

Annex F

Updated Parking and Loading/Unloading Spaces and
Parking Ratios

Responses to Comments from the Transport Department dated 14 January 2026 on the Parking Table

COMMENTS	RESPONSES
1. Transport Department (TD) <p><u>RtC 4(b): Annex E - Parking Table</u></p>	
<p>(e) Warehouse & Industrial</p> <p>(1) For L/UL requirement, please consider to adopt high-end L/UL provision instead of low end L/UL provision.</p> <p>(2) Please provide motorcycle parking spaces at high-end 10% rate for the proposed land uses.</p> <p>(3) Please review whether the proposed parking provisions, particularly for container vehicles, are sufficient to cater for the parking & L/UL demands of the proposed land uses.</p>	<p>(e)</p> <p>(1) Updated, please refer to Annex F1</p> <p>(2) Updated, please refer to Annex F1</p> <p>(3) A review of the proposed parking and L/UL provisions has been undertaken. Adequate parking spaces, including those for container vehicles, are provided. Dedicated loading/unloading bays and internal queuing spaces for container vehicles are incorporated within the site to avoid traffic impact on the surrounding road network. Please refer to Annex F3 for details.</p>
<p>(f) R&D Lab & Office</p> <p>(1) For R&D Lab, please provide justifications for adopting HKPSG's rate for Industrial/Office Uses.</p> <p>(2) Please clarify why the parking requirements for Office under commercial facilities or Office/Business Buildings under business use of HKPSG are not adopted for R&D Office. Please adopt higher parking provision for office uses.</p>	<p>(f)</p> <p>(1) Updated, please refer to Annex F1</p> <p>(2) Updated, please refer to Annex F1</p> <p>(3) Updated, please refer to Annex F1</p> <p>(4) Updated, please refer to Annex F1</p> <p>(5) A review of the proposed parking and L/UL provisions has been undertaken. Adequate parking spaces, loading/unloading bays, and internal queuing areas are provided to cater for the anticipated demand, including that generated by R&D laboratory operations. Please refer to Annex F3 for details.</p>

COMMENTS	RESPONSES
<p>(3) For L/UL requirement, please consider to adopt high-end L/UL provision instead of low end L/UL provision.</p> <p>(4) Please provide motorcycle parking spaces at high-end 10% rate for the proposed land uses.</p> <p>(5) Please review whether the proposed parking provisions, particularly for container vehicles, are sufficient to cater for the parking & L/UL demands of the proposed land uses.</p>	
<p>(g) Staff Quarter</p> <p>(1) For PC parking provision, please adopt high-end parking provision instead of low-end parking provision.</p> <p>(2) For MC parking provision, please provide 1 MC space per 100 flats.</p>	<p>(g)</p> <p>(1) Updated, please refer to Annex F1</p> <p>(2) Updated, please refer to Annex F1</p>
<p>(h) Commercial</p> <p>(1) Please provide motorcycle parking spaces at high-end 10% rate for the proposed land uses.</p>	<p>(h)</p> <p>(1) Updated, please refer to Annex F1</p>
<p>(i) Data Centre</p> <p>(1) Please provide motorcycle parking spaces at high-end 10% rate for the proposed land uses.</p>	<p>(i)</p> <p>(1) Updated, please refer to Annex F1</p> <p>(2) A review of the proposed parking and loading/unloading (L/UL) provisions has been undertaken. The proposed parking spaces,</p>

COMMENTS	RESPONSES
(2) Please review whether the proposed parking provisions are sufficient to cater for the parking & L/UL demands of the proposed land uses.	together with dedicated L/UL bays and internal circulation arrangements, are considered sufficient to cater for the anticipated parking and operational demands of the Data Centre. Details of the Automated Parking System (APS), with the Data Centre located above, are shown in Annex F2 .
<p>(j) Visitor Centre & Education</p> <p>(1) Please provide laybys for general pick-up/drop-off of PC, taxis and coaches.</p> <p>(2) Please provide motorcycle parking spaces at high-end 10% rate for the proposed land uses.</p>	<p>(j)</p> <p>(1) Dedicated lay-by spaces for general pick-up and drop-off of private cars, taxis, and coaches will be provided at the eastern transport lay-by area.</p> <p>(2) Motorcycle parking spaces are provided at the high-end rate of 10% of the total car parking provision for the proposed Visitor Centre and Education uses. Details of the Automated Parking System (APS), with the data centre located above, are shown in Annex F2.</p>
<p><u>RtC 4(c):</u></p> <p>(k) Please provide additional details of the proposed automatic parking system (APS). In addition, if the APS is located near the main entrance of the site, please demonstrate that vehicles waiting for the APS will not affect the traffic at the main entrance of the site.</p>	<p>(k) Please refer to Annex F2.</p>
<p><u>RtC 4(d):</u></p> <p>(l) Please clarify whether the internal roads within the development are able to cater for GMB and indicate its</p>	<p>(l)</p> <p>(1) The internal roads within the development are not intended to cater for Green Minibus (GMB) operation. They are primarily</p>

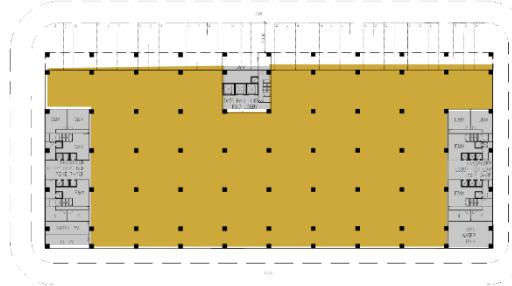
COMMENTS	RESPONSES
<p>routing in the drawing. Also, please conduct a review on public transport to work out the public transport demand to be generated by the development with reference to the development scheme under para. 4.4 - 4.7 of the planning statement. The review shall also cover the capacity and adequacy of the public transport facilities to be provided thereat. It is premature at this stage to decide on the suitable public transport mode and its public transport facilities. We trust that the layby for GMB is for preliminary planning purpose only. The appropriate public transport facility to be provided shall be explored and examined in the requested review.</p>	<p>designed to serve logistics centre operations, including goods vehicles, as well as private cars associated with the buildings. Accordingly, GMB routing within the internal road network is not proposed.</p> <p>(2) A dedicated transport lay-by which is reserved at the eastern corner (will be review and enlarge) of the site to facilitate public transport services (including potential GMB provision for preliminary planning purposes. Private car parking is mainly accommodated at underground levels through an Automated Parking System (APS), with a limited number of surface parking spaces provided for logistics centre operational needs and private use by building occupants.</p> <p>Visitor arrival and transfer are facilitated via the transport lay-by and podium-level circulation, with pedestrian connections and vertical transport provided to access individual building blocks without passing through ground-level logistics areas.</p> <p>With reference to paragraphs 4.4 to 4.7 of the Planning Statement, a review of the public transport demand to be generated by the development will be undertaken to assess the capacity and adequacy of the proposed public transport facilities. The appropriate public transport mode and related facilities, including the need for GMB</p>

COMMENTS	RESPONSES
	<p>services, will be further explored and examined as part of the detailed review at a later stage, in consultation with the relevant authorities.</p> <p>Please refer to Annex F4.</p>

