

**Attachment 6**

Replacement Pages of  
Traffic Impact Assessment

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**Table 2.2 Required and Proposed Parking and Servicing Facilities Provisions**

Parking/ Servicing Facilities	HKPSG Requirement	No. of Units / Blocks / Places	HKPSG Requirement		Proposed Provision	
			Lower End	Upper End		
<b>Proposed Residential Development (674 flats)</b>						
Residential Parking Spaces	Flat Size ≤ 40m <sup>2</sup>	1 space per 8 – 14 units <sup>(1)</sup>	218	16	28	19 spaces
	40m <sup>2</sup> < Flat Size ≤ 70m <sup>2</sup>	1 space per 3.33 – 5.83 units <sup>(2)</sup>	456	80	139	93 spaces
<b>Total</b>			<b>674</b>	<b>96</b>	<b>167</b>	<b>112 spaces<sup>(3)</sup></b>
Visitor Parking Spaces	5 spaces per block		2	10		10 <sup>(4)</sup> spaces
Motorcycle Parking Spaces	1 space per 100 -150 units		674	5	7	7 spaces
Loading/ Unloading Bays	1 bay per block		2	2		2 bays
<b>Day Care Centre for the Elderly (DE) – 60-place</b>						
Private Light Bus Parking Spaces	Refers to SWD's ancillary requirements				3 spaces <sup>(4)</sup> (8m x 3m)	
Loading and Unloading Bay					1 bay <sup>(4)</sup> (9m x 3m)	

Notes: Round up figures adopted.

- (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) 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 6 for calculating the carparking provision according to HKPSG. Prior agreement with TD on adopting GPS 6 has been obtained on 12 March 2024 separately. **The approved technical note is enclosed in Appendix D for reference.**
- (4) Refers to SWD's ancillary requirements (i.e. (a) 6 designated parking spaces for 6 private light buses with tail-lift each measuring 8m x 3m with minimum headroom of 3.3 m and (b) a shared loading / unloading area for the DE private light buses and ambulances in close proximity to the entrance of the DE would be required)  
For the proposed 60-place DE, the provision is proposed on a pro-rata basis. Hence (a) 3 parking spaces for private light buses with tail-lift and (b) 1 shared loading/ unloading area for the DE private light buses and ambulances are proposed.

## Appendix D

### Approved Technical Note on Parking Provision Requirements

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#### Yeung, David

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**From:** Wing Hin CHO  
**Sent:** Wednesday, December 1, 2021 6:03 PM  
**To:** Ho, Steven; Ku, Cheuk Ning Magdalene  
**Cc:** Daniel Kai Hang CHOW; charlesso@shkp.com; felixwo@shkp.com  
**Subject:** RE: [EXTERNAL] RE: RE: Ting Kau Royal View Hotel S12A Application  
**Attachments:** 20211125 Ting Kau\_TN\_Parking Requirements (v1.0).pdf

Dear Steven and Magdalene,

Thanks for the revised information.

I have no adverse comment on the advance information. Please submit the revised TIA, and any other necessary information, in the form of further information via PlanD for perusal. Thanks.

Regards,  
Wing Hin, CHO  
E/TW2, TD

---

From: "Ho, Siu Nam Steven"  
To: "Ku, Cheuk Ning Magdalene" , Wing Hin CHO  
Cc: Daniel Kai Hang CHOW , "Ku, Cheuk Ning Magdalene"  
Date: 29/11/2021 10:18 AM  
Subject: RE: [EXTERNAL] RE: RE: Ting Kau Royal View Hotel S12A Application

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Dear Issac

Further to the below email, please find attached the draft technical note for your consideration

Will call you to discuss

**Steven Ho**

Technical Director, Traffic & Transport Planning  
Land Supply / Municipal

#### AECOM

12/F, Tower 2, Grand Central Plaza,  
138 Shatin Rural Committee Road,  
Shatin, New Territories, Hong Kong  
T +852-3922-9000

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**From:** Ku, Cheuk Ning Magdalene

**Sent:** Friday, 26 November 2021 7:28 pm

**To:** Wing Hin CHO

**Cc:** Daniel Kai Hang CHOW ; Ho, Siu Nam Steven

**Subject:** RE: [EXTERNAL] RE: RE: Ting Kau Royal View Hotel S12A Application

Dear Issac,

Further to the meeting last week, please see attached our revised RtoC and a proposed layout plan with 75 nos. carparking spaces provided (i.e. 70 residential carpark + 5 visitor carpark) for your consideration.

