Annex 3

Schedule of Accommodation for 100-place Residential Care Home for the Elderly

Schedule of Accommodation 21/10/2026

Project: Section 16 Planning Application for Proposed Comprehensive Development ('Flat', 'Social Welfare Facility (Residential Care Home for the Elderly)' and 'Shop and Services' Uses) with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Comprehensive Development Area" Zone at Lots 1124 RP, 1125 RP and 1126 in D.D. 92 and Lots 343 RP, 344A S.1 RP (Part), 402 S.A RP, 404 RP, 407 S.A RP, 407 S.A ss.1 RP, 408 S.A RP, 408 S.C ss.2 RP, 408 S.D ss.1, 408 S.D RP and 408 RP in D.D. 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South, New Territories

Description: 100-place Residential Care Home for the Elderly (RCHE)

	Description	Required Area (m2)	Provided Area (m2)
Residential Section			
1	Dormitory	716.0	111.71
2	Attached Bathroom/Shower Room to Dormitory Room	As appro	Provided
3	Dining/Multi-purpose Room	220.0	225.48
4	Pantry for residents	As appro	20.37
5	Small Group Activity Room	15.0	32.02
6	Nursing Station cum Medical Consultation Room	28.0	104.58
7	Sick/Isolation/Quiet Room	16.0	41.51
8	Accessible Toilet cum Shower Room attached to each Sick/Isolation/Quiet Room	As appro	Provided
9	Rehabilitation Area	80.0	81.50
10	Store for Rehabilitation Area	10.0	13.66
11	End-of-life Care Room	8.0	10.87
12	Soiled Utility Room	8.0	8.86
13	Cleaner's Room	As appro	2.86
14	Laundry	40.5	56.40
15	Kitchen cum store	40.00	41.71
16	Dumb Waiter	As appro	Provided
17	General Store	50.0	58.67
18	Clean Utility Room	10.0	16.67
19	Interview/Meeting/Family Room	8.0	10.54
20	Refuse Room	As appro	Provided
21	Superintendent's Office	7.9	12.50
22	Assistant Superintendent's Office	6.9	11.02
23	General Office	23.1	23.76
24	Reception Area	4.00	15.21
25	Conference Room	22	23.98
Staff Dormitory			
26	Female/Male Staff Changing Room and Rest Room cum Pantry	40.1	42.86
27	Staff Toilet/Bath Room	As appro	41.26
Communal Toilet			
28	Toilet for Communal Use (a) Female Toilet (b) Male Toilet (c) Accessible Toilet	As appro	55.25

Annex 4

Revised Traffic Impact Assessment

02/10/2026

Reference number CHK50808310/CHC/L2601657/yyl

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

TRAFFIC IMPACT ASSESSMENT

Final Report

SYSTRA MVA

IDENTIFICATION TABLE	
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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site located at Hang Tau Road consists of various lots in D.D. 92 and D.D.94 and the adjoining government land at Hang Tau Tai Po, Kwu Tung South in Sheung Shui, with site area of about 17,990.9m^2. The site location is shown in **Drawing No. 1.1**.

1.1.2 A Section 12A (S12A application) planning application (application no. Y/NE-KTS/13) for dividing a "Comprehensive Development Area (CDA)" site into two areas and relaxing their plot ratio, building height and site coverage restrictions was approved by Town Planning Board (TPB) in December 2021. Such amendments to the CDA site have been reflected in the prevailing Kwu Tung South Outline Zoning Plan (OZP) as gazetted on 31 May 2024.

1.1.3 Under the proposed scheme (the previous scheme) in the approved S12A application in 2021, Area (a) of the CDA site consists of the Application Site was proposed to be redeveloped for 302 residential flats together with provisions of retail facilities and a residential care home for elderly (RCHE) with the plot ratio (PR) of 1.41 including domestic PR of 1.23 and non-domestic PR of 0.18. Whilst, Area (b) of the CDA site was proposed in the scheme for a potential residential tower with 18 residential units at the domestic PR of 1.23. The master layout plan of previous scheme under the approved S12A application is attached in **Appendix A** for reference.

1.1.4 To well utilize the development potential, the MLP for Area (a) of the CDA site, i.e. the Application Site, with proposed minor relaxation of PR from 1.41 to 1.692 (the Proposed MLP) is developed by the Applicant. To enable the Proposed MLP, a Section 16 planning application (S16 application) is required in order to obtain permission from TPB.

