



APPENDIX A

**REPLACEMENT PAGE OF
PLANNING
ASSESSMENT REPORT**



6 TECHNICAL FEASIBILITY

6.1 Traffic Considerations

- 6.1.1 A Traffic Impact Assessment (TIA) (**Appendix 3**) has been carried out to review and appraise any possible traffic impact induced by the Proposed Development on the adjacent road network.

Traffic Arrangement

- 6.1.2 The current vehicular access to the Application Site is located at Po Tai Street with the run-in at north-west, near Oceanaire, and the run-out at south-west, adjacent to the proposed parking space for private cars under the Approved Application No. A/MOS/129. The existing vehicular access will be maintained in the Proposed Development.
- 6.1.3 It is proposed to have 157 nos. of parking spaces for private cars; 13 nos. of motorcycle parking spaces; 11 nos. of loading and unloading bays (i.e., 5 nos. for HGVs and 6 nos. for LGVs); and 2 nos. of lay-bys for private cars, 2 nos. of lay-bys for coach and 1 no. of lay-by for taxi/ private cars for CCC. The internal transport facilities will be provided at B1/F and 3/F of the Proposed Development.
- 6.1.4 In view of the Application Site is adjacent to a cycling track that has direct connection to MTR Heng On Station, 36 nos. bicycle parking spaces are proposed at G/F for resident's use to support a healthy lifestyle for cycling activities. The bicycle parking spaces are proposed in accordance with the requirements under HKPSG and Transport Planning and Design Manual (TPDM). The cycling access to the Site will be available from southeast (i.e. at Sai Sha Road) and northeast (i.e. at Po Tai Street).
- 6.1.5 In addition to the vehicular and cycling access, future residents and visitors may also take advantage of the availability of public transport system namely franchised bus, GMB services and MTR Heng On Station, which are in close proximity to the Application Site, to/from the Proposed Development and to travel across the territory.
- 6.1.6 Swept path analysis has been conducted and indicates no unsatisfactory result.

Vehicular Traffic Generation

- 6.1.7 Junction and link capacity assessments have been conducted to take into account of the traffic impacts 3 years after completion of the Proposed Development (i.e. 2038). All concerned road links and junctions will have sufficient capacity to accommodate the expected traffic growth and additional traffic generated by the Proposed Development. Due to the adequate junction and link capacity, no adverse traffic impact on the existing road network is anticipated.

Pedestrian Flow Generation