

Appendix E

Justifications for Internal Transport Facilities

1.1 Provision of Car Parking Facilities

1.1.1 Car parking facilities are proposed on the Basement Level of the proposed development. The provision of ancillary car parking spaces in accordance with Hong Kong Planning Standards and Guidelines (HKPSG) regarding residential development are shown in **Table 1**.

Table 1 Parking and Loading/Unloading Facilities for Proposed Development

Development	HKPSG Standard					Low-end Requirement (nos.)	High-end Requirement (nos.)	Proposed Provision
Ave. flat size: ~130sqm No. units: 2 units	Residential Parking Spaces (5m (L) x 2.5m (W) x 2.4m (H))							
	Global Parking Standard (GPS)	1 car space per 4-7 flats			Flat No.	1.52	2.67	4 (inclusive 1 no. accessible parking spaces and 1 no. visitor parking space)
	Demand Adjustment Ratio (R1)	Flat Size (FS) (m ² GFA)	FS≤40	0.5	-			
			40<FS≤70	1.2	-			
			70<FS≤100	2.4	-			
			100<FS≤130	4.1	2			
			130<FS≤160	5.5	-			
			FS>160	7.0	-			
	Accessibility Adjustment Ratio (R2)	Within a 500m-radius of rail station		0.75				
		Outside a 500m-radius of rail station		1.00				
	Development Intensity Adjustment Ratio (R3)	Domestic Plot Ratio (PR)	0.00<PR≤1.00		1.30			
			1.00<PR≤2.00		1.10			
			2.00<PR≤5.00		1.00			
			5.00<PR≤8.00		0.90			
			PR>8.00		0.75			
Parking Requirement = GPS x R1 x R2 x R3								
Visitor Parking Spaces (5m (L) x 2.5m (W) x 2.4m (H))								
Visitor car parking for private residential developments with more than 75 units per block should be provided at 5visitor spaces per block					nil	nil		
Accessible Parking Spaces (5m (L) x 3.5m (W) x 2.4m (H))								
1 space for 1-50 total number of car parking space in the lot;					1	1		
Total Parking Car Parking Spaces					2 (inclusive accessible parking spaces)	3 (inclusive accessible parking spaces)		
Motorcycle Parking Spaces (2.4m (L) x 1m (W) x 2.4m (H))								
1 motorcycle parking space per 100-150 flats					0.01	0.02	Nil	
L/UL Bay (5m (L) x 2.5m (W) x 2.4m (H))								
Minimum of 1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority.					1	1	1	

- 1.1.2 As shown in **Table 1**, the provision of 4 nos. car parking space with 1 no. accessible parking space and 1 no. visitor parking space inclusive, complying with the high-end requirements under HKPSG will be provided in the proposed development. The proposed transport facilities arrangement and relevant swept path analysis are illustrated in **Figure 1** to **Figure 6**.

1.2 Justification of Parking Provision

Motorcycle Parking Spaces

- 1.2.1 According to the HKPSG requirement, the required provision of motorcycle parking spaces is limited to 0.02 spaces. Also, the proposed development will be owned and used directly by the applicant who had expressed that will not be parking demand for motorcycle. Motorcycle parking space is therefore not proposed in the proposed development.

