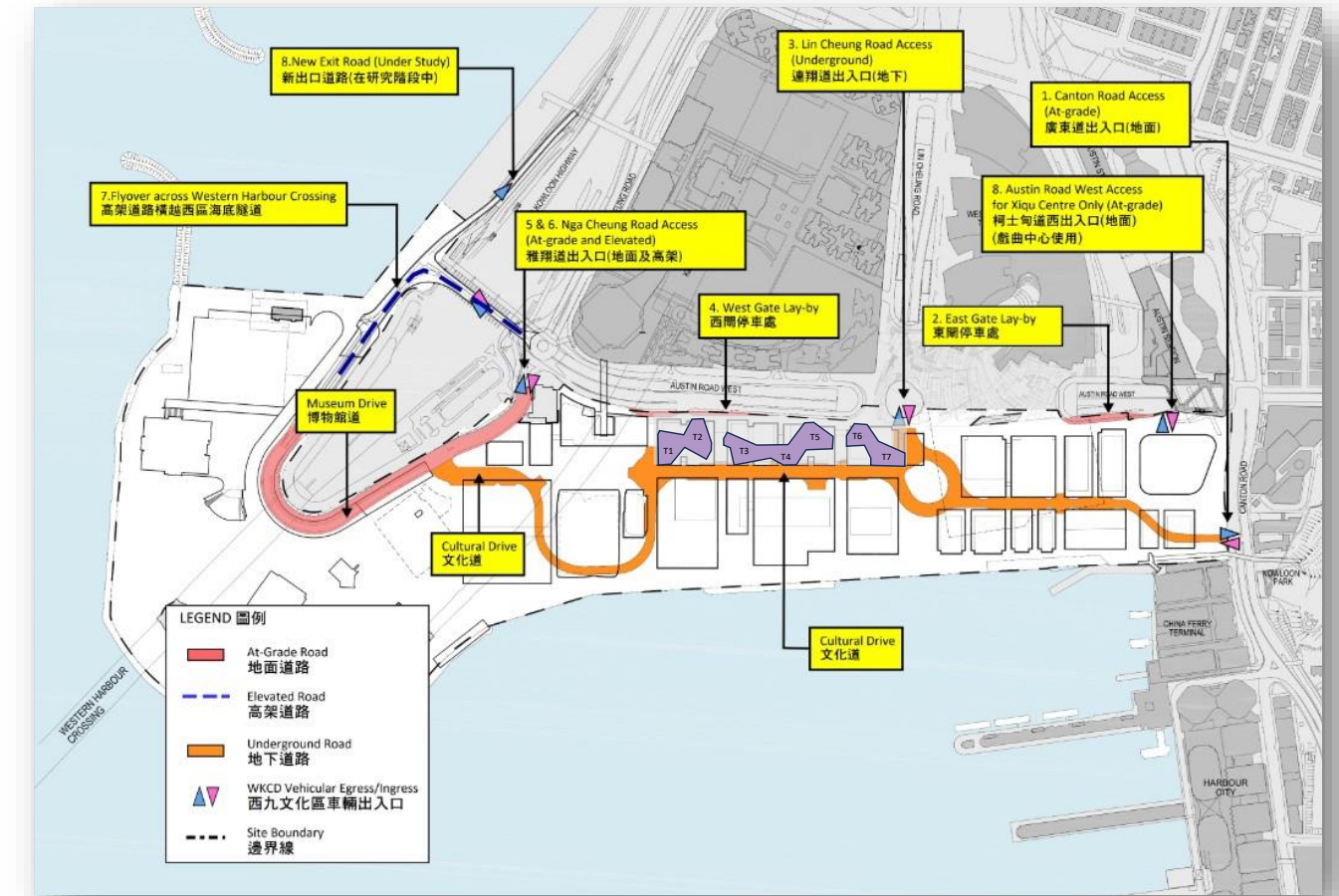
| Landuse | GFA (m ²) | | | |
|-------------|-----------------------|-------------|---------|-----------|
| | T1 & T2 | T3, T4 & T5 | T6 & T7 | Sub-Total |
| RDE | 5,200 | 10,600 | 4,700 | 20,500 |
| Residential | 36,200 | 44,000 | 28,300 | 108,500 |