1.1.5 MVA Hong Kong Limited was commissioned by the Applicant as a traffic consultant to carry out a traffic impact assessment in support of the S16 application for the Proposed MLP with minor relaxation of PR.

1.1.6 The purpose of this study is to review the traffic conditions and assess the potential traffic impact on the adjacent local road network caused by the Proposed MLP in the design year.

1.2 Study Objectives

1.2.1 The main objectives of this study are:

- To present the details on the Proposed MLP such as the proposed development parameters, access arrangement, internal transport provision, the set back for road widening as per the requirement in OZP as well as the proposed public transport facilities;
- To determine the existing traffic conditions in the vicinity of the Application Site by undertaking manual classified count traffic surveys;
- To study and assess the existing travel patterns, road and junction capacities in the local area adjacent to the application site;
- To identify the traffic generation from the Application Site under the Proposed MLP and carry out distribution and assignment of the generated traffic;
- To estimate the future traffic flows for the design year on the surrounding local road network;

- To assess the traffic impact due to the Proposed MLP on the surrounding local road network and junctions for the design year;
- To recommend traffic improvement measures to alleviate the foreseeable traffic problems on the surrounding local road networks, if necessary;
- To derive long term traffic forecast for Noise Impact Assessment (NIA) study purpose.

1.3 Structure of the Report

1.3.1 Following this introductory chapter, there are six further chapters.

1.3.2 **Chapter 2** – *The Proposed Master Layout Plan*, which presents the development schedule for the Proposed MLP in the subject S16 application. The proposed vehicular access arrangements, car parking, loading/unloading and layby provisions, set back for road widening, and the road widening scheme for improvement of pedestrian crossing will also be discussed.

1.3.3 **Chapter 3** – *Existing Traffic Conditions*, which describes the existing road network and public transport facilities in the vicinity of the application site, presents the summary of traffic count survey and assesses the existing traffic conditions.

1.3.4 **Chapter 4** – *Traffic Forecast*, which discusses the design year and the future scenarios for assessment in this study, anticipates the potential traffic generation and attraction of the application site under the Proposed MLP, summarises the methodology for future traffic forecasts, and presents the traffic forecast for the design year.

1.3.5 **Chapter 5** – *Traffic Impact Assessment*, which presents the findings of the traffic impact assessment in the future design year and recommends improvement measures if necessary.

1.3.6 **Chapter 6** – *Long Term Traffic Forecast for Noise Impact Assessment (NIA)*, which describes the forecasting methodology and presents the results of long term traffic forecast for NIA.

1.3.7 **Chapter 7** – *Summary and Conclusion*, which summarises the findings of the study and presents the conclusions regarding the traffic issues associated with the Proposed MLP.

2. THE PROPOSED MASTER LAYOUT PLAN

2.1 Site Location

2.1.1 The Application Site is located at Hang Tau Road in Hang Tau Tai Po, and it is situated to the west of Hang Tau Road and surrounded by low-rise village-type houses and temporary structures.

2.1.2 The Application Site together with the adjoining private lot and government land were rezoned to a CDA site in year 2018. Subsequently, an 12A application for dividing the Application Site into an area (namely Area (a)) separated with the adjoining private lot and the government land (namely Area (b)) was approved by TPB in December 2021.

2.2 Proposed Development Schedule

2.2.1 Under the previous scheme in the approved S12A application, the Application Site was proposed to be redeveloped for 302 residential flats together with provisions of retail facilities and a RCHE with the PR of 1.41 including domestic PR of 1.23 and non-domestic PR of 0.18. The details of the previous scheme in the approved S12A application are summarized in **Table 2.1**.

2.2.2 To well utilize the development potential, a MLP for the development at the Application Site (the Proposed Development) with minor increase of PR by 20% from 1.41 to 1.692 is developed. The details of development schedule as proposed in this S16 application are presented in **Table 2.1**, and the Proposed MLP is presented in **Drawing No. 2.1**.