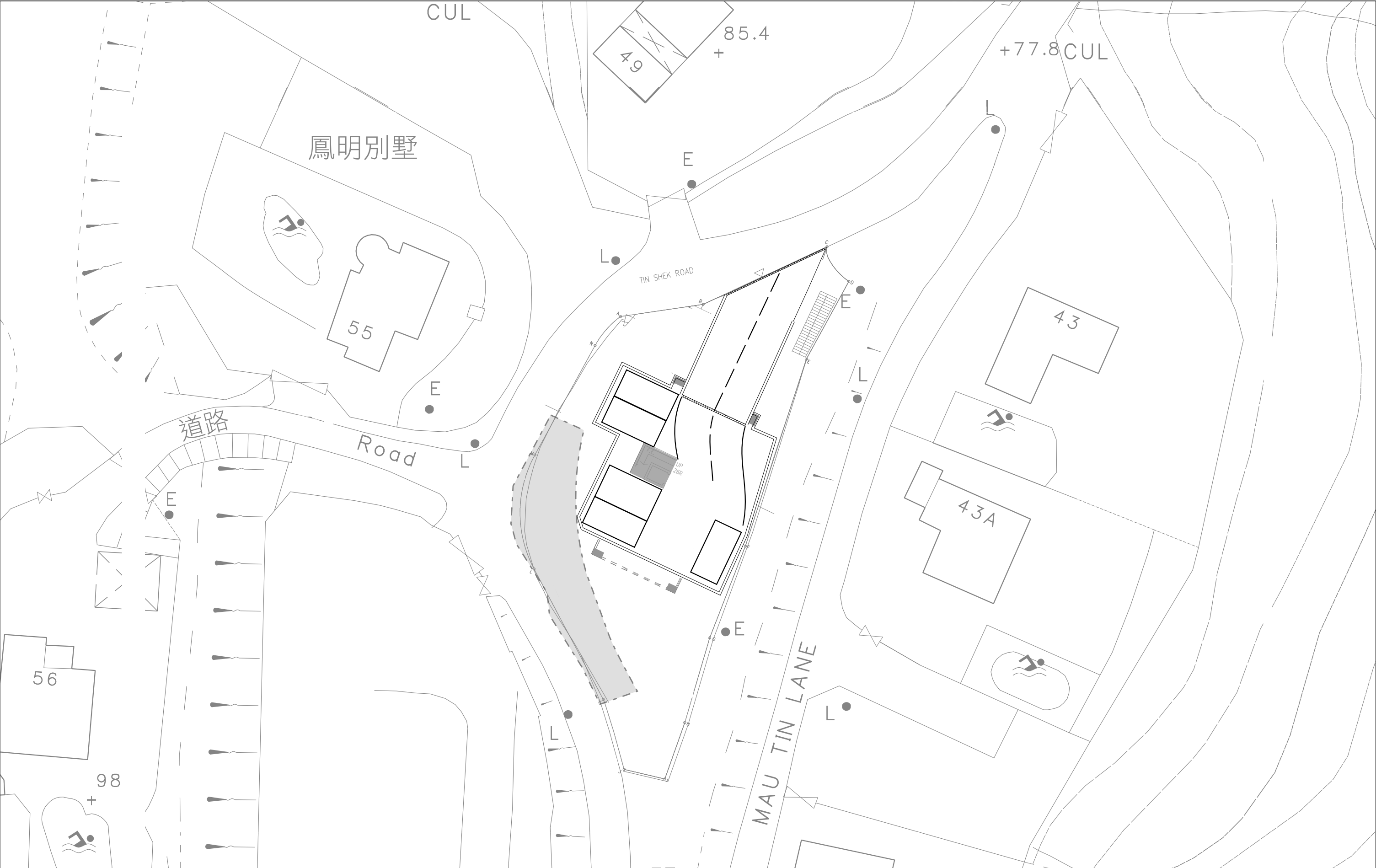
Visitor Parking Spaces

- 1.2.2 According to the HKPSG requirement, the provision of visitor parking facilities is NOT required for buildings with less than 75 units. Nonetheless, to ensure that public road will not be affected by the possible occasional parking demand for visitors, 1 no. visitor parking space is proposed in the proposed development.