Table 2-2: Assumed Flat Mix of Residential Towers 1 to 7

| Parcel | No. of Flats | | | | Sub-Total |
|-------------|-------------------------------|----------------------------------|----------------------------------|------------------------------------|-----------|
| | Flat Size: < 40m ² | Flat Size: 40-69.9m ² | Flat Size: 70-99.9m ² | Flat Size: 100-129.9m ² | |
| T1 & T2 | 550 | 95 | 24 | 72 | 741 |
| T3, T4 & T5 | 532 | 209 | 95 | 0 | 836 |
| T6 & T7 | 209 | 114 | 76 | 19 | 418 |
| Total | | | | | 1,995 |

According to the Development Plan of WKCD, traffic, loading and unloading services and parking will be located below ground level in the District. Vehicular access within WKCD for the developments will be situated at the basement level one connecting to the underground road (UR) network. Access ramps connecting basement level one, basement level two and mezzanine basement level will be provided to serve internal transport facilities such as car parks and loading/unloading facilities. **Diagram 2-2** below shows the locations of the vehicular ingress/egress points of WKCD.

Diagram 2-2: External Access Points of WKCD



There will be two major access points for traffic to access the UR network being (i) via J/O Austin Road West / Lin Cheung Road and (ii) via J/O Austin Road West / Nga Cheung Road. A third access point is planned at Canton Road near the Xiqu Centre, subject to the relocation programme of the Tsim Sha Tsui Fire Station and further assessment on its engineering feasibility.

Public transport stops are located at the East and West Lay-bys. Passengers could then access the ground level of the WKCD on foot via The Avenue to/from the Indicative Scheme.

3. Trip Generation and Attraction of the Indicative Scheme

3.1 Trip Rates

In order to evaluate the traffic impact, the traffic trip generation and attraction volumes of the Indicative Scheme are estimated with reference to the trip rates suggested in the Transport Planning and Design Manual (TPDM) and the 2014 Approved Planning Application TIA for the Proposed Minor Relaxation of GFA and BHR for the WKCD (2014 Approved Planning Application TIA) as summarized in the following **Table 3-1**.

Table 3-1: Adopted Trip Rates

| Landuse | Unit | Trip Rates | | | |
|---|--------------------------|------------|------------|------------|------------|
| | | AM Peak | | PM Peak | |
| | | Generation | Attraction | Generation | Attraction |
| RDE ⁽¹⁾ | pcu/hr/100m ² | 0.0730 | 0.1570 | 0.4640 | 0.4350 |
| Residential (Flat size: ≤ 69.9m ²) ⁽²⁾ | pcu/hr/unit | 0.0718 | 0.0425 | 0.0286 | 0.0370 |
| Residential (Flat size: 70-99.9m ²) ⁽²⁾ | pcu/hr/unit | 0.1058 | 0.0605 | 0.0426 | 0.0590 |
| Residential (Flat size: 100-129.9m ²) ⁽²⁾ | pcu/hr/unit | 0.2246 | 0.1157 | 0.1068 | 0.1468 |

Note: (1) Extracted from Table 5.2 in 2014 Approved Planning Application TIA
(2) Extracted from Table 1 – Mean Generation and Attraction Rates of Annex C of Ch. 3 of TPDM Volume 1

3.2 Estimated Development Trips of the Indicative Scheme

Based on the development parameters shown in **Table 2-1** and **Table 2-2** and the adopted trip rates in **Table 3-1**, the estimated development trip generation and attractions are shown in **Table 3-2** below. The anticipated 2-way traffic in the AM and PM peak hours due to the indicative scheme are 308 and 342 pcu/hr respectively.

Table 3-2: Estimated Trip Generation and Attraction of Indicative Scheme

| Landuse | Design Provisions | Development Trips (in pcu/hr) | | | |
|---|--------------------------|-------------------------------|------------|------------|------------|
| | | AM Peak | | PM Peak | |
| | | Generation | Attraction | Generation | Attraction |
| RDE | 20,500m ² GFA | 15 | 32 | 95 | 89 |
| Residential (Flat size: ≤ 69.9 m ²) | 1,709 Units | 123 | 73 | 49 | 64 |
| Residential (Flat size: 70-99.9 m ²) | 195 Units | 21 | 12 | 9 | 12 |
| Residential (Flat size: 100-129.9 m ²) | 91 Units | 21 | 11 | 10 | 14 |
| Total Development Trips | | 180 | 128 | 163 | 179 |
| Two-way Trips | | 308 | | 342 | |

4. Traffic Impact Assessment

4.1 Findings of 2014 Approved Planning Application TIA

To assess the traffic impacts arisen from Indicative Scheme under this S16 Planning Application, the development parameters are compared with the same parcels in the 2014 Approved Planning Application TIA on the development trip generations and attractions. Apart from RDE and residential uses, OACF, Government Institution or Community (GIC) and Office were also assumed to be provided in abovementioned parcels in the 2014 Approved Planning Application TIA as shown in **Table 4-1** below.