Annex F1 - PARKING TABLE



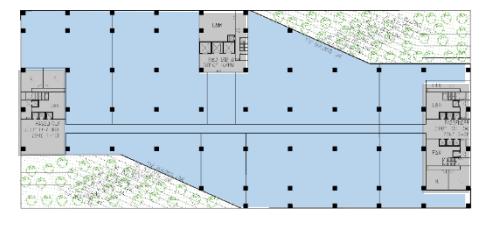
G/F MLP AT +6mPD



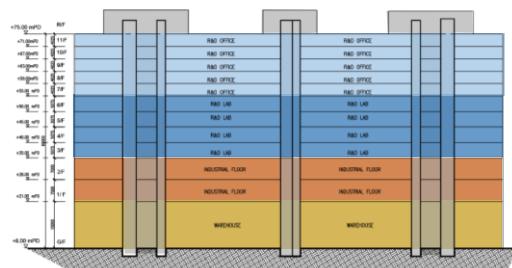
WAREHOUSE GF PLAN



P/F MLP AT +21mPD



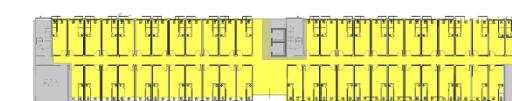
WAREHOUSE 11F PLAN



WAREHOUSE SECTION



R/F MLP AT +75mPD



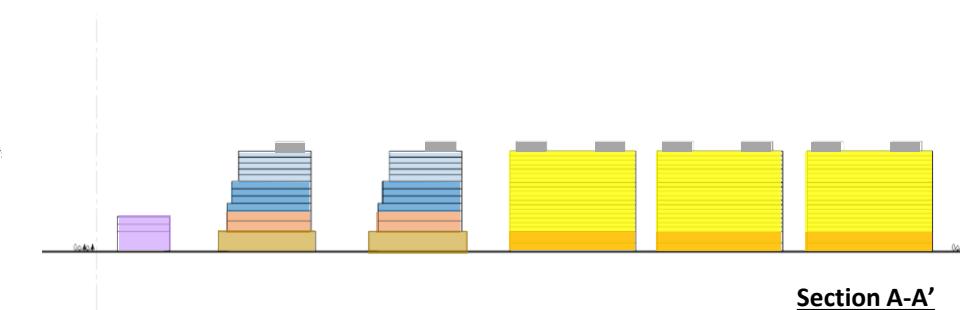
STAFF QUARTER



COMMERCIAL

ITEM	PROPOSED				UNDER OZP
Application Site Area	163,181 sq.m. (about)				COMPLY
Proposed Zoning	"OU (I&T)"				COMPLY
Proposed Development	I&T Hub				INDUSTRY USE I&T
Proposed Plot Ratio	4.24 (about) , 4.50 (proposed)				Suggested P.R. 6
Site Coverage	41%(about)				
Uses	NAME		NO. OF Blocks	NO. OF Storeys	GFA
	W1-W7	WAREHOUSE	7	1	56,198
	I1-I7	INDUSTRIAL	7	2	107,890
	L1-L7	R&D LAB	7	4	200,068
	O1-O7	R&D OFFICE	7	5	219,240
	S1 S2 S3	STAFF QUARTER	3	17	59,544
	C1 C2 C3	COMMERCIAL	3	2	13,410
	A1	AUTOMATIC PARKING SYSTEM/	1	2	16,290
	D1	DATA CENTRE	1	7	11,403
	E1	VISITOR CENTRE & EDUCATION	1	3	2,121
	G1	COOLING CENTRE	1	2	3,904
	G2	SUBSTATION	1	2	1,430
	PLANT ROOM				-
TOTAL GFA	691,498 sq.m. (about)				-

Section A-A'



Use s	NAME	NO. OF Blo cks	N O. O F St or e y s	GFA	L/UL										PARKING SPACE																	
					REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						PROPOSED						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						PROPOSED									
					TS	CS	LG VS	MG VS	HG VS	C	TS	CS	LG VS	MG VS	HG VS	C	PCP S	M P S	LG VP S	MG VP S	HG VP S	BP S	PCP S	M P S	LG VP S	MG VP S	HG VP S	BPS				
W1 - W7	WAREHOUSE	7	1	56,198	-	-	54	-	28	7	-	-	54	-	28	7	57	6	28	-	14	23	57	6	28	-	14	23				
	I1- I7	INDUSTRIAL	7	2	107,890	-	-	101	-	54	7	-	-	101	-	54	7	108	11	51	-	27	44	108	11	51	-	27	44			
	L1- L7	R&D LAB	7	4	200,068	-	-	99	-	53		-	-	99	-	53		334	34	50	-	26	334	334	34	50	-	26	334			
	O1 - O7	R&D OFFICE	7	5	219,240	-	-	108	-	57		8	-	108	-	57		366	37	54	-	29	366	366	37	54	-	29	366			
	S1 S2 S3	STAFF QUARTER	3	1 7	59,544	-	-	3				-	2	2	5				347	21	-	-	-	454	347	21	-	-	-	454		
	C1 C2 C3	COMMERCIAL	3	2	13,410	-	-	17				-	2	2	20				90	9	-	-	-	68	90	9	-	-	-	68		
	A1	AUTOMATIC PARKING SYSTEM/	1	2	16,290	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
	D1	DATA CENTRE	1	7	11,403	-	-	12	-	5	1	-	-	12	-	5	1	12	2	6	-	3	5	12	2	6	-	3	5			
	E1	VISITOR CENTRE & EDUCATION	1	3	2,121	-	-	3				-	3	3	4				15	2	-	-	-	8	15	2	-	-	-	8		
	G1	COOLING CENTRE	1	2	3,904	-	-	1	1				-	-	-	2	-	-	-	1	1	-	-	-	2	1	-	-	-	-		
	G2	SUBSTATION	1	2	1,430	-	-	1	1				-	-	-	2	-	-	-	1	1	-	-	-	2	1	-	-	-	-		
		PLANT ROOM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Total				691,498 sq.m. (about)	-	-	598				15	15	7	604				15	1331	124	288				1302	1333	124	288				1302

Loading/Unloading Space

TS: Taxi Spaces

CS: Coach Spaces

LGVS: Light Goods Vehicle Spaces

MGVS: Medium Goods Vehicle
Spaces

HGVS: Heavy Goods Vehicle Spaces

Parking Space

PCPS: Private Car Parking Spaces

MPS: Motorcycle Parking Spaces

LGVPS: Light Goods Vehicle Parking Spaces

MGVPS: Medium Goods Vehicle Parking

Spaces

HGVPS: Heavy Goods Vehicle Parking Spaces

WAREHOUSE & INDUSTRIAL

WAREHOUSE & INDUSTRIAL – Private Car Parking Requirement & L/UL Requirement

Type of Development	Parking Requirements		Loading/unloading Requirements	
	Standards	Remarks	Standards	Remarks
General Industrial Use (GIU)	Industrial Use (I)	- Private car: 1 per 1 000-1 200m ² GFA. See Notes (3) – (4)	- 1 goods vehicle bay per 700-900m ² GFA, 50% of which should be for parking of goods vehicles. - One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.	See Notes (5) – (8) & (12)
	Industrial/Office Uses (I/O)	- Private car: 1 per 600-750m ² GFA.	- 1 goods vehicle bay per 1 000-1 200m ² of 50% of the I/O GFA; and 1 per 2 000-3 000m ² of the remaining 50% of the I/O GFA. - 50% of all the above required goods vehicle bays shall be for parking of goods vehicles. - 1 goods vehicle bay per 800-1 200m ² for commercial GFA solely for loading/unloading. - One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.	See Notes (5) – (12)