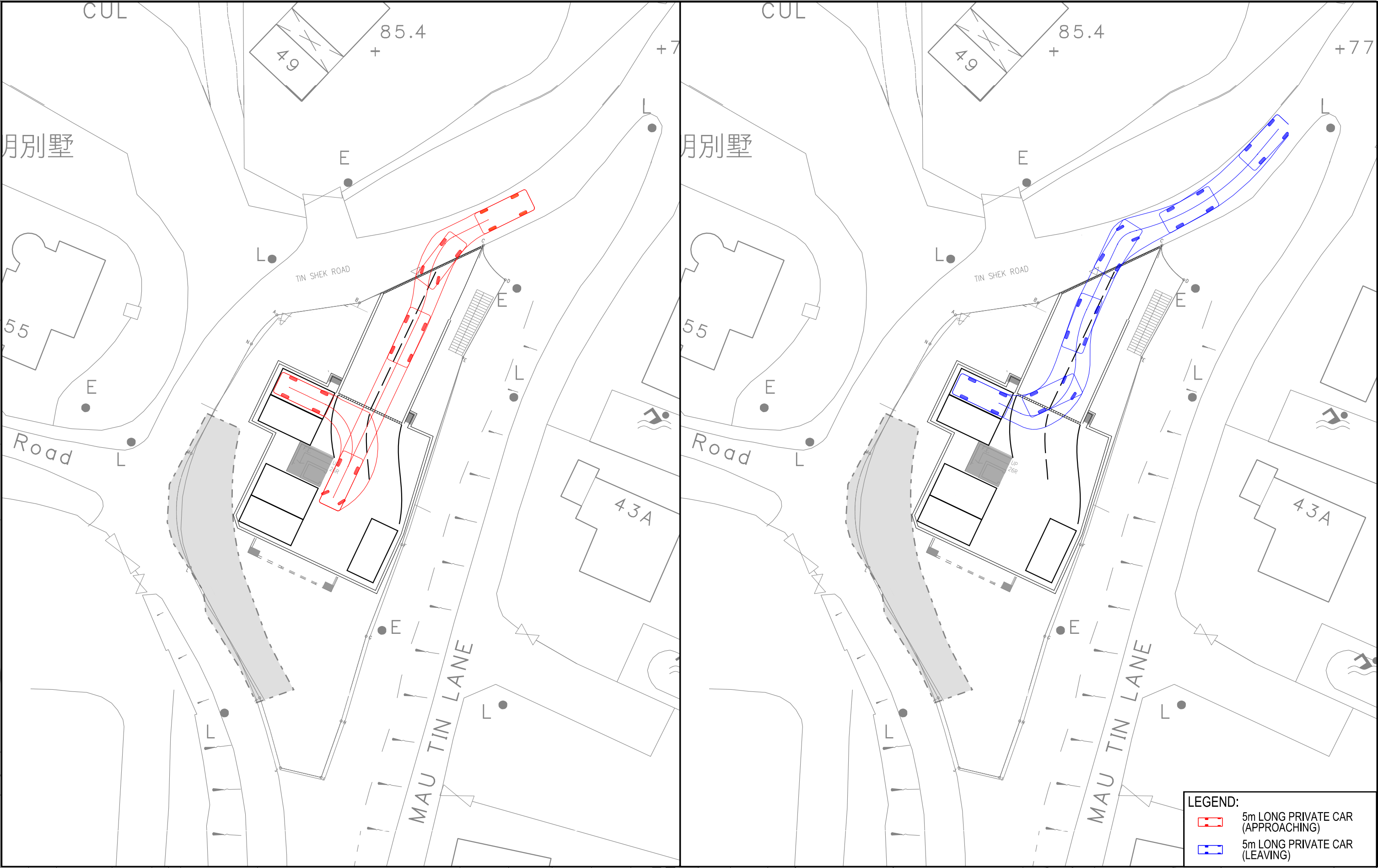
1.3 Justification of Loading/Unloading Facilities Provision

Limited Accessibility of Goods Vehicles to Application Site

- 1.3.1 The site is accessible via Hiram's Highway, Hing Keng Shek Road and Tin Shek Road. In view of the hilly and narrow road nature of Hing Keng Shek Road and Tin Shek Road, it is opined that there will be limited access of large size vehicles, including 11m long heavy goods vehicles and 7m long light goods vehicles. 5m long van-type light goods vehicles will be deployed at the application site, thus 1 no. loading / unloading bay for 5m long van-type light goods vehicles is proposed in the proposed development.