Table 4-1: Parameters of the Indicative Scheme in 2014 Approved Planning Application TIA

| Landuse | GFA (m ²) | | | |
|-------------|-----------------------|-------------|---------|--------|
| | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total |
| RDE | 2,830 | 3,783 | 6,041 | 12,654 |
| Residential | 42,206 | 24,744 | - | 66,950 |
| Office | - | 20,784 | 27,721 | 48,505 |
| OACF | 3,972 | 6,958 | 4,958 | 15,888 |
| GIC | - | 2,298 | - | 2,298 |

Based on the same trip rates adopted in **Table 3-1**, the estimated trip generation and attraction of the Indicative Scheme in the 2014 Approved Planning Application TIA are shown in **Table 4-2** below.

Table 4-2: Estimated Trip Generation and Attraction of Indicative Scheme in 2014 Approved Planning Application TIA

| Landuse | Design Provisions | Development Trips (in pcu/hr) | | | |
|--|---------------------------|-------------------------------|------------|------------|------------|
| | | AM Peak | | PM Peak | |
| | | Generation | Attraction | Generation | Attraction |
| RDE | 12,654m ² GFA | 9 | 20 | 59 | 55 |
| Residential (Assume the average flat size per unit is 60 m ²) | 1,116 units | 80 | 47 | 32 | 41 |
| Office | 48,505 m ² GFA | 126 | 145 | 92 | 92 |
| OACF | 15,888 m ² GFA | 41 | 47 | 30 | 30 |
| GIC | 2,298 m ² GFA | - | - | - | - |
| Total Development Trips | | 256 | 259 | 213 | 218 |
| Two-way Trips | | 515 | | 431 | |

By comparing **Table 3-2** and **Table 4-2**, the results reveal that with more office or OCAF converted to residential in this S16 Planning Application, the anticipated 2-way traffic in the AM and PM peak hours due to the Indicative Scheme would reduce from 515 and 431 pcu/hr to 308 pcu/hr and 342 pcu/hr respectively, posing less traffic impacts to the surrounding junctions and road links.

According to junction capacity analysis of the 2014 Approved Planning Application TIA, all key road links and junctions in the vicinity of the WKCD are anticipated to operate within capacity. As less trips will be generated in this S16 Planning Application compared with 2014 Approved Planning Application TIA, it is anticipated that all junctions and roads will also operate within capacity.

5. Pedestrian and Public Transport Facilities

5.1 Adjacent Pedestrian Facilities

Developments in the vicinity of WKCD are connected through an extensive pedestrian network including at-grade walkways, footbridges and subways. The locations of these pedestrian facilities are shown in **Diagram 5-1** below.

Diagram 5-1: Planned Pedestrian Facilities



Internal pedestrian circulations between buildings will be achieved by the provision of north-south alleys and east-west Avenue within the WKCD. For external pedestrian connections outside the WKCD, pedestrians can be conveniently connected to the nearby WKS and MTR Austin station via the at-grade Pedestrian Plaza Deck or the Austin Road Pedestrian Linkage System underneath Canton Road/ Austin Road West. Also, opened in 2021, the Artist Square Bridge to the west of the Indicative Scheme will conveniently connect pedestrians to the MTR Kowloon Station topside development. Besides, planned or existing pedestrian walkways and footbridges are provided for pedestrians heading to/from Tsim Sha Tsui direction at the east and to/from the bus stops on both side of Western Harbour Crossing (WHC) at the west.

5.2 Adjacent Public Transport Facilities

Apart from the nearby MTR Kowloon station, MTR Austin station and Hong Kong West Kowloon Station, there are various franchised bus, GMB and taxi services provided or to be provided in the close vicinity of the WKCD. The provision of these public transport services is shown in **Diagram 5-2** below.