Table 2.1 Development Schedules

Development Schedule for Development at the Application Site			**Previous Scheme (Approved S12A in 2021)**	**Proposed MLP**
Site Area			17,990.9 m^2	
GFA	Domestic		22,087 m^2	26,554 m^2
	Non-domestic	Retail	406 m^2	319 m^2
		RCHE	2,777 m^2 (for 100 places in total)	3,567 m^2 (for 100 places in total)
		Total	3,183 m^2	3,886 m^2
	Overall	Overall	25,270 m^2	30,440 m^2
Plot Ratio	Domestic	Domestic	1.23	1.476
	Non-domestic	Non-domestic	0.18	0.216
	Overall	Overall	1.4	1.692
Total no. of Residential Blocks			3	4
Total no. of Flats			302	334
Average Unit Size (m^2)			73.14 m^2	79.50 m^2

2.2.4 The Proposed Development at the Application Site is tentatively scheduled to be completed by year 2031.

2.3 Access Arrangement

2.3.1 The current access points to the Application Site are located at Hang Tau Road and the single track access road to the north (namely Access Road A). Taking into consideration of accessibility, the future vehicular access point for the Proposed Development is proposed at Hang Tau Road where is at the same similar location of access for the site as proposed in the previous scheme of the approved S12A application. While, the existing access point on Access Road A will be no longer provided for the Application Site. The proposed access arrangement for the Proposed Development at the Application Site is shown in **Drawing No. 2.1.**

2.3.2 The swept path analysis for the ingress and egress of the Proposed Development are demonstrated in **Appendix B**.

2.4 Internal Transport Provision

2.4.1 The provision of internal transport facilities, i.e. car parking spaces and loading/unloading bays, for the Proposed Development are reviewed and proposed with reference to the guidelines stipulated in the latest Hong Kong Planning Standards & Guidelines (HKPSG).

2.4.2 Since the provision requirements for RCHE are not specified in HKPSG, the provision of parking spaces for private light buses and loading/unloading area are proposed with following the Social Welfare Department (SWD)'s ancillary requirements for RCHE as adopted in the previous approved S12A application, while the provision of car parking spaces are proposed with reference to the parking ratios of several previously approved planning applications with similar social welfare developments as listed in **Table 2.2**.

Table 2.2 Review on Car Parking Provision in the Similar Applications with RCHE

Application No.	Application Site Location	No. of Places / Beds	No. of Car Parking Spaces	Derived Parking Ratio
Y/NE-KTS/16	Kam Hang Road, Kwu Tung South	150	4	1 space per 38 places
A/FSS/288	Tin Ping Road, Sheung Shui	210	4	1 space per 53 places
A/YL-NSW/349	Nam Sang Wai, Yuen Long	240	11	1 space per 22 places
A/YL-TYST/870	Tai Tao Tsuen, Yuen Long	248	3	1 space per 83 places
A/YL/263	Ex-Hang Heung Bakery Factory, Yuen Long	380	8	1 space per 48 places
A/YL/276	Ma Tin Pok, Shap Pat Heung Road, Yuen Long	197	4	1 space per 49 places
A/YL/302	Tai Tong Road, Yuen Long	241	2	1 space per 121 places
A/YL-NSW/292	Pun Uk, Yuen Long	531	6	1 space per 89 places
A/SK-SKT/30	2 Hong Ting Road, Sai Kung	160	3	1 space per 53 places
A/SK-SKT/31	6 Hong Ting Road, Sai Kung	337	6	1 space per 56 places
A/SK-SKT/32	7 Hong Ting Road, Sai Kung	205	4	1 space per 51 places
A/SK-TMT/74	Tsam Chuk Wan, Sai Kung	110	2	1 space per 55 places

2.4.3 As shown in the **Table 2.2**, the ratios of car parking provision in the similar applications are ranged from 1 space per 22 places to 121 places, and therefore 5 nos. of car parking spaces for the proposed RCHE (i.e. a ratio of 1 space per 20 places) is considered reasonable. The proposed internal transport facilities are summarized in **Table 2.3**.

Table 2.3 Provision of Internal Transport Facilities

Transport Facilities		HKPSG Requirement	Flat Size in m^2 (FS)	Adjustment Factors			No. of Flat	Required Provision	Proposed Provision
				R1	R2	R3			
Residential	Residential Car Parking Spaces	Global Parking Standard of 1 space per 4-7 flats x Adjustment Factors (R1) x (R2) x (R3)	40 < FS ≤ 70	1.2	1[(1)]	1.1[(2)]	228	43-75	**160**
			70 < FS ≤ 100	2.4			73	28-48	
			100 < FS ≤ 130	4.1			33	21-37	
			Total				**334**	**92-160**	
	Visitor Car Parking Spaces	5 spaces per block	4 Blocks					20	20
	Motorcycle Parking Spaces	1 space per 100 – 150 flats	334 flats					2 - 3	3
	Loading/ unloading bays	1 bay per block	4 Blocks					4	4
Retail Shops (319m^2 GFA)	Car Parking Spaces	1 space per 150 – 300 m^2 GFA						1-2	2
	Loading/ unloading bays	1 loading/unloading bay for every 800 to 1200 m^2, or part thereof GFA						1	1
RCHE (100-p in total)	Car Parking Spaces	(Not specified in HKPSG)						-	5[(6)]
	Parking Spaces for private light buses [(3)]							2[(7)]	2
	Shared loading/ Unloading area [(4)(5)]							1[(7)]	1