(Refer to Statement of Intent and General Notes for Section 4.1 for further guidance)

5. Goods vehicle provision is divided into 65 % LGV and 35 % HGV.

Extracted from HKPSG (Ch.8) Section 4.1: General Industrial Use (GIU) and Business Use ("OU(B)")

NAME	NO. OF Blocks	NO. OF Storeys	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
				T S	CS	LGV S	MG VS	HGV S	C	PCPS	MP S	LGV PS	MG VPS	HGV PS	BPS
W1-W7	WAREHOUSE	7	1	56,198	-	53	-	28	7	57	6	28	-	14	23
I1-I7	INDUSTRIAL	7	2	107,890	-	101	-	54		108	11	51	-	27	44

WAREHOUSE:

Private Parking Requirement = 56198/1000= 57

L/UL Requirement:

L/UL bay = 56198/700 = 81 (LGV: 53, HGV:28)

L//UL Parking = 56198/700 x 50% = 42 (LGV: 28, HGV:14)

Container = 7 (provide for each block)

INDUSTRIAL:

Private Parking Requirement = 107890/1000 = 108

L/UL Requirement:

L/UL bay = 107890/700 = 155(LGV: 101, HGV:54)

L//UL Parking = 107890/700 x 50% = 78 (LGV: 51, HGV:27)

Container = 7 (provide for each block)

WAREHOUSE & INDUSTRIAL– Bicycle Parking Requirement & Motorcycle Parking Requirement

Guidelines on Provision of Bicycle Parking Spaces

Type of Development	Recommended Bicycle Parking Spaces Provision Standard
Residential	1 bicycle parking space per 5 flats for residents; 1 bicycle parking space per 45 flats for visitors
Primary School	1 bicycle parking space per 4 classrooms
Secondary School	1 bicycle parking space per 0.5 – 1 classroom
Tertiary School	1 bicycle parking space per 15 – 17 students
Office	1 bicycle parking space per 500 – 600m ² GFA
Enterprise and Technology Park	1 bicycle parking space per 300 – 400m ² GFA
Industrial/ Logistic	1 bicycle parking space per 2,500 – 2,700m ² GFA
Port Back-up, Storage and Workshop Uses	1 bicycle parking space per 4,100 – 4,200m ² GFA
Hospital	1 bicycle parking space per 20 employees
Sports Ground	1 bicycle parking space per 30 – 35 seats
Social Welfare	1 bicycle parking space per 3 – 4 employees
Performance Venue	1 bicycle parking space per 30 – 35 seats
Sports Centre	1 bicycle parking space per 150 m ² GFA
Retail	1 bicycle parking space per 200 – 300 m ² GFA
Market	1 bicycle parking space per 20 – 30m ² GFA
Park	1 bicycle parking space per 125m ² (capped at 600) or 50 spaces per entrance, whichever is higher
Public Transport Interchange	30 bicycle parking spaces per bus bay given there is Environmental Friendly Transport Services (EFTS); 45 given there is no EFTS
Rail Station	45 – 50 bicycle parking spaces per 10,000 population within the 2-km radius of the station

Extracted from Annex B of the checklist of TIA for Development Projects (November 2025 Edition)

(f) In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall

NAME	NO. OF Blocks	NO. OF Storeys	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
				T S	CS	LGV S	MG VS	HGV S	C	PCPS	MP S	LGV PS	MG VPS	HGV PS	BPS
W1-W7	WAREHOUSE	7	1	56,198	-	53	-	28	7	57	6	28	-	14	23
I1-I7	INDUSTRIAL	7	2	107,890	-	101	-	54		108	11	51	-	27	44

WAREHOUSE:

Bicycle Parking Requirement = 56198/2500 = 23

Motorcycle Parking Requirement = 57 x 10% = 6

INDUSTRIAL:

Bicycle Parking Requirement = 107890/2500 = 44

Motorcycle Parking Requirement = 108 x 10% = 11



Under SE/B Division Traffic Engineering
Divisional Boundary Of Transport Department
(For Information Only)

Extracted from HKPSG (Ch.8) Table 11 : Parking Standards - 3. General Notes

R&D LAB & OFFICE

R&D LAB & OFFICE – Private Car Parking Requirement & L/UL Requirement

Type of Development		Parking Requirements		Loading/unloading Requirements	
		Standards	Remarks	Standards	Remarks
General Industrial Use (GIU)	Industrial Use (I)	- Private car: 1 per 1 000-1 200m ² GFA.	See Notes (3) – (4)	- 1 goods vehicle bay per 700-900m ² GFA, 50% of which should be for parking of goods vehicles.	See Notes (5) – (8) & (12)
				- One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.	
Industrial/Office Uses (I/O)	- Private car: 1 per 600-750m ² GFA.			- 1 goods vehicle bay per 1 000-1 200m ² of 50% of the I/O GFA; and 1 per 2 000-3 000m ² of the remaining 50% of the I/O GFA. - 50% of all the above required goods vehicle bays shall be for parking of goods vehicles. - 1 goods vehicle bay per 800-1 200m ² for commercial GFA solely for loading/unloading. - One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.	See Notes (5) – (12)

(Refer to Statement of Intent and General Notes for Section 4.1 for further guidance)

5. Goods vehicle provision is divided into 65 % LGV and 35 % HGV.

Extracted from HKPSG (Ch.8) Section 4.1: General Industrial Use (GIU) and Business Use ("OU(B)")

NAME	NO. OF Blocks	NO. OF Storeys	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
				T S	CS	LGV S	MG VS	HGV S	C	PCPS	M PS	LGV PS	MG VPS	HGV PS	BPS
L1-L7	R&D LAB	7	4	200,068	-	99	-	53	7	334	34	50	-	26	401
O1-O7	R&D OFFICE	7	5	219,240	8	-	108	-	57	366	37	54	-	29	439

R&D LAB:

Private Parking Requirement = 200068/600= 334

L/UL Requirement:

L/UL bay = 200068/2/1000 + 200068/2/2000 = 152 (LGV: 99, HGV:53)

L//UL Parking = (200068/2/1000 + 200068/2/2000) x 50% = 76(LGV: 50, HGV:26)

Container = 7 (provide for each block)

R&D OFFICE:

Private Parking Requirement = 219240/600 = 366

L/UL Requirement:

L/UL bay = 219240/2/1000 + 219240/2/2000 = 165 (LGV: 108, HGV:57)

L//UL Parking = (219240/2/1000 + 219240/2/2000) x 50% = 83(LGV: 54, HGV:29)

Container = 7 (provide for each block)

R&D LAB & OFFICE – Bicycle Parking Requirement & Motorcycle Parking Requirement

Guidelines on Provision of Bicycle Parking Spaces

Type of Development	Recommended Bicycle Parking Spaces Provision Standard
Residential	1 bicycle parking space per 5 flats for residents; 1 bicycle parking space per 45 flats for visitors
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Industrial/ Logistic	1 bicycle parking space per 2,500 – 2,700m ² GFA
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Sports Centre	1 bicycle parking space per 150 m ² GFA
Retail	1 bicycle parking space per 200 – 300 m ² GFA
Market	1 bicycle parking space per 20 – 30m ² GFA
Park	1 bicycle parking space per 125m ² (capped at 600) or 50 spaces per entrance, whichever is higher
Public Transport Interchange	30 bicycle parking spaces per bus bay given there is Environmental Friendly Transport Services (EFTS); 45 given there is no EFTS
Rail Station	45 – 50 bicycle parking spaces per 10,000 population within the 2-km radius of the station