Diagram 5-2: Existing and Planned Public Transport Services



As shown in **Diagram 5-2**, franchised bus/GMB services are provided at the following locations:

- On both sides of the WHC Toll Plaza
- Kowloon Station Public Transport Interchange
- Hong Kong West Kowloon Station
- China Ferry Terminal Public Transport Interchange
- Bus/ GMB stops along Canton Road
- East and West Lay-bys
- Museum Drive
- Cultural Drive

These franchised bus/GMB services will provide a comprehensive coverage servicing most part of the territory. For taxis, apart from taxi stands/pick-up drop-offs provided at the Hong Kong West Kowloon Station as well as east and west lay-bys, a few additional taxi stands will be provided along the Cultural Drive at WKCD basement level one upon completion.

6. Internal Transport Facilities

6.1 Car Parking Provision

The car parking provisions are calculated based on the rates stipulated in the Agreement and Conditions of Grant by Private Treaty of Kowloon Inland Lot No. 11260 (hereinafter the “Land Grant”). **Table 6-1** and **Table 6-2** summarises the rates under Special Conditions of the Land Grant below.

Table 6-1: Car Parking Provision Rate

| Landuse | Car Parking Provision Rates | |
|-------------|--|---|
| RDE | 1 space for every 300 sqm or part thereof of the GFA | |
| Residential | Residential car parking spaces shall be provided according to the following table: | |
| | Size of each residential unit | Number of residential parking spaces |
| | Less than or equal to 40 sqm | 1 space for every 20 residential units or part thereof |
| | More than 40 sqm but less than or equal to 70 sqm | One space for every 11.43 residential units or part thereof |
| | More than 70 sqm but less than or equal to 100 sqm | One space for every 3.81 residential units or part thereof |
| | More than 100 sqm but less than or equal to 130 sqm | One space for every 1.45 residential units or part thereof |
| | More than 130 sqm but less than or equal to 160 sqm | One space for every 1.07 residential units or part thereof |
| | More than 160 sqm | One space for every 0.84 residential units or part thereof |
| | Visitor car parking spaces shall be provided according to the following table: | |
| | No. of units per block | No. of visitor parking spaces per block |
| | 30 or below | 1 |
| | 31-45 | 2 |
| | 46-60 | 3 |
| | 61-75 | 4 |
| | Above 75 | 5 |

Table 6-2: Provision of Accessible Car Parking Spaces

| No. of Car Parking Spaces | Required Accessible Car Parking Spaces |
|---------------------------|--|
| 1 – 50 | 1 |
| 51 – 150 | 2 |
| 151 – 250 | 3 |
| 251 – 350 | 4 |
| 351 – 450 | 5 |
| Above 450 | 6 |

Based on the above provision rates, the required car parking spaces for the Indicative Scheme are shown in Table 6-3 below.

Table 6-3: Required Car Parking Provision of the Indicative Scheme

| Land use | Car Parking Required (of which accessible car parking spaces are provided) | | | |
|-------------|---|--|---|---------|
| | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total |
| RDE | 18 (1) | 36 (1) | 16 (1) | 70 (3) |
| Residential | 104 (2) i.e. 94 residential + 10 visitor car park spaces | 86 (2) i.e. 71 residential + 15 visitor car park spaces | 65 (2) i.e. 55 residential + 10 visitor car park space | 255 (6) |

From Table 6-3, a total of 325 car parking spaces shall be provided for the Indicative Scheme, of which 9 numbers will be accessible car parking spaces.

Motorcycle (MC) parking provision rates stipulated in the Land Grant are summarised in Table 6-4 below.

Table 6-4: MC Parking Provision Rate

| Land use | MC Parking Provision Rate |
|-------------|---|
| RDE | 7.36% of the total provision for private cars |
| Residential | 1 space per 150 flats excluding non-residential elements. |

Based on the above provision rates, the required MC parking provisions for the Indicative Scheme are shown in Table 6-5 below.

Table 6-5: Required MC Parking Provision

| Land use | MC Parking Required | | | |
|-------------|---------------------|-------------|---------|-------|
| | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total |
| RDE | 2 | 3 | 2 | 7 |
| Residential | 5 | 6 | 3 | 14 |

From Table 6-5, 21 nos. MC parking spaces shall be provided for the Indicative Scheme in total.

6.2 Loading and Unloading Provision

The goods vehicle loading/unloading (L/UL) provisions are calculated based on the L/UL provision rates stipulated in the Special Conditions of the Land Grant and are summarized in Table 6-6 below.