Notes:
(1) R2 = 1 as the site is outside 500m-radius of rail station.
(2) R3 = 1.1 for the Proposed Development with plot ratio 1.692 (i.e. 1 < PR ≤ 2).
(3) Parking space measuring 8m x 3m with minimum headroom of 3.3m as per SWD's requirements in the previous approved S12A application (no. Y/NE-KTS/13)
(4) A shared loading / unloading area for private light buses and ambulance/other vehicles as per SWD's requirements in the previous approved S12A application (no. Y/NE-KTS/13).
(5) Loading/unloading area measuring 9m x 3m with minimum headroom of 4.7m as per SWD's requirements in the previous approved S12A application (no. Y/NE-KTS/13).
(6) Including 1 no. of accessible car parking space.
(7) Since no change in total places provided at the RCHE, the provisions as adopted in the previous approved S12A application (no. Y/NE-KTS/13) are followed.
(8) 3 nos. of accessible car parking spaces will be reserved for total number of parking spaces in the development ranged 151-250 nos. in accordance with Buildings Department's Design Manual: *Barrier Free Access 2008 (2024 Edition).*
(9) In addition to the proposed provisions in **Table 2.3**, one space for refuse collection will be provided in the Proposed Development.

2.5 Development Set Back and Road Widening Scheme at Hang Tau Road

Road Widening Scheme in Approved S12A Application

2.5.1 In the Explanatory Statement in the OZP, it is remarked that the future development in the subject CDA zone should be set back to make allowance for future widening of Hang Tau Road, such as provision of standard footpaths and 7.3m wide single two-way carriageway in accordance with requirement of HKPSG.

2.5.2 For fulfilment of the set back requirement, development set back was taken into account in the previous scheme of the approved S12A application.

2.5.3 Besides, the previous road widening scheme, as exhibited in **Appendix A**, also included the provisions of a proper pedestrian crossing facility, an on-street layby for Green Mini-bus (GMB) and a vehicle turnaround facility in a form of mini-roundabout at Hang Tau Road for enhancement of pedestrian accessibility as well as the public transport facility.

Revised Road Widening Scheme

2.5.4 Having had further discussion with Transport Department subsequent to the approval of the previous S12A application, the road widening scheme is further reviewed and revised for further enhancement.

2.5.5 In the latest road widening scheme as proposed under this application, the intersection of the access to the development and existing Hang Tau Road is converted from a mini-roundabout into a priority T-junction. Besides, further set back of the site is also proposed for the relocation of the GMB layby and vehicle turnaround facility from Hang Tau Road, as shown in **Drawing No. 2.2**.

2.5.6 Notwithstanding the above changes, road widening of Hang Tau Road section abutting the Application Site for 7.3m carriageway with 3m footpath alongside remain in the revised scheme. Meanwhile, a pedestrian crossing facility at Hang Tau Road has also incorporated.

2.5.7 The revised road widening scheme will be implemented by this project, and managed and maintained by the relevant government departments upon completion of widening work.

Enhancement of Public Transport Facility

2.5.8 Given that the current public transport service for the Hang Tau Tai Po area is limited with one GMB route no. 50K only and there is absent of proper layby along Hang Tau Road, the proposed layby under the revised road widening scheme would serve future enhancement of public transport service (i.e. increase of GMB route) for the existing and future residents in the area. Meanwhile, the proposed vehicle turnaround facility in the scheme would facilitate a proper turnaround facility to allow GMB turns around without the need of passing through the narrow roads in Hang Tau Village.

2.5.9 Together with the proposed pedestrian crossing at Hang Tau Road, the proposed road widening scheme would offer a more accessible and safer public transport facility to serve the residents in the Hang Tau Tai Po area as demonstrated in **Drawing No. 2.3**.