Thank you.  
Regards,  
**Magdalene Ku**  
Engineer, Traffic & Transport Planning  
Land Supply / Municipal , Hong Kong

**AECOM**  
9/F, Tower 2, Grand Central Plaza,  
138 Shatin Rural Committee Road,  
Shatin, New Territories, Hong Kong  
T +852-3922-9000

[aecom.com](http://aecom.com)

**From:** Wing Hin CHO

**Sent:** Friday, November 5, 2021 3:27 PM

**To:** Ku, Cheuk Ning Magdalene

; Ho, Siu Nam Steven

**Cc:** Daniel Kai Hang CHOW

**Subject:** [EXTERNAL] RE: RE: Ting Kau Royal View Hotel S12A Application

Dear Steven and Magdalene,

In view of the revised parking layout, I am afraid that proposed number may not thoroughly ease our concern.

For the requested meeting, we are currently only available on 18/11 earliest, or the following weeks. Would you advise your availability please? Thanks.

Regards,  
Wing Hin, CHO  
E/TW2, TD

From: "Ku, Cheuk Ning Magdalene"

To:

Cc: Daniel Kai Hang CHOW

"Ho, Siu Nam Steven"

Date: 29/10/2021 06:54 PM

Subject: RE: [EXTERNAL] RE: Ting Kau Royal View Hotel S12A Application

Dear Issac,  
Please see attached our draft RtoC and the mark-up drawings regarding the carpark layout and overnight parking condition for your consideration.

Thank you.

Regards,

**Magdalene Ku**

Engineer, Traffic & Transport Planning  
Land Supply / Municipal , Hong Kong

**AECOM**  
9/F, Tower 2, Grand Central Plaza,  
138 Shatin Rural Committee Road,  
Shatin, New Territories, Hong Kong  
T +852-3922-9000

[aecom.com](http://aecom.com)

**From:** Ho, Siu Nam Steven

**Sent:** Friday, 22 October 2021 9:40 am

**To:** Wing Hin CHO

**Cc:** Daniel Kai Hang CHOW

'philipchan@theoq.com'

**Subject:** RE: Ting Kau Royal View Hotel S12A Application

Dear Issac

As discussed ,we would be grateful if an informal meeting can be arranged next week to discuss TD's comment in particular for the carparking layout.

Please advise any timeslot available (may be 1 or 2 timeslots ) and we will fit your proposed time.

Many thanks

**Steven Ho**

Technical Director, Traffic & Transport Planning  
Land Supply / Municipal

**AECOM**

12/F, Tower 2, Grand Central Plaza,  
138 Shatin Rural Committee Road,  
Shatin, New Territories, Hong Kong  
T +852-3922-9000

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**1 Background**

- 1.1 The Application Site is located at TWIL 5 and Lot no. 429 in in D.D. 399, Ting Kau, Tsuen Wan as indicated in **Figure 1.1**. The Application Site is currently zoned “Comprehensive Development Area (1)” (“CDA(1)”) on the approved Tsuen Wan West Outline Zoning Plan No. S/TWW/19 and covers a site area of approximately 6,431 m<sup>2</sup>.
- 1.2 The Application Site is currently occupied by a hotel development, namely Royal View Hotel. The Applicant now submits a rezoning request to rezone an area from “Comprehensive Development Area(1)” (“CDA(1)”), “Green Belt” (“GB”) zones and area shown as 'Road' to “Residential (Group B) 2” (“R(B)2”) zone on the Approved Tsuen Wan West Outline Zoning Plan No. S/TWW/19 to facilitate private residential development.
- 1.3 As an alteration from the existing hotel, the proposed residential development will comprise 661 nos. of residential units with average flat size of about 41.93 m<sup>2</sup>, as well as a 60-place Day Care Centre for the Elderly (DE) with GFA of about 760m<sup>2</sup>.
- 1.4 This technical note is to assess/ determine the GPS (Global Parking Standard) under HKPSG adopted for the development site.

**2 Factors affecting GPS**

2.1 **Table 2.1** and **Table 2.2** summarize the factors and their weighting/ value for determining GPS.