Table 6-6: L/UL Provision Rate

| Land use | Goods Vehicle L/UL Provision Rate ⁽¹⁾ |
|-------------|--|
| RDE | 1 space for every 1,200 sqm or part thereof of the GFA |
| Residential | Minimum of 1 bay within site for every 800 flats or part thereof, subject to a minimum of 1 bay for each block |

Note: (1) Goods vehicle provision is divided into 65 % LGV and 35 % HGV.

Based on the above provision rates, the required goods vehicle L/UL provisions for the Indicative Scheme are shown in Table 6-7 below.

Table 6-7: Required L/UL Provision

| Land use | L/UL Parking Required | | | | | | | |
|-------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|------------------------|
| | T1 & T2 | | T3, T4 & T5 | | T6 & T7 | | Total | |
| | LGV (7m x 3.5m) | HGV (11m x 3.5m) | LGV (7m x 3.5m) | HGV (11m x 3.5m) | LGV (7m x 3.5m) | HGV (11m x 3.5m) | LGV (7m x 3.5m) | HGV (11m x 3.5m) |
| RDE | 3 | 2 | 6 | 3 | 3 | 1 | 12 | 6 |
| Residential | 1 | 1 | 1 | 2 | 1 | 1 | 3 | 4 |

From Table 6-7, 15 nos. LGV L/UL bays and 10 nos. HGV L/UL bays shall be provided for the Indicative Scheme in total.

6.3 Pick-up and Drop-off Facility Provision

The pick-up/drop-off (PU/DO) provisions are calculated based on the PU/DO provision rates stipulated in the Land Grant and are summarized in Table 6-8 below.

Table 6-8: PU/DO Provision Rate

| Landuse | PU/DO Provision Rate |
|-------------|--|
| RDE | 1 space for taxis and private cars for every 20,000 sqm or part thereof, GFA |
| Residential | 2 PU/DO spaces for taxis and private cars to be provided |

Based on the above provision rates, the required PU/DO provisions for Indicative Scheme are shown in Table 6-9 below.

Table 6-9: Required PU/DO Provision

| Landuse | Required Car & Taxi PU/DO Provisions for | | |
|-------------|--|---------------|--------------|
| | Towers 1 & 2 | Towers 3 to 5 | Towers 6 & 7 |
| RDE | 2 | | |
| Residential | 2 | | |

Sufficient length of lay-by has been allowed in the design of the underground road to accommodate all PU/DO requirements of the Indicative Scheme.

To compare the transport facilities requirements under the 2014 Approved Planning Application TIA and Indicative Scheme TIA, **Appendix A** is attached in this study. It compares the development parameters, car parking and MC parking provision as well as the required loading/unloading provision of these two TIA. Through different comparison tables, it could be concluded that less car parking spaces, MC parking spaces and L/UL bays are required under the Indicative Scheme TIA.

7. Summary

AECOM Asia Co. Ltd was commissioned to prepare the TIA report based on the latest development parameters under the Indicative Scheme (**Tower 1 to Tower 7**) to support the S16 Planning Application.

In order to assess the potential traffic impacts of the Indicative Scheme, the traffic generations and attractions were compared with the 2014 Approved Planning Application TIA to investigate whether the development traffic would worsen the traffic condition and the results reveal that no traffic capacity problems are anticipated. It is noted that the aim of the current traffic assessment, under the scenario for the reshuffling of GFA at OU(MU)3 North and OU(MU)4 North sub-zones, focuses on the degree of impact comparing to the 2014 Approved Scheme. A detailed and full-scale update in TIA for the whole WKCD development will be conducted in coming stage.

In addition, pedestrian and public transport facilities have been reviewed. Developments in the vicinity of the Indicative Scheme are well connected through an extensive pedestrian network to/from the nearby railway stations including MTR Austin Station, MTR Kowloon Station, and Hong Kong West Kowloon Station. Franchised bus, GMB and taxi services are also conveniently available nearby and within the District.

The requirements of internal transport facilities have been reviewed. The required car park, loading/unloading, and pick-up/drop-off facilities for the Indicative Scheme will be provided based on the provision rates stipulated in the Special Conditions of the Land Grant of WKCD.

Appendix A – Comparison of Internal Transport Facilities

Car Parking Provision

The development parameters are compared with the same parcels in the 2014 Approved Planning Application TIA to assess the changes of internal transport facilities. Their development parameters are shown in **Table A-1** below.