2.5.10 According to the RNTPC Paper of the approved S12A application (paper no. Y/NE-KTS/13C), it is noted that the Commissioner for Transport (C for T) had a comment on the proposed GMB layby in the road improvement scheme that the GMB layby should be 26m long to accommodate 3 GMBs. In response to the previous comment on the GMB layby from C for T, the revised road widening scheme proposed in this S16 application has incorporated such requirement, as shown in **Drawing No. 2.2**.

2.5.11 To improve the waiting environment for passengers, a proper passenger shelter will also be provided at the GMB layby, as indicated in **Drawing No. 2.2**.

2.5.12 With the proposed new public transport facilities (i.e. the 26m long GMB layby and vehicle turnaround facility), provision of short working departures of the GMB route no. 50K to/from MTR Sheung Shui station with the existing intermediate stops would be possible by utilizing the proposed GMB layby as the terminus of the route, as illustrated in **Drawing No. 2.4**.

2.5.13 Similar to the road widening scheme, the public transport facility including the passenger shelter will be implemented by this project, and managed and maintained by the government upon completion.

2.5.14 The swept path analysis for the proposed GMB layby are demonstrated in **Appendix B**.

3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The existing local road network is shown in **Drawing No. 3.1**.

3.1.2 The Application Site is mainly served by the local distributors Kwu Tung Road, Kam Hang Road and Hang Tau Road.

3.1.3 Kwu Tung Road is a single two-lane local distributor providing local connection between Kwu Tung and San Tin areas. Its eastern end connects with Castle Peak Road – Kwu Tung, while its western end connects with Castle Peak Road – San Tin.

3.1.4 Kam Hang Road is a single two-lane local distributor branch off from Kwu Tung Road. It provides local access for residents at Casas Domingo and Ascot Park, and it connects Kam Tsin Road at the eastern end.

3.1.5 Hang Tau Road is a single two-lane local distributor widened from a single track access road. It connects Kam Hang Road at the northern end and provides the vehicular access to and from the Application Site and the Kwu Tung South area. The local access roads branched-off from Hang Tau Road in the south are currently serving the accesses of the scattered low-rise village housing in the Hang Tau Tai Po area.

3.2 Existing Public Transport Services

3.2.1 The Application Site is located in rural area remote from railway station, and the travel distance between the application site and the MTR Sheung Shui Station is about 4km. The area in the vicinity of the Application Site is only served by one Green Minibus (GMB) service i.e. route no. 50K, providing service along Hang Tau Road.

3.2.2 Other than the GMB route no. 50K, there are also a GMB service route no. 50A (Kwu Tung South - MTR Sheung Shui Station) and a franchised bus route no. 76K (Sheung Shui Ching Ho Estate Bus Terminus – Yuen Long Long Ping Estate) providing services for Kwu Tung area. However, the walking distance from the Application Site to the nearest GMB stop and bus stop is about 1 km.

3.2.3 The details of the abovementioned public transport services are listed in **Table 3.1** and indicated in **Drawing No. 3.2**.

Table 3.1 Existing Public Transport Services

Route No.	Origin – Destination	Bound	Operation Hours	Headway (minutes) (1)	Average Occupancy Rates(1)
GMB Route					
50A	Kwu Tung South – MTR Sheung Shui Station	Kwu Tung South	05:40-23:00	10 – 15 [10 – 15]	90%(2) [80%]
		Sheung Shui Station	05:40-23:00	10 – 12 [10 – 15]	95%(3) [60%]
50K	Hang Tau – MTR Sheung Shui Station	Hang Tau	04:45-00:30	3 – 12 [5 – 25]	95%(2) [65%]
		Sheung Shui Station	04:55-00:45	3 – 12 [5 – 25]	95%(3) [35%]
Franchised Bus Route (KMB)					
76K	Ching Ho Estate Bus Terminus – Long Ping Estate	Ching Ho Estate	05:45-23:20	25 – 30 [20 – 30]	50%(2) [15%]
		Long Ping Estate	06:00-23:30	20 – 30 [20 – 30]	50%(3) [40%]

Notes : (1) Numbers in bracket [ ] refer to non-peak hours (time periods from 9:30 to 17:00)
(2) Critical peak period was observed in PM during the period of 17:00 – 19:00
(3) Critical peak period was observed in AM during the period of 7:30 – 9:30

3.2.4 Although the GMB route no. 50A and the franchised bus route no. 76K are providing services for the Kwu Tung area, their stops' locations are relatively remote from the Application Site and its adjacent village housing at Hang Tau Tai Po as shown in **Drawing No. 3.2**. In contrast, the GMB route no. 50K provides stops along Hang Tau Road with terminus at Hang Tau Village which is considered the main public transport service (except for taxi) for the local residents in the Hang Tau and Hang Tau Tai Po areas.