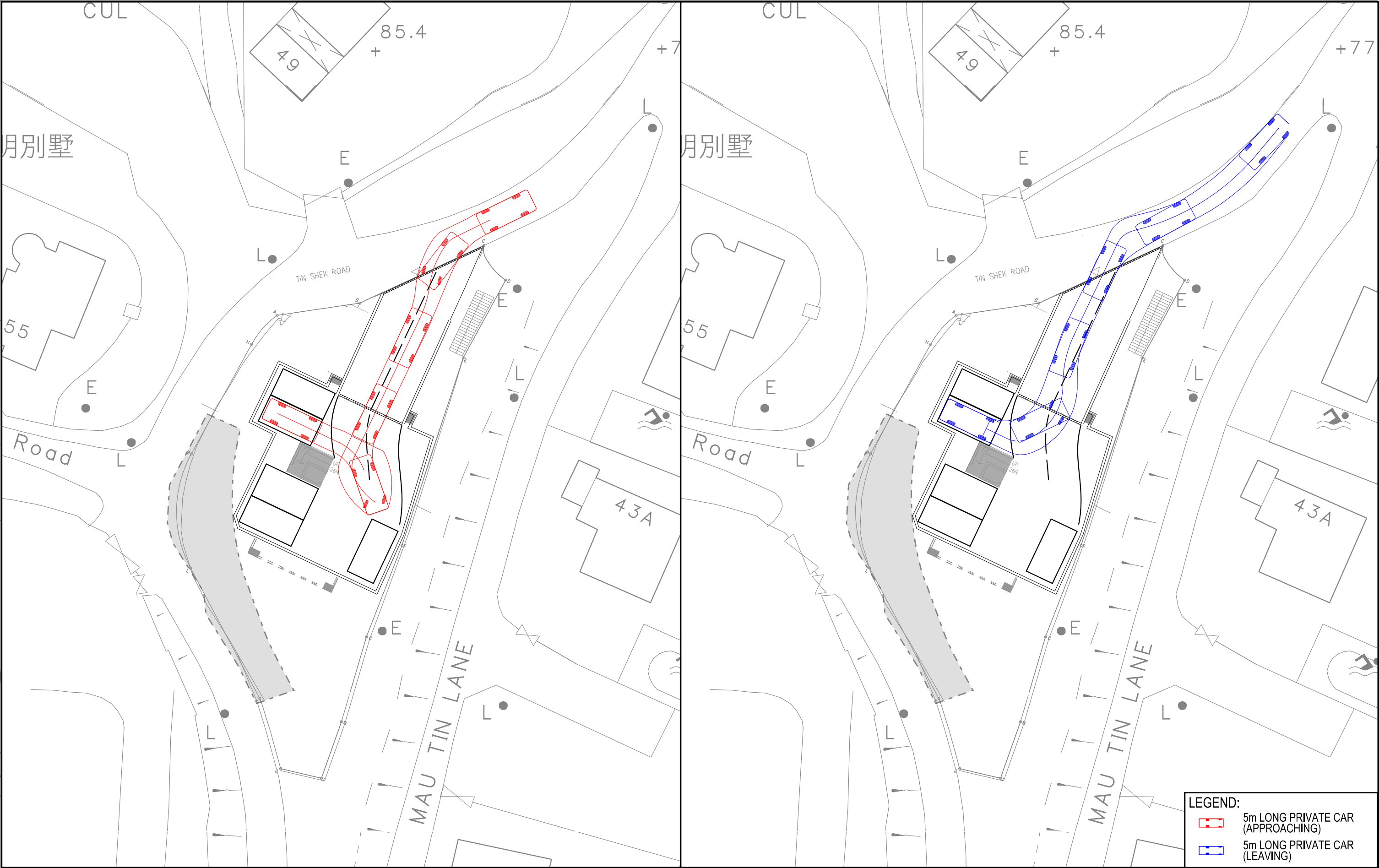
Job Title Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Permitted House development in “Residential (Group C)2” Zone at Lot No. 214 in D.D. 219 & the Extension thereto and Adjoining Government Land, Tin Shek Road, Sai Kung, New Territories			Figure 1
Date 08APR25	Scale 1:300@A3	Drawing Title PROPOSED LAYOUT	ARUP
Drawn CLGI	Job No. 305290-02		