Extracted from Annex B of the checklist of TIA for Development Projects (November 2025 Edition)

(f) In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall

Extracted from HKPSG (Ch.8) Table 11 : Parking Standards - 3. General Notes

NAME	NO. OF Blocks	NO. OF Storeys	GFA	L/UL						PARKING SPACE						
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						
				T S	CS	LGV S	MG VS	HGV S	C	PCPS	M PS	LGV PS	MG VPS	HGV PS	BPS	
L1-L7	R&D LAB	7	4	200,068	-	-	99	-	53	7	334	34	50	-	26	401
O1-O7	R&D OFFICE	7	5	219,240	8	-	108	-	57		366	37	54	-	29	439

R&D LAB:

Bicycle Parking Requirement = 200068/500 = 401

Motorcycle Parking Requirement = 334 x 10% = 34

R&D OFFICE:

Bicycle Parking Requirement = 219240/500 = 439

Motorcycle Parking Requirement = 366 x 10% = 37



Under SE/B Division Traffic Engineering
Divisional Boundary Of Transport Department
(For Information Only)

STAFF QUARTER

STAFF QUARTER – Private Car Parking Requirement & L/UL Requirement

Table 11 Section 1 (cont'd)

Type of Development	Parking Requirements			Loading/Unloading Requirements	
	Standards		Remarks	Standards	Remarks
2. Private Housing	- Private Car:			See Notes (1) – (2) & (6) – (8).	
	Global Parking Standard (GPS)		1 car space per 4-7 flats		
	Demand Adjustment Ratio (R1)	Flat Size (FS) (m ²) (GFA)	FS ≤ 40 40 < FS ≤ 70 70 < FS ≤ 100 100 < FS ≤ 130 130 < FS ≤ 160 FS > 160	0.5 1.2 2.4 4.1 5.5 7.0	
	Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station [see Note (6)]		0.75	
		Outside a 500m-radius of rail station [see Note (6)]		1.00	
	Development Intensity Adjustment Ratio (R3)	Domestic Plot Ratio (PR)	0.00 < PR ≤ 1.00 1.00 < PR ≤ 2.00 2.00 < PR ≤ 5.00 5.00 < PR ≤ 8.00 PR > 8.00	1.30 1.10 1.00 0.90 0.75	
	Parking Requirement = GPS x R1 x R2 x R3				

Private Housing

- (6) A 25% discount should be applied to the provision of residential car parking spaces where over 50% of the site area of the development fall within a 500m radius of rail stations. The 500m-radius catchment area of a rail station should be drawn from the centre of the station irrespective of the configuration and layout of the station.
- (7) The standard for the developments of flat size greater than 160m² is a minimum requirement. Request for provision beyond the standard will be considered by TD on a case-by-case basis.
- (8) Visitor car parking for private residential developments with more than 75 units per block should be provided at 5 visitor spaces per block in addition to the requirements, or as determined by the Authority. For private residential developments with 75 units or less per block, the visitor car parking provision will be determined by TD on a case-by-case basis.

NAME	NO. OF Blocks	NO. OF Storeys	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
T S	CS	LG VS	MG VS	HG VS	C	PCP S	M P S	LG VP S	MG VP S	HGV PS	BPS				
S1 S2 S3	STAFF QUARTER	3	17	59,544	-	3				347	14	-	-	-	454

Blocks = 3

Flats each floor = 40

Storeys = 17

GPS = 3 x 40 x 17 / 4 = 510

R1 = 0.5 (FS = 15&30m²)

R2 = 1

R3 = 1.3 (PR = 59544/163181 = 0.36)

Parking Requirement

= GPS x R1 x R2 x R3 x R4

= 510 x 0.5 x 1 x 1.3

= 332

Visitors Parking Requirement

= 5 x 3 = 15

Total Parking Requirement

= 347

L/UL Requirement

= 3

STAFF QUARTER – Bicycle Parking Requirement

Guidelines on Provision of Bicycle Parking Spaces

Type of Development	Recommended Bicycle Parking Spaces Provision Standard
Residential	1 bicycle parking space per 5 flats for residents; 1 bicycle parking space per 45 flats for visitors
Primary School	1 bicycle parking space per 4 classrooms
Secondary School	1 bicycle parking space per 0.5 – 1 classroom
Tertiary School	1 bicycle parking space per 15 – 17 students
Office	1 bicycle parking space per 500 – 600m ² GFA
Enterprise and Technology Park	1 bicycle parking space per 300 – 400m ² GFA
Industrial/ Logistic	1 bicycle parking space per 2,500 – 2,700m ² GFA
Port Back-up, Storage and Workshop Uses	1 bicycle parking space per 4,100 – 4,200m ² GFA
Hospital	1 bicycle parking space per 20 employees
Sports Ground	1 bicycle parking space per 30 – 35 seats
Social Welfare	1 bicycle parking space per 3 – 4 employees
Performance Venue	1 bicycle parking space per 30 – 35 seats
Sports Centre	1 bicycle parking space per 150 m ² GFA
Retail	1 bicycle parking space per 200 – 300 m ² GFA
Market	1 bicycle parking space per 20 – 30m ² GFA
Park	1 bicycle parking space per 125m ² (capped at 600) or 50 spaces per entrance, whichever is higher
Public Transport Interchange	30 bicycle parking spaces per bus bay given there is Environmental Friendly Transport Services (EFTS); 45 given there is no EFTS
Rail Station	45 – 50 bicycle parking spaces per 10,000 population within the 2-km radius of the station

Extracted from Annex B of the checklist of TIA for Development Projects (November 2025 Edition)

NAME	NO. OF Blocks	NO. OF Storeys	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
T S	CS	LG VS	MG VS	HG VS	C	PCP S	M P S	LG VP S	MG VP S	HGV PS	BPS				
S1 S2 S3	STAFF QUARTER	3	17	59,544	-	3	-	347	21	-	-	-	-	454	

Blocks = 3

Flats each floor = 40

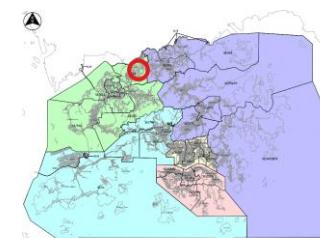
Storeys = 17

Total Flats = $3 \times 40 \times 17 = 2040$

Bicycle Parking Requirement

= $2040/5 + 2040/45$

= 454



Under SE/B Division Traffic Engineering
Divisional Boundary Of Transport Department
(For Information Only)

STAFF QUARTER – Motorcycle Parking Requirement

(f) In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall be based on 1 motorcycle parking space per 110-250 flats excluding one person/two persons flats as well as non-residential elements. In the case of private housing, the calculation shall be based on 1 motorcycle parking space per 100-150 flats excluding

ii

non-residential elements. As a general guideline, parking spaces for motorcycles, whether on-street or off-street, should be 1m (width) x 2.4m (length). However, in cases of site constraint, a minimum standard of 1m (width) x 2m (length) could be considered acceptable.