3.2.5 From site observations, it is noted that the existing passenger outbound demand at the terminus of GMB route no. 50K in Hang Tau Village has already occupied over 90% capacity of the GMB route. To allow future enhancement of GMB services for the Proposed Development as well as the other local residents in the Hang Tau Tai Po area, a provision of GMB layby has been included in the proposed road widening scheme, as discussed in the previous **Section 2.5**.

3.3 Identified Junctions for Assessment

3.3.1 Traffic count surveys were carried out to examine 4 junctions along the ingress and egress traffic routes of the Application Site. The surveys were undertaken between the hours of 7:30am to 9:30am and 5:00pm to 7:00pm on a typical weekday in May 2024. The locations of these junctions are identified in **Drawing No. 3.1** and **Table 3.2** below.

Table 3.2 Surveyed Key Junctions for Assessment

Junction No.	Junction	Method of Control	Drawing No.
J1	Kwu Tung Road / Kam Hang Road	Priority	3.3
J2	Kam Hang Road / Hang Tau Road	Priority	
J3	Hang Tau Road / Local Track to Sheung Yue River /Access of Jockey Club River Beas Lodge	Priority	3.4
J4	Hang Tau Road / Access Road A	Priority	3.5

3.3.2 Observed traffic data indicates that the AM peak hour and PM peak hour are from 7:45am to 8:45am and 5:15pm to 6:15pm respectively and the surveyed traffic flows are shown in **Drawing No. 3.6**. The existing layouts of the junctions to be assessed are shown in **Drawing Nos. 3.3 to 3.5**.

3.3.3 To evaluate the existing traffic condition in the vicinity of the Application Site, the operational performance of the identified junctions were assessed based on the observed traffic flows and their existing junction layouts and control method. The results are summarised in **Table 3.3**.

Table 3.3 Existing Junction Performance

Junction No.	Junction	Method of Control	2024 DFC(1)	
			AM Peak	PM Peak
J1	Kwu Tung Road / Kam Hang Road	Priority	0.59	0.39
J2	Kam Hang Road / Hang Tau Road	Priority	0.30	0.24
J3	Hang Tau Road / Local Track to Sheung Yue River /Access of Jockey Club River Beas Lodge	Priority	0.08	0.09
J4	Hang Tau Road / Access Road A	Priority	0.06	0.08

Note: (1) DFC = Design flow / capacity ratio for a priority junction

3.3.4 The results presented in **Table 3.3** indicate that all assessed junctions are currently operating with adequate capacities during the both morning peak and evening peak. The details of junction assessments are attached in **Appendix C**.

4. TRAFFIC FORECAST

4.1 Design Year and Future Scenarios to be Assessed

Design Year

4.1.1 It is anticipated that the Proposed Development would be completed by year 2031. In order to assess the impact of the Proposed Development related traffic on the local road network, year 2034 (i.e. anticipated completion year 2031 + 3 years) is adopted as the design year for traffic impact assessment study.

Future Scenario to be Assessed

4.1.2 To evaluate the effect to the surrounding road junctions due to the Proposed Development under the Proposed MLP with minor relaxation of PR, the below future scenarios will be assessed:

- **Reference Scenario in Year 2034** – Future scenario in year 2034 with the previous scheme for the Application Site in the approved S12A application (i.e. without the proposed relaxation of GFA); and
- **Design Scenario in Year 2034** – Future scenario in year 2034 with the Proposed MLP for the Application Site (i.e. with the proposed relaxation of GFA).

4.2 Traffic Forecasts for Reference Scenario

Background Traffic Growth

4.2.1 To derive the year 2034 reference traffic flows, the background growth in traffic should be reviewed and identified for the area, which are made reference to the historical growth trend and the population and employment projections.

4.2.2 Castle Peak Road – Kwu Tung and Kwu Tung Road are the two nearest traffic count stations to the Application Site in Transport Department's latest Annual Traffic Census (ATC). The average annual daily traffic (A.A.D.T) data from year 2013 to 2024 as reported in the latest ATC are summarized in **Table 4.1**.