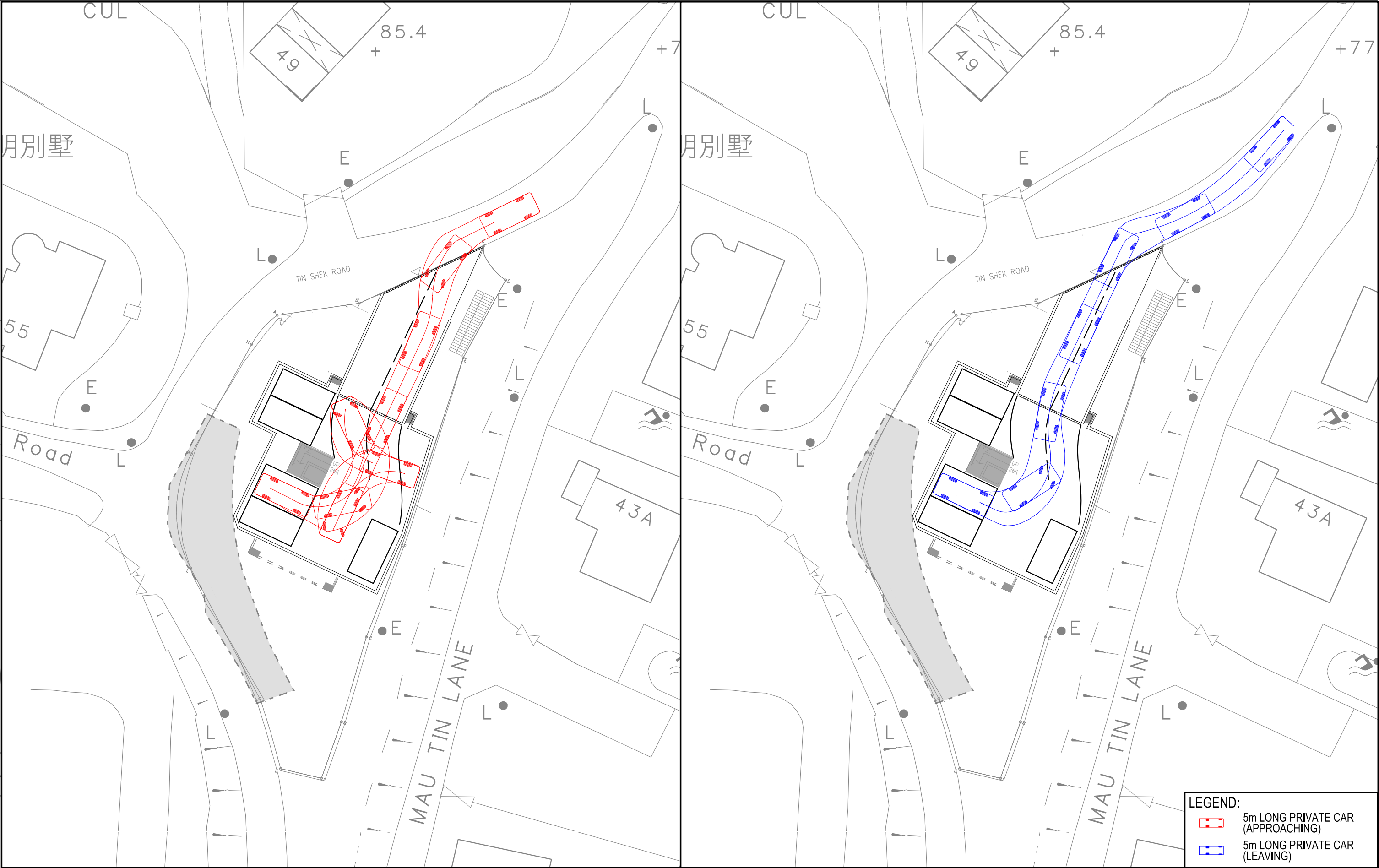
Job Title Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Permitted House development in “Residential (Group C)2” Zone at Lot No. 214 in D.D. 219 & the Extension thereto and Adjoining Government Land, Tin Shek Road, Sai Kung, New Territories		
Date 08APR25	Scale 1:300@A3	Drawing Title SWEPT PATH ANALYSIS FOR 5m LONG PRIVATE CAR AT B1
Drawn CLGI	Job No. 305290-02	