Extracted from HKPSG (Ch.8) Table 11 : Parking Standards - 3. General Notes

NAME	NO. OF Blocks	NO. OF Storeys	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
S1	S2	S3	STAFF QUARTER	T S	CS	LG VS	MG VS	HG VS	C	PCP S	M P S	LG VP S	MG VP S	HGV PS	BPS
				-	-	3			-	347	21	-	-	-	454

Blocks = 3

Flats each floor = 40

Storeys = 17

Total Flats = $3 \times 40 \times 17 = 2040$

Motorcycle Parking Requirement

= $2040 / 100$

= 21

COMMERCIAL

COMMERCIAL – Private Car Parking Requirement & L/UL Requirement

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
1. Retail	<ul style="list-style-type: none"> - 1 car space per 150 - 300m² GFA. 	<ul style="list-style-type: none"> - Generally nil provision is permitted for small road-side retail shops which are mainly serving local residents. - Retail is taken to include restaurants and allied services commonly found in shopping complexes, but not retail markets apart from those integrated in location and design with the centre. 	<ul style="list-style-type: none"> - 1 loading/ unloading bay for goods vehicles for every 800 to 1 200m², or part thereof, GFA. 	<ul style="list-style-type: none"> - Large comprehensive developments may be allowed to adopt the low side of the provision due to economy of scale. - Points of access should not interrupt the main shopping frontage. - The manoeuvring of goods vehicles should be within the curtilages of the site; generally no reversing movement into/ from a public road will be permitted.

(Refer to Statement of Intent and General Notes for Section 3 for further guidance)

Extracted from HKPSG (Ch.8) Section 3 : Parking Standards for Commercial Facilities

NAME	NO. OF Blocks	NO. OF Stories	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
				T S	CS	LG VS	MG VS	HG VS	C	PC PS	M PS	LG VP S	MG VP S	HG VP S	BP S
C1 C2 C3 COMMERCIAL	3	2	13,410	-	-	17			-	90	9	-	-	-	68

Parking Requirement = 13410/150 = 90

L/UL Requirement = 13410/800 = 17

COMMERCIAL – Bicycle Parking Requirement & Motorcycle Parking Requirement

Guidelines on Provision of Bicycle Parking Spaces

Type of Development	Recommended Bicycle Parking Spaces Provision Standard
Residential	1 bicycle parking space per 5 flats for residents; 1 bicycle parking space per 45 flats for visitors
Primary School	1 bicycle parking space per 4 classrooms
Secondary School	1 bicycle parking space per 0.5 – 1 classroom
Tertiary School	1 bicycle parking space per 15 – 17 students
Office	1 bicycle parking space per 500 – 600m ² GFA
Enterprise and Technology Park	1 bicycle parking space per 300 – 400m ² GFA
Industrial/ Logistic	1 bicycle parking space per 2,500 – 2,700m ² GFA
Port Back-up, Storage and Workshop Uses	1 bicycle parking space per 4,100 – 4,200m ² GFA
Hospital	1 bicycle parking space per 20 employees
Sports Ground	1 bicycle parking space per 30 – 35 seats
Social Welfare	1 bicycle parking space per 3 – 4 employees
Performance Venue	1 bicycle parking space per 30 – 35 seats
Sports Centre	1 bicycle parking space per 150 m ² GFA
Retail	1 bicycle parking space per 200 – 300 m ² GFA
Market	1 bicycle parking space per 20 – 30m ² GFA
Park	1 bicycle parking space per 125m ² (capped at 600) or 50 spaces per entrance, whichever is higher
Public Transport Interchange	30 bicycle parking spaces per bus bay given there is Environmental Friendly Transport Services (EFTS); 45 given there is no EFTS
Rail Station	45 – 50 bicycle parking spaces per 10,000 population within the 2-km radius of the station

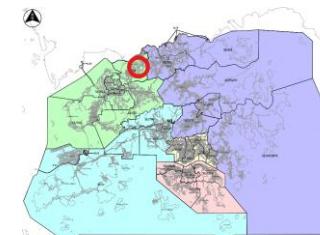
Extracted from Annex B of the checklist of TIA for Development Projects (November 2025 Edition)

(f) In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall

NAME	NO. OF Block s	NO. OF Stor eys	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
				T S	CS	LG VS	MG VS	HG VS	C	PC PS	M PS	LG VP S	MG VP S	HG VP S	BP S
C1 C2 C3	COMMERCIAL	3	2	13,410	-	-	17		-	90	9	-	-	-	68

Bicycle Parking Requirement = 13410/200 = 68

Motorcycle Parking Requirement = 90 x 10% = 9



*Under SE/B Division Traffic Engineering
Divisional Boundary Of Transport Department
(For Information Only)*

Extracted from HKPSG (Ch.8) Table 11 : Parking Standards - 3. General Notes

DATA CENTRE

DATA CENTRE – Private Car Parking Requirement & L/UL Requirement

Type of Development	Parking Requirements		Loading/unloading Requirements	
	Standards	Remarks	Standards	Remarks
General	Industrial	<ul style="list-style-type: none"> Private car: 1 per 1 000-1 200m² GFA. 	See Notes (3) – (4)	<ul style="list-style-type: none"> 1 goods vehicle bay per 700-900m² GFA, 50% of which should be for parking of goods vehicles.
Industrial Use (GIU)	Use (I)			<ul style="list-style-type: none"> One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.
	Industrial/Office Uses (I/O)	<ul style="list-style-type: none"> Private car: 1 per 600-750m² GFA. 		<ul style="list-style-type: none"> 1 goods vehicle bay per 1 000-1 200m² of 50% of the I/O GFA; and 1 per 2 000-3 000m² of the remaining 50% of the I/O GFA. 50% of all the above required goods vehicle bays shall be for parking of goods vehicles. 1 goods vehicle bay per 800-1 200m² for commercial GFA solely for loading/unloading. One container vehicle loading/unloading bay with turning circle of 11.6m outer radius should be provided for a site with dimensions not less than 45m x 40m.

(Refer to Statement of Intent and General Notes for Section 4.1 for further guidance)

5. Goods vehicle provision is divided into 65 % LGV and 35 % HGV.

Extracted from HKPSG (Ch.8) Section 4.1: General Industrial Use (GIU) and Business Use ("OU(B)")

NAME	NO. OF Block s	NO. OF Stor eys	GFA	L/UL						PARKING SPACE						
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						
				T S	CS	LG VS	MG VS	HG VS	C	PC PS	M PS	LG VP S	MG VP S	HG VP S	BP S	
D 1	DATA CENTRE	1	7	11,40 3	-	-	12	-	5	1	12	2	6	-	3	5

Private Parking Requirement = 11403/1000= 12

L/UL Requirement:

L/UL bay = 11403/700 = 17 (LGV: 12, HGV:5)

L//UL Parking = 11403/700 x 50% = 9(LGV: 6, HGV:3)

Container = 1 (provide for each block)