Table 4.1 Average Annual Daily Traffic (A.A.D.T.) Data of ATC Station no. 6602 & 6606

ATC Stn. No.	Road	AADT (Vehicle/Day)												Derived Growth Rate (% p.a.)
		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024/ 2013
6602	Castle Peak Rd - Kwu Tung	10,670	11,120	10,560	10,690	11,540	10,800	10,660	11,000	11,000	10,480	10,060	9,900	-0.68%
6606	Kwu Tung Rd	2,980	3,290	3,670	4,070	4,450	4,630	4,610	4,050	4,290	4,280	4,480	4,060	2.85%
Total		**13,650**	**14,410**	**14,230**	**14,760**	**15,990**	**15,430**	**15,270**	**15,050**	**15,290**	**14,760**	**14,540**	**13,960**	**+0.20%**

Source: The Annual Traffic Census 2013 – 2024 as available on TD's website

4.2.3 The A.A.D.T. flows in **Table 4.1** show that the overall average traffic growth on the road sections in the vicinity of the Application Site decreased at the rate of +0.2% per annum for year 2013 to 2024.

4.2.4 Other than the historical trend, the population and employment estimates from Territorial Population and Employment Data Matrix (TPEDM) as available on Planning Department's website are also reviewed. The population and employment estimates for North District in year 2021, 2026 and 2031 are presented in **Table 4.2**.

Table 4.2 Population and Employment Estimates from TPEDM

North District	Estimates from TPEDM			Growth Rate (% p.a.)	
	2021	2026	2031	2026/2021	2031/2026
Population	309,650	352,000	435,550	+2.6%	+4.4%
Employment	84,150	104,050	144,850	+4.3%	+6.8%
Total	**393,800**	**456,050**	**580,400**	**+3.0%**	**+4.9%**

Source: 2021 - based Territorial Population and Employment Data Matrix as available on Planning Department's website

4.2.5 As presented in **Table 4.2**, the growth rates as derived from the TPEDM estimates for North District from year 2021 to 2031 are ranged from +3% to +4.9% p.a.

4.2.6 By considering the extensive coverage by North District in TPEDM, it can be seen that the increment in population and employment between 2021-2031 have been accounted by the intake of Kwu Tung North New Development Area (KTN NDA) and Fanling North New Development Area (FLN NDA).

4.2.7 Whilst the application site is situated near the southern fringe of Kwu Tung South, the major access routes and road network for the application site would be substantially different from those by the development traffic of KTN NDA and FLN NDA.

4.2.8 Therefore, the TPEDM growth rate may not be representative to reflect the background traffic growth for the local road network in the vicinity of the Kwu Tung South area.

4.2.9 In view of the above, a traffic growth rate of +1% per annum as referred to the rounded growth rate from ATC is adopted for this study to reflect the background traffic growth in the area from year 2024 to 2034.

Development Traffic of the Application Site in Reference Scenario

4.2.10 In the reference scenario, it is assumed that the Application Site would be developed in accordance with the previous scheme in the approved S12A application, i.e. the development schedule without the proposed minor relaxation of GFA as presented in **Table 2.1**. The estimated potential traffic generation and attraction of the Application Site in Reference Scenario are summarized in **Table 4.3**.

Table 4.3 Estimated Traffic Generation and Attraction of the Application Site in Reference Scenario of 2034

Development at Application Site In Reference Scenario (Approved S12A in 2021)	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
Residential - 302 flats				
Adopted Trip Rates[(1)] (pcu/hr/flat)	0.0888	0.0515	0.0356	0.0480
Estimated Trips (pcu/hr)	27	16	11	14
Retail - 406 m² GFA				
Adopted Trip Rates[(2)] (pcu/hr/100m² GFA)	0.2296	0.2434	0.3100	0.3563
Estimated Trips (pcu/hr)	1	1	1	1
RCHE – 100 places in total				
Adopted Trip Rates[(3)] (pcu/hr/place)	0.0385	0.0346	0.0308	0.0308
Estimated Trips (pcu/hr)	4	3	3	3
Total Trips (pcu/hr)	**32**	**20**	**15**	**18**

Notes: (1) TPDM mean trip rates for Private Housing: High-Density /R(A) with Ave. Flat Size of 70m²
(2) TPDM mean trip rates for retail / Shopping Complex
(3) Consultant's in-house trip rate as surveyed at Caritas Li Ka Shing C&A Home adopted.

4.2.11 Apart from the development traffic of the Application Site, the potential increases in GMB traffic due to the proposed provision of GMB layby under the approved S12A application are also taken into account.