Figure 2

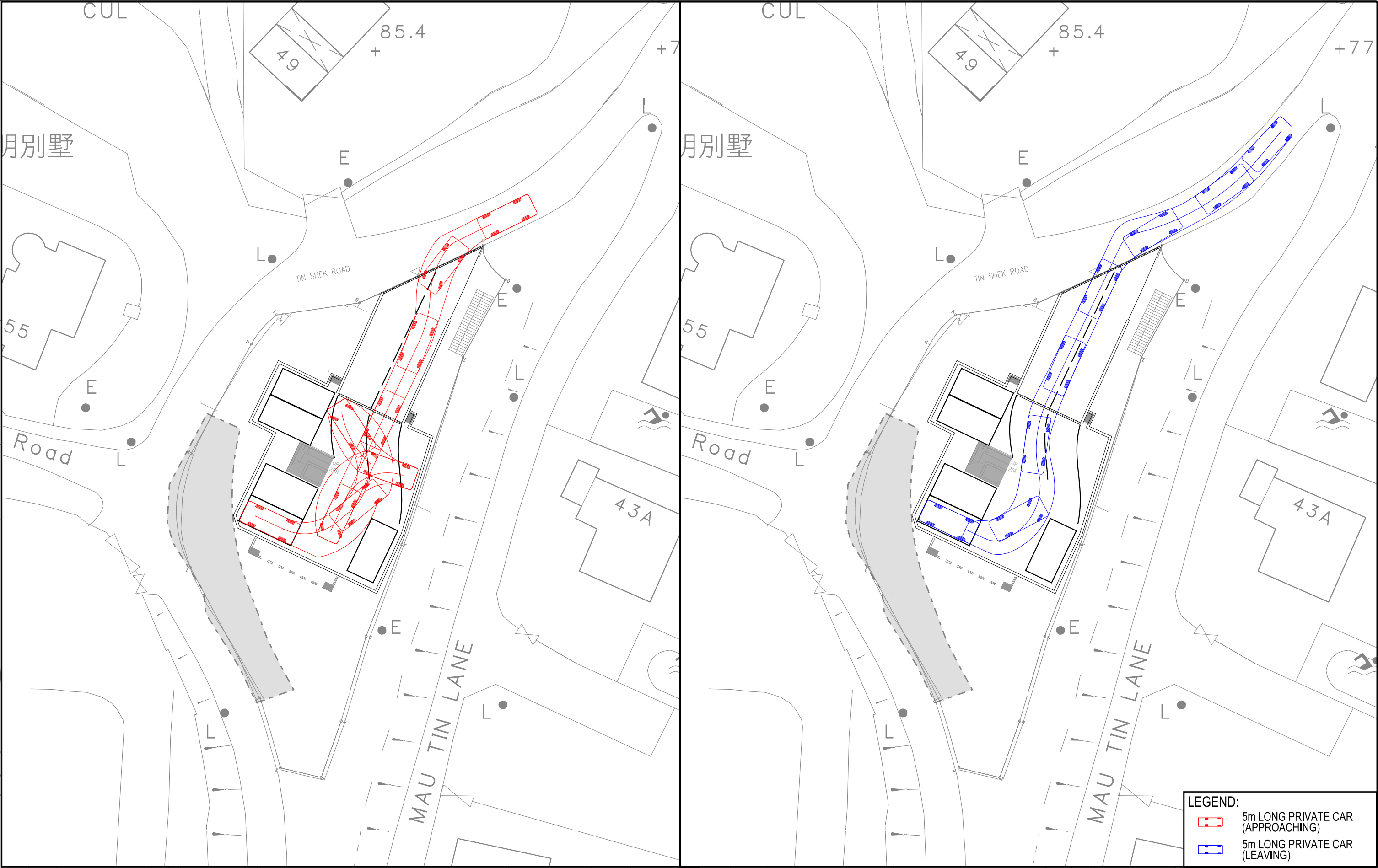
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Date 08APR25	Scale 1:300@A3	Drawing Title SWEPT PATH ANALYSIS FOR 5m LONG PRIVATE CAR AT B1	ARUP
Drawn CLGI	Job No. 305290-02		