DATA CENTRE – Bicycle Parking Requirement & Motorcycle Parking Requirement

Guidelines on Provision of Bicycle Parking Spaces

Type of Development	Recommended Bicycle Parking Spaces Provision Standard
Residential	1 bicycle parking space per 5 flats for residents; 1 bicycle parking space per 45 flats for visitors
Primary School	1 bicycle parking space per 4 classrooms
Secondary School	1 bicycle parking space per 0.5 – 1 classroom
Tertiary School	1 bicycle parking space per 15 – 17 students
Office	1 bicycle parking space per 500 – 600m ² GFA
Enterprise and Technology Park	1 bicycle parking space per 300 – 400m ² GFA
Industrial/ Logistic	1 bicycle parking space per 2,500 – 2,700m ² GFA
Port Back-up, Storage and Workshop Uses	1 bicycle parking space per 4,100 – 4,200m ² GFA
Hospital	1 bicycle parking space per 20 employees
Sports Ground	1 bicycle parking space per 30 – 35 seats
Social Welfare	1 bicycle parking space per 3 – 4 employees
Performance Venue	1 bicycle parking space per 30 – 35 seats
Sports Centre	1 bicycle parking space per 150 m ² GFA
Retail	1 bicycle parking space per 200 – 300 m ² GFA
Market	1 bicycle parking space per 20 – 30m ² GFA
Park	1 bicycle parking space per 125m ² (capped at 600) or 50 spaces per entrance, whichever is higher
Public Transport Interchange	30 bicycle parking spaces per bus bay given there is Environmental Friendly Transport Services (EFTS); 45 given there is no EFTS
Rail Station	45 – 50 bicycle parking spaces per 10,000 population within the 2-km radius of the station

Extracted from Annex B of the checklist of TIA for Development Projects (November 2025 Edition)

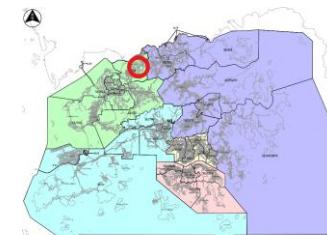
(f) In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall

Extracted from HKPSG (Ch.8) Table 11 : Parking Standards - 3. General Notes

NAME	NO. OF Block s	NO. OF Stor eys	GFA	L/UL						PARKING SPACE						
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						
				T S	CS	LG VS	MG VS	HG VS	C	PC PS	M PS	LG VP S	MG VP S	HG VP S	BP S	
D 1	DATA CENTRE	1	7	11,40 3	-	-	12	-	5	1	12	2	6	-	3	5

Bicycle Parking Requirement= 11403/2500= 5

Motorcycle Parking Requirement = 12 x 10% = 2



Under SE/B Division Traffic Engineering
Divisional Boundary Of Transport Department
(For Information Only)

VISITOR CENTRE & EDUCATION

VISITOR CENTRE & EDUCATION – Private Car Parking Requirement & L/UL Requirement & Bicycle Parking Requirement & Motorcycle Parking Requirement

Type of Development	Parking Requirements		Loading/Unloading Requirements	
	Standards	Remarks	Standards	Remarks
1. Retail	<ul style="list-style-type: none"> - 1 car space per 150 - 300m² GFA. 	<ul style="list-style-type: none"> - Generally nil provision is permitted for small road-side retail shops which are mainly serving local residents. - Retail is taken to include restaurants and allied services commonly found in shopping complexes, but not retail markets apart from those integrated in location and design with the centre. 	<ul style="list-style-type: none"> - 1 loading/ unloading bay for goods vehicles for every 800 to 1 200m², or part thereof, GFA. 	<ul style="list-style-type: none"> - Large comprehensive developments may be allowed to adopt the low side of the provision due to economy of scale. - Points of access should not interrupt the main shopping frontage. - The manoeuvring of goods vehicles should be within the curtilages of the site; generally no reversing movement into/ from a public road will be permitted.

(Refer to Statement of Intent and General Notes for Section 3 for further guidance)

Extracted from HKPSG (Ch.8) Section 3 : Parking Standards for Commercial Facilities

Retail	1 bicycle parking space per 200 – 300 m ² GFA
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Extracted from Annex B of the checklist of TIA for Development Projects (November 2025 Edition)

(f) In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall

Extracted from HKPSG (Ch.8) Table 11 : Parking Standards - 3. General Notes

NAME	NO. OF Blo cks	NO. OF Store ys	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
				T S	CS	LGV S	MG VS	HG VS	C	PC PS	MP S	LGV PS	MG VPS	HG VPS	BPS
E1 VISITOR CENTRE & EDUCATION	1	3	2,121	-	-	3			-	15	2	-	-	-	8

Private Parking Requirement = 2121/150= 15

L/UL Requirement:

L/UL bay = 2121/800 = 3

Bicycle Parking Requirement= 2121/200= 8

Motorcycle Parking Requirement = 15 x 10% = 2



Under SE/B Division Traffic Engineering
Divisional Boundary Of Transport Department
(For Information Only)

COOLING CENTRE & SUBSTATION

COOLING CENTRE & SUBSTATION – Private Car Parking Requirement & L/UL Requirement & Motorcycle Parking Requirement

4. Electric Substations	- 66kV and above substation, one space for private car.	- To be provided in the open yard within each substation site.	- One M/HGV space.	- To be provided in the access corridor or open yard within each substation site.
	- 33kV substation, one space for private car.		- One LGV space.	- To be provided in the open yard within each substation site.

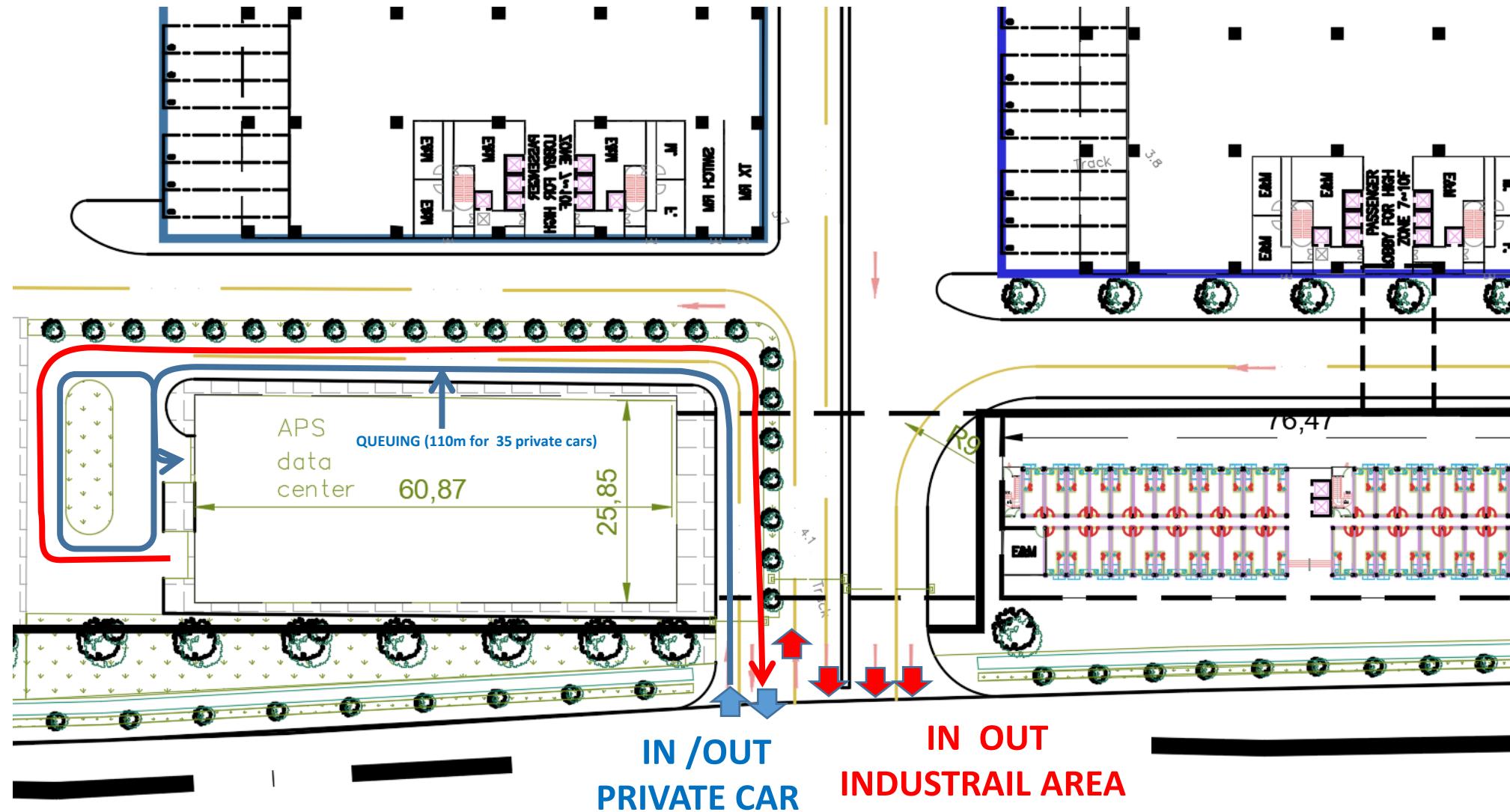
Extracted from HKPSG (Ch.8) Section 2 : Parking Standards for Community Facilities