Table A-1: Development Parameters in 2014 Approved Planning Application TIA and Indicative Scheme TIA

| Landuse | 2014 Approved Planning Application TIA GFA (m ²) | | | | Indicative Scheme TIA GFA (m ²) | | | |
|-------------|---|-----------------------|---------|--------|--|-------------|---------|---------|
| | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total |
| RDE | 2,830 | 3,783 | 6,041 | 12,654 | 5,200 | 10,600 | 4,700 | 20,500 |
| Residential | 42,206 ⁽¹⁾ | 24,744 ⁽²⁾ | - | 66,950 | 36,200 | 44,000 | 28,300 | 108,500 |
| Office | - | 20,784 | 27,721 | 48,505 | - | - | - | - |
| OACF | 3,972 | 6,958 | 4,958 | 15,888 | - | - | - | - |
| GIC | - | 2,298 | - | 2,298 | - | - | - | - |

Note:
(1) Assumed average flat size is 60 m², therefore, 703 residential units for Tower 1 & 2 under 2014 Approved Planning Application TIA.
(2) Assumed average flat size is 60 m², therefore, 413 residential units for Tower 3, 4 & 5 under 2014 Approved Planning Application TIA.

The car parking provisions are calculated based on the provision rates stipulated in the Land Grant of WKCD. Relevant provision rates stipulated in the Land Grant are summarized in **Table A-2** and **Table A-3** of this TIA report.

Table A-2: Car Parking Provision Rate

| Landuse | Car Parking Provision Rate | |
|-------------|--|---|
| RDE | 1 space for every 300 sqm or part thereof of the GFA, refer to Table A-3 for requirement of accessible car parking spaces | |
| Residential | Residential car parking spaces shall be provided according to the following table: | |
| | Size of each residential unit | Number of residential parking spaces |
| | Less than or equal to 40 sqm | 1 space for every 20 residential units or part thereof |
| | More than 40 sqm but less than or equal to 70 sqm | One space for every 11.43 residential units or part thereof |
| | More than 70 sqm but less than or equal to 100 sqm | One space for every 3.81 residential units or part thereof |
| | More than 100 sqm but less than or equal to 130 sqm | One space for every 1.45 residential units or part thereof |
| | More than 130 sqm but less than or equal to 160 sqm | One space for every 1.07 residential units or part thereof |
| | More than 160 sqm | One space for every 0.84 residential units or part thereof |
| | Visitor car parking spaces shall be provided according to the following table: | |
| | No. of units per block | No. of visitor parking spaces per block |
| Office | 30 or below | 1 |
| | 31-45 | 2 |
| | 46-60 | 3 |
| | 61-75 | 4 |
| | Above 75 | 5 |
| OACF | Refer to Table 6.2 for requirement of accessible car parking spaces | |
| | 1 space for every 431.15 sqm or part thereof of the GFA, refer to Table A-3 for requirement of accessible car parking spaces | |
| | 1 space for every 431.15 sqm or part thereof of the GFA, refer to Table A-3 for requirement of accessible car parking spaces | |
| GIC | - | |

Table A-3: Provision of Accessible Car Parking Spaces

| No. of Car Parking Spaces | Required Accessible Car Parking Spaces |
|---------------------------|--|
| 1 – 50 | 1 |
| 51 – 150 | 2 |
| 151 – 250 | 3 |
| 251 – 350 | 4 |
| 351 – 450 | 5 |
| Above 450 | 6 |

Based on the above provision rates, the required car parking spaces for Indicative Scheme under 2014 Approved Planning Application TIA and Indicative Scheme TIA are shown in **Table A-4** below.

Table A-4: Summary Table of Car Parking Provision

| Landuse | 2014 Approved Planning Application TIA - Car Parking Provision (of which accessible car parking spaces are provided) | | | | Indicative Scheme TIA - Car Parking Provision (of which accessible car parking spaces are provided) | | | |
|-------------|---|-------------|---------|---------|--|-------------|---------|---------|
| | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total |
| RDE | 10 (1) | 13 (1) | 21 (1) | 52 (4) | 18 (1) | 36 (1) | 16 (1) | 70 (3) |
| Residential | 67 (2) | 41 (1) | - | 124 (4) | 104 (2) | 86 (2) | 65 (2) | 255 (6) |
| Office | - | 49 (1) | 65 (2) | 114 (3) | - | - | - | - |
| OACF | 10 (1) | 17 (1) | 12 (1) | 39 (3) | - | - | - | - |
| GIC | - | - | - | - | - | - | - | - |

From **Table A-4**, 329 nos. and 325 nos. of car parking spaces shall be provided for Indicative Scheme in total under 2014 Approved Planning Application TIA and Indicative Scheme TIA respectively. Based on the current integrated basement design, there will be sufficient car parking spaces for the entire district.