**Table 2.1 Factors And Their Weighting/ Value For Determining GPS**

Factor	Weighting	Value				
		Remote and not accessible	Marginally accessible	Moderately accessible	Quite accessible	Close and easy accessible
Proximity and convenience for access to public transport services <sup>(1)</sup> (excluding rail)	20%	1	0.75	0.5	0.25	0
Availability of public car parking spaces during peak hours <sup>(2)</sup>	30%	1	0.75	0.5	0.25	0
Traffic conditions <sup>(3)</sup>	10%	1	0.75	0.5	0.25	0
Level of illegal parking <sup>(4)</sup>	40%	1	0.75	0.5	0.25	0

Notes :

- (1) A development within 100m from a public transport corridor such as Nathan Road, is considered “close and easily accessible” to public transport services, whereas a development located in the remote area in the New Territories is considered to be “remote and not accessible” to public transport services.
- (2) A development within 100m from public car parking facilities (e.g. on-street parking, public car park, etc.) with reasonably available (i.e. not utilised) parking spaces during peak hours is considered to have “easily available” parking, whereas a development with no public car parking facility in the vicinity (within 300m) is considered to have no available parking.
- (3) Traffic condition is “smooth” if traffic flows smoothly without any traffic queue, whereas traffic condition is “seriously congested” if the general daily traffic movements are very slow with long traffic queues before road junctions.
- (4) Level of illegal parking is considered “severe” if illegal parking is common in the vicinity of a development, whereas it is considered “none” if no such activity can generally be found in the vicinity of a development.

Table 2.2 GPS value based on GPSI

	GPS
GPSI≥0.7	4
0.4≤GPSI<0.7	5
0.2≤GPSI<0.4	6
GPSI<0.2	7

2.2 Based on the above tables, an assessment on the values of various factors have been carried out and summarized as follows:

Table 2.3 Adopted Values and Justifications

	Assessment	Adopted Values	Weighting
Proximity and convenience for access to public transport services (excluding rail)	There are bus stops and GMB stands at Castle Peak Road (Ting Kau) and Castle Peak Road (New Ting Kau). The walking distance from the development to those stops are about 350m. As stated in TPDM, the ideal walking distance to a bus stop should not exceed 400m. Hence the development site is considered to be <u>moderately accessible</u> to the public transport services.	0.5	20%
Availability of public car parking spaces during peak hours	There is an on-street public carpark (with 47 metered parking spaces) provided in the vicinity of the development site. The public car park is located at about 100m away from the development site. Hence the public car parking spaces are considered to be <u>quite available</u> for the Subject Development.	0.25	30%
Traffic conditions	The nearby critical junctions in the vicinity have been assessed in the submitted TIA. All the assessed junctions will operate well below its capacities. Hence the traffic conditions is considered to be <u>smooth</u> .	1	10%
Level of illegal parking	An overnight parking survey has been carried out in the vicinity of the development site. No illegal parking were observed at Castle Peak Road (Ting Kau) and Castle Peak Road (New Ting Kau) and the nearby open public car park. Only a few private cars were observed near the access road within the development site. Hence the level of illegal parking in the vicinity is considered to be <u>slight severe</u> .	0.25	40%

2.3 Based on the above assessment and the adopted values for respective factors, the GPSI is determined as 0.375 (i.e.  $0.5 \times 20\% + 0.25 \times 30\% + 1 \times 10\% + 0.25 \times 40\%$ ), which is less than 0.4. Referring to **Table 2.2**, a GPS of 6 would be adopted.

### **3 Conclusion**

3.1 Having review the various factors for determining the GPS for the Proposed Development, it is concluded that a GPS of 6 would be appropriate for calculating the carparking provision at the Proposed Development according to HKPSG requirements.



LEGEND:

-  EXISTING BUS STOPS
-  EXISTING RMB STANDS

# AECOM

**PROJECT**  
 SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE TSUEN WAN WEST OUTLINE ZONING PLAN IN SUPPORT OF PRIVATE RESIDENTIAL DEVELOPMENT WITH THE PROVISION OF SOCIAL WELFARE FACILITY AT TWIL 5 AND LOT NO. 429 IN D.D. 399, TING KAU, TSUEN WAN

**CLIENT**  
 業主

**CONSULTANT**  
 工程顧問公司  
 AECOM Asia Company Ltd.  
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**SUB-CONSULTANTS**  
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修訂

IR	DATE	DESCRIPTION	CHK.

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階段

**SCALE**  
比例  
N.T.S.

**DIMENSION UNIT**  
尺寸單位  
METRES

**KEY PLAN**  
索引圖

**PROJECT NO.**  
項目編號

**CONTRACT NO.**  
合約編號

**SHEET TITLE**  
圖紙名稱  
SITE LOCATION

**SHEET NUMBER**  
圖紙編號  
FIGURE 1.1

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