(f) In all non-residential developments, additional parking spaces for motorcycles at the rate of 5 to 10% of the total provision for private cars with respect to each type of development should be provided. In the case of subsidised housing, the calculation shall

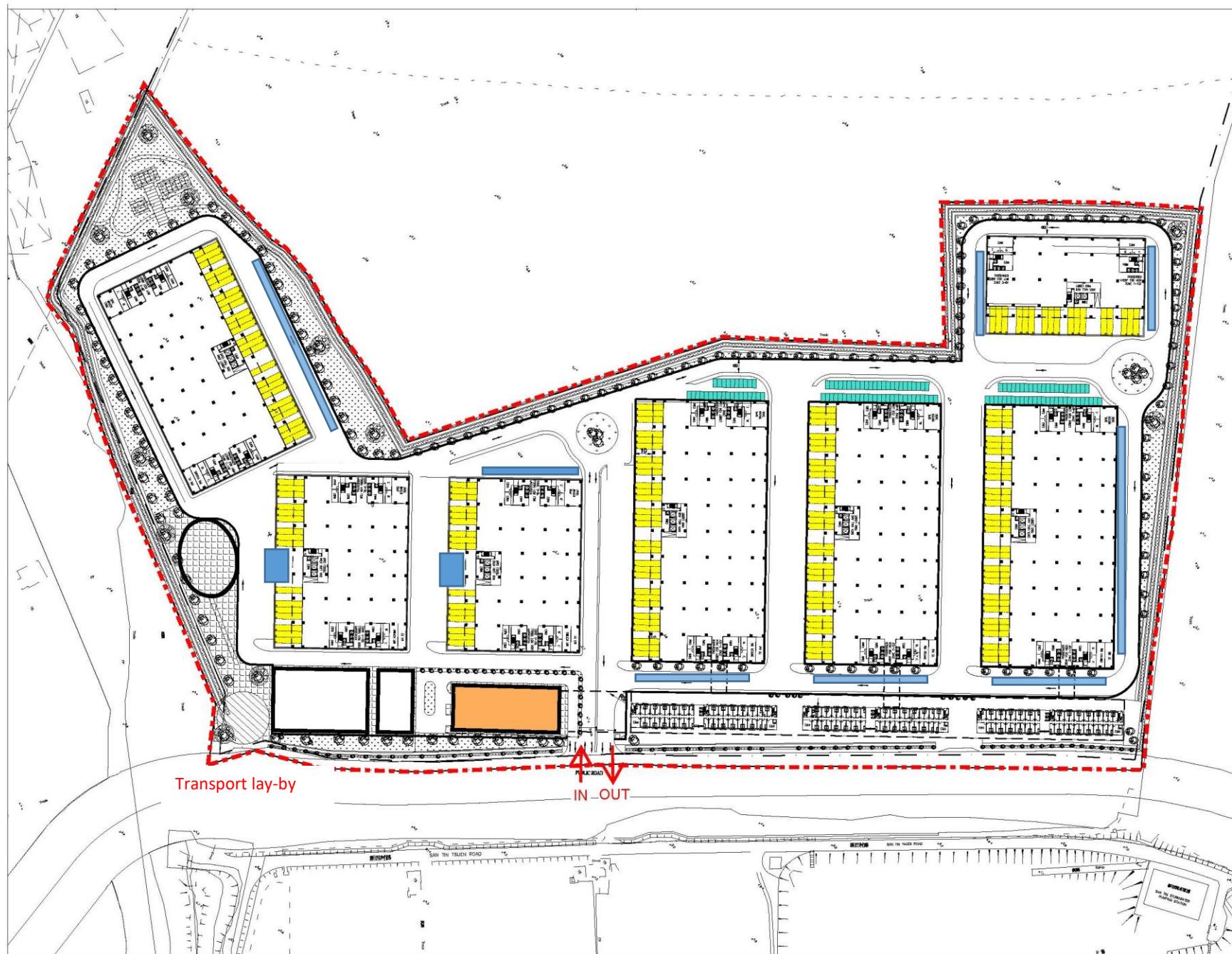
Extracted from HKPSG (Ch.8) Table 11 : Parking Standards - 3. General Notes

NAME	NO. OF Block s	NO . OF St or ey s	GFA	L/UL						PARKING SPACE					
				REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS						REQUIRED BY HKPSG (CH.8) & THE CHECKLIST OF TIA FOR DEVELOPMENT PROJECTS					
				T S	CS	LG VS	M GV S	HG VS	C	PCP S	M P S	LG VP S	M GV PS	HG VP S	BP S
G 1 COOLING CENTRE	1	2	3,904	-	-	1	1		-	1	1	-	-	-	-
G 2 SUBSTATION	1	2	1,430	-	-	1	1		-	1	1	-	-	-	-