Table A-5: Summary Table of MC Parking Provision

| Landuse | 2014 Approved Planning Application TIA - MC Parking Provision | | | | Indicative Scheme TIA - MC Parking Provision | | | |
|-------------|---|-------------|---------|-------|--|-------------|---------|-------|
| | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total | T1 & T2 | T3, T4 & T5 | T6 & T7 | Total |
| RDE | 1 | 1 | 2 | 4 | 2 | 3 | 2 | 7 |
| Residential | 5 | 3 | - | 8 | 5 | 6 | 3 | 14 |
| Office | - | 4 | 5 | 9 | - | - | - | - |
| OACF | 1 | 2 | 1 | 4 | - | - | - | - |
| GIC | - | - | - | - | - | - | - | - |

From **Table A-5**, 25 nos. and 21 nos. of MC parking spaces shall be provided for Indicative Scheme in total under 2014 Approved Planning Application TIA and Indicative Scheme TIA respectively.

Loading/Unloading Provision

The goods vehicle loading/unloading (L/UL) provisions are calculated based on the L/UL provision rates stipulated in the Land Grant and are summarized in **Table A-6** below

Table A-6: L/UL Provision Rate

| Landuse | Goods Vehicle L/UL Provision Rate ⁽¹⁾ |
|-------------|--|
| RDE | 1 space for every 1,200 sqm or part thereof of the GFA |
| Residential | Minimum of 1 bay within site for every 800 flats or part thereof, subject to a minimum of 1 bay for each block |
| Office | 1 space for every 3,000 sqm or part thereof of the GFA |
| OACF | 1 space for every 3,000 sqm or part thereof of the GFA |
| GIC | - |

Note: (1) Goods vehicle provision is divided into 65 % LGV and 35 % HGV.

Based on the above provision rates, the required goods vehicle L/UL provisions for Indicative Scheme are shown in **Table A-7** below.

Table A-7: Required L/UL Provision

| Landuse | 2014 Approved Planning Application TIA – Required L/UL Spaces | | | | | | | | Indicative Scheme TIA – Required L/UL Spaces | | | | | | | |
|-------------|---|-----|-------------|-----|---------|-----|-------|-----|--|-----|-------------|-----|---------|-----|-------|-----|
| | T1 & T2 | | T3, T4 & T5 | | T6 & T7 | | Total | | T1 & T2 | | T3, T4 & T5 | | T6 & T7 | | Total | |
| | LGV | HGV | LGV | HGV | LGV | HGV | LGV | HGV | LGV | HGV | LGV | HGV | LGV | HGV | LGV | HGV |
| RDE | 1 | 2 | 2 | 2 | 3 | 3 | 6 | 7 | 3 | 2 | 6 | 3 | 3 | 1 | 12 | 6 |
| Residential | 1 | 1 | 1 | 1 | 0 | 1 | 2 | 3 | 1 | 1 | 1 | 2 | 1 | 1 | 3 | 4 |
| Office | - | - | 4 | 3 | 6 | 4 | 10 | 7 | - | - | - | - | - | - | - | - |
| OACF | 1 | 1 | 1 | 2 | 1 | 1 | 3 | 4 | - | - | - | - | - | - | - | - |
| GIC | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Note:
(1) LGV (7m x 3.5m) and HGV (11m x 3.5m).

From **Table A-7**, a total of 42 nos. L/UL bays (i.e. 21 nos. for LGV + 21 nos. for HGV) and 25 nos. bays (i.e. 15 nos. for LGV + 10 nos. for HGV) shall be provided for Indicative Scheme in total under 2014 Approved Scheme TIA and Indicative Scheme TIA respectively.

Comparative Findings of Current Traffic Impact

According to the above summary tables comparing the transport facilities requirements under the 2014 Approved Planning Application TIA and Indicative Scheme TIA, it is noted that less car parking spaces, MC parking spaces and L/UL bays are required under the Indicative Scheme TIA. Based on the current integrated basement design, there will be sufficient car parking spaces for the entire District.

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