
**Attachment 2 –
Replacement Page of the Traffic Impact Assessment**

Table 2.2 Parking and Servicing Facilities Provision

Parking/ Servicing Facilities	HKPSG Requirement		No. of Units / Blocks / GFA	Internal Transport Facilities		
				HKPSG Requirement		Proposed Provision
				Lower End	Upper End	
Proposed Residential Development (2,670 flats)						
Southern Site (1,557 flats)						
Residential Parking Spaces	Flat Size≤40m ²	1 space per 8 – 14 units ⁽¹⁾	909	65	114	91
	40m ² < Flat Size ≤70m ²	1 space per 3.33 – 5.83 units ⁽²⁾	648	112	195	156
Northern Site (1,113 flats)						
Residential Parking Spaces	Flat Size≤40m ²	1 space per 8 – 14 units ⁽¹⁾	528	38	66	53
	40m ² < Flat Size ≤70m ²	1 space per 3.33 – 5.83 units ⁽²⁾	568	98	171	137
	70m ² < Flat Size ≤100m ²	1 space per 1.67 – 2.92 units ⁽³⁾	17	6	11	9
	Total		2670	319	557	446 ⁽⁴⁾
Visitor Parking Spaces	5 spaces per block		7	35		35
Motorcycle Parking Spaces	1 space per 100 – 150 units		2670	18	27	27
Loading / Unloading Bays	1 bay per block		7	7		8 ⁽⁵⁾
Bicycle Parking Spaces	1 bicycle parking space for every 30 flats with flat size smaller than 70m ²		2653	89		89
Retail (2000m ² GFA)						
Retail Parking Spaces	1 space per 150m ² – 300m ² GFA		2000	7	14	10
Retail Loading / Unloading Bays	1 bay per 800m ² – 1200m ² GFA		2000	2	3	3
Motorcycle Parking Space	5%-10% of the total provision for private cars		-	1	1	1

Notes:

- (1) According to the current HKPSG, Parking Requirement = Global Parking Standard (GPS) x Demand Adjustment Ratio (R1) x Accessibility Adjustment Ratio (R2) x Development Intensity Adjustment Ratio (R3), i.e. 1 car space per 4-7 units x 0.5 x 1.0 x 1.0 = 1 car space per 8.00-14.00 units.
- (2) According to the current HKPSG, Parking Requirement = Global Parking Standard (GPS) x Demand Adjustment Ratio (R1) x Accessibility Adjustment Ratio (R2) x Development Intensity Adjustment Ratio (R3), i.e. 1 car space per 4-7 units x 1.2 x 1.0 x 1.0 = 1 car space per 3.33-5.83 units.
- (3) According to the latest HKPSG, Parking Requirement = Global Parking Standard (GPS) x Demand Adjustment Ratio (R1) x Accessibility Adjustment Ratio (R2) x Development Intensity Adjustment Ratio (R3), i.e. 1 car space per 4-7 units x 2.4 x 1.0 x 1.0 = 1 car space per 1.67-2.92 units.
- (4) Taken into consideration the proximity to public transport services, availability of public car parking space, traffic conditions and the illegal parking condition in the vicinity, it is proposed to adopt a GPS of 5 for calculating the carparking provision according to HKPSG.
- (5) Additional loading/unloading bay will be provided to serve the 17 nos. of house situated at the east of the Proposed Development.