Annex F2 - APS



Annex F3 - L/UL

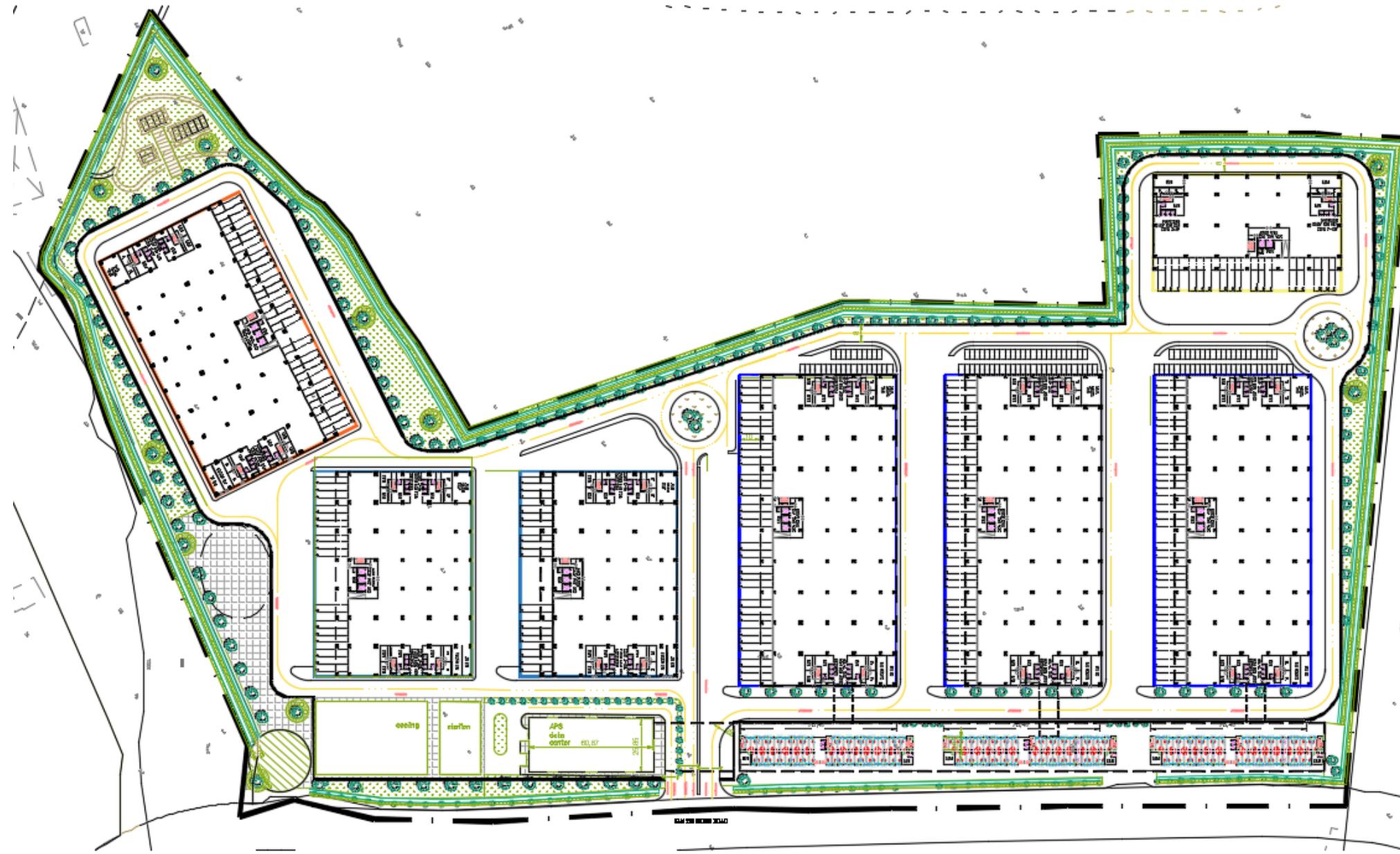


ARCHITECT

**llewelyn
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Llewelyn-Davies Hong Kong Ltd

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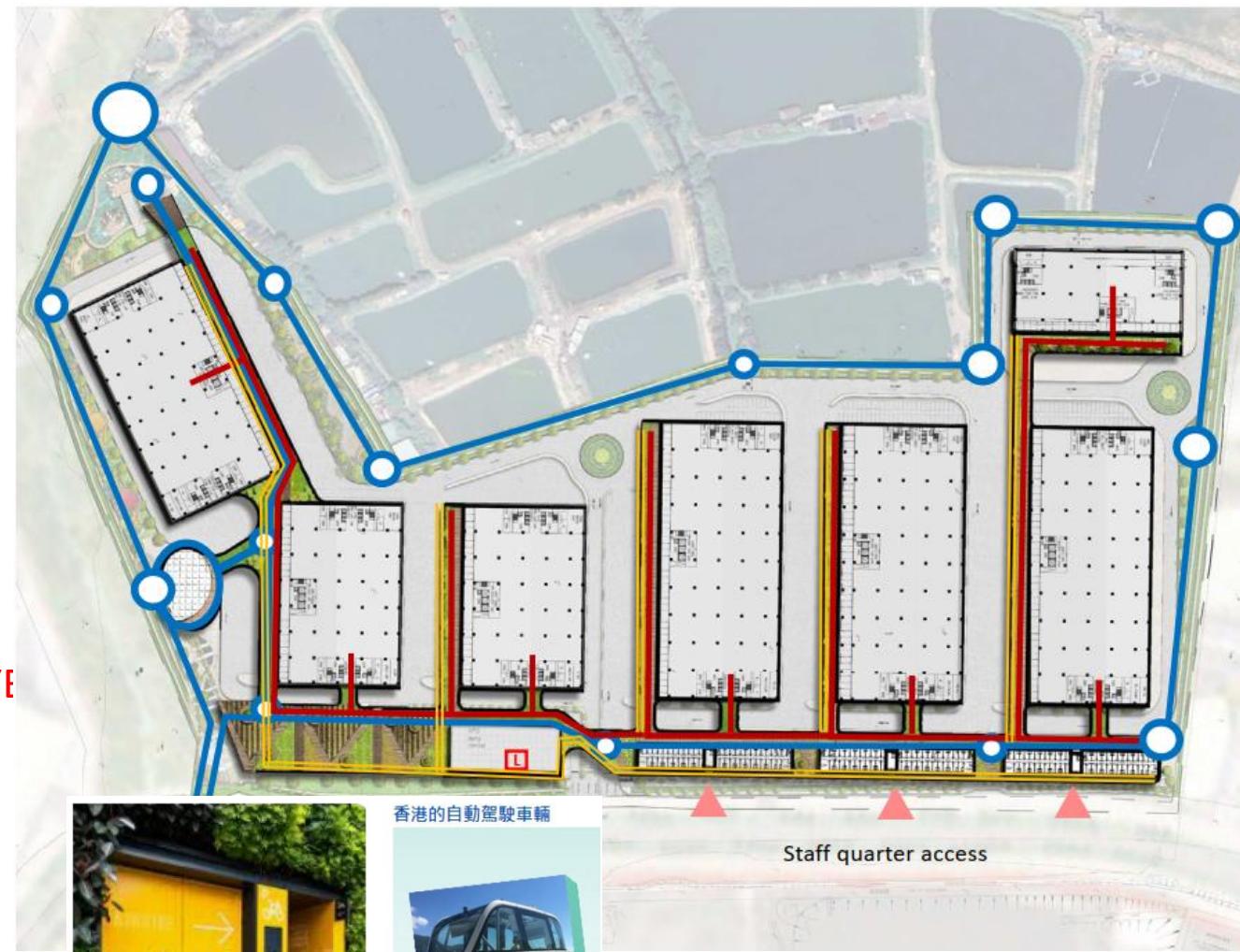
Annex F4



Public Access



RESERVE FOR TRANSPORT LAYER



LEGEND:

ECO loop for public access

Electricity auto-passenger mover

R&D level staff access

Passengers lift lobby to podium level