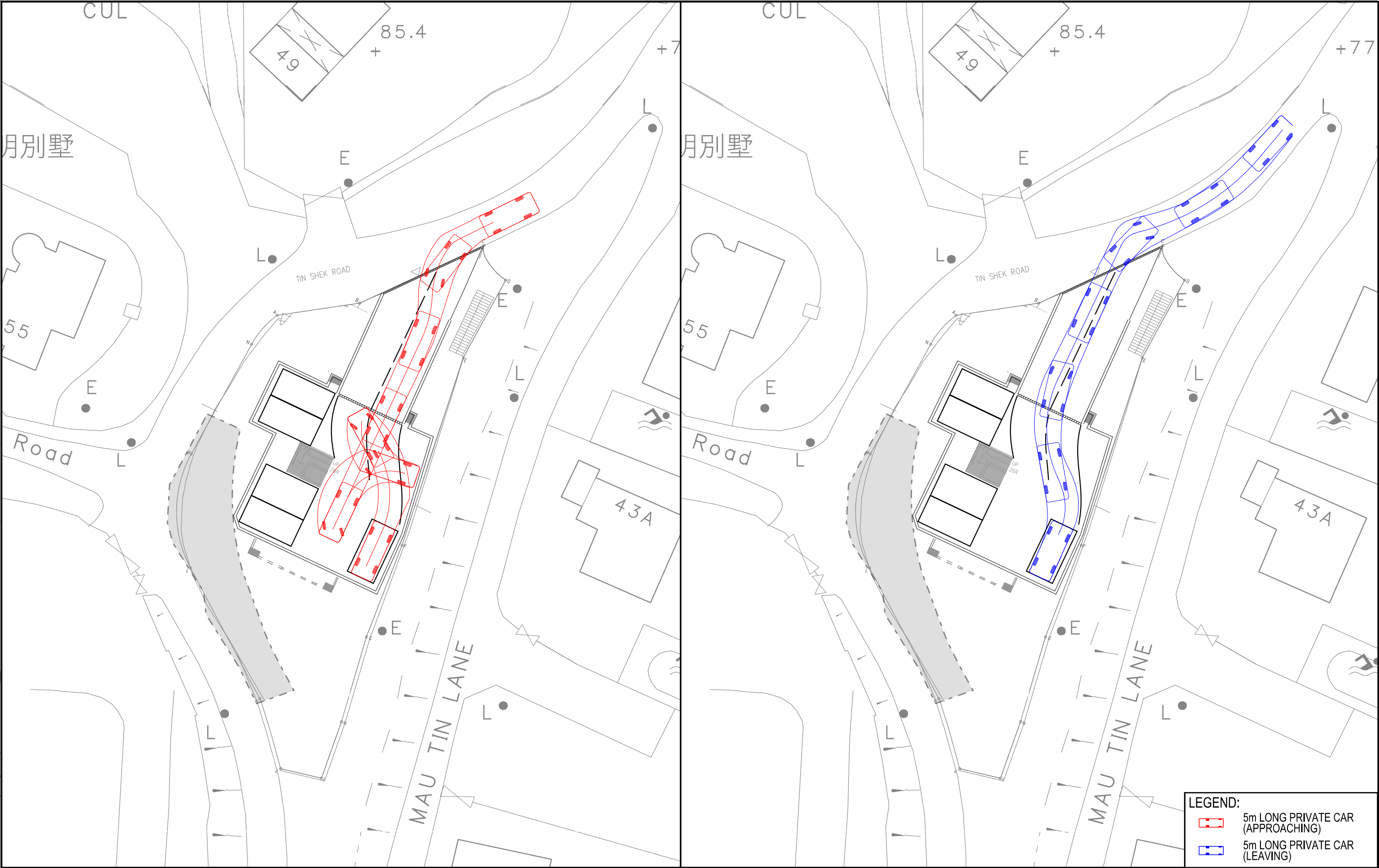
Job Title Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Permitted House development in “Residential (Group C)2” Zone at Lot No. 214 in D.D. 219 & the Extension thereto and Adjoining Government Land, Tin Shek Road, Sai Kung, New Territories			Figure 4
Date 08APR25	Scale 1:300@A3	Drawing Title SWEPT PATH ANALYSIS FOR 5m LONG PRIVATE CAR AT B1	ARUP
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Figure 5

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Date 08APR25	Scale 1:300@A3	Drawing Title SWEPT PATH ANALYSIS FOR 5m LONG PRIVATE CAR AT B1
Drawn CLGI	Job No. 305290-02	

Figure 6

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