4.2.12 Taking into account there is only one GMB route no.50K currently serving the areas, it was anticipated in the approved S12A application that a GMB route in addition to the existing service would be provided upon availability of the proposed GMB layby at Hang Tau Road. With the assumption on an additional GMB route will be operated in 3mins headway during the peak hours which is similar to the peak headway of the existing route No.50K, it was anticipated that additional GMB traffic of about 30 pcu/hr (i.e. [60mins/3mins headway] x 1.5 pcu factor) would be generated on Hang Tau Road.

Other Planned/Potential Future Developments

Planned/Potential Future Developments in the Vicinity

4.2.13 It is noted that there are future residential developments planned in the vicinity of the Application Site including the adjoining Area (b) of the same CDA site. The locations of these future residential developments are indicated in **Drawing No. 4.1,** and the adjacent future developments of the Application Site are also indicated in **Drawing No. 4.2.** Their details are summarised in **Table 4.4**.

Table 4.4 Planned / Potential Future Developments in the Vicinity

Site	Planned / Potential Future Developments in the Vicinity [(1)]	Details[(2)]
A	Private Residential Development at Area (b) of the CDA site in D.D.92 and D.D 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South (Y/NE-KTS/13)	• Domestic plot ratio 1.23 • A total GFA of about 900m² with 18 Flats
B	Private Residential Development at Various Lots in D.D. 94, Hang Tau Tai Po, Kwu Tung South (A/NE-KTS/525)	• Plot ratio not more than 0.48 • A total GFA of 5,808m² with 42 Flats
C	Private Residential Houses at No. 106 Hang Tau Road, Kwu Tung South (A/NE-KTS/528)	• Plot ratio not more than 0.4 • A total GFA of not more than 518.32m² with 2 Houses
D	Private Residential Development at Various Lots in D.D. 94 and adjoining Government Land, Hang Tau Tai Po, Kwu Tung South (Y/NE-KTS/466)	• Plot ratio 0.48 • A total GFA of about 2,700m² with 19 Flats

Site	Planned / Potential Future Developments in the Vicinity (1)	Details(2)
E	Residential Care Home for the Elderly at Lot No. 953 RP (Part) in D.D. 92 and adjoining Government Land, Kam Hang Road, Kwu Tung South (Y/NE-KTS/16)	• Plot ratio about 2.94 • A total GFA of about 5,025m^2
F	Private Residential Development at Various Lots in D.D. 92 and adjoining Government Land, Kam Hang Road, Kwu Tung South (Y/NE-KTS/17)	• Plot ratio about 2.4 • A total GFA of about 23,732m^2 with 360 Flats
G	Private Residential Development at Various Lots in D.D. 92 and Adjoining Government Land, Kam Hang Road, Kwu Tung South (Y/NE-KTS/14) – Partially Approved Site A	• Plot ratio not more than 3 • A total GFA of about 62,529m^2 with 971 Flats
H	Private Residential Development at Various Lots in D.D. 92 and adjoining Government Land, Kwu Tung South (A/NE-KTS/565)	• Plot ratio about 2.012 • Domestic GFA about 39,400m^2 with 1,062 Flats
I	Comprehensive Residential Development with Commercial and Social Welfare Facilities at Lot 2579 in D.D. 92, Kwu Tung South (A/NE-KTS/506)	• Plot ratio about 3 • Domestic GFA not more than 112,680m^2 with 2,589 Flats

Notes: (1) Locations are indicated in **Drawing Nos. 4.1** and **4.2.**
(2) Refer to information as available from the Statutory Planning Portal 3 by Town Planning Board.

4.2.14 According to the available information from TPB's website, it is noted that the planned/ potential future residential developments as listed in **Table 4.4** would be completed in or before year 2032, and therefore the traffic induced by these planned future developments will be taken into account in the traffic forecast.

4.2.15 To evaluate the potential traffic induced by the planned future residential developments in in the vicinity, the traffic trip rates for the residential development as stipulated in Transport Planning & Design Manual (TPDM) and the consultant's in-house trip rates are referred. The adopted trip rates and the estimated potential traffic generation and attraction of these planned future development are presented and summarized in **Table 4.5**.

Table 4.5 Adopted Trip Rates and Estimated Trips for the Planned / Potential Future Developments in the Vicinity

		AM Peak Hour		PM Peak Hour	
		Generation	Attraction	Generation	Attraction
Site A – 18 Flats at avg. size of 50m²					
Adopted Trip Rates (pcu/hr/flat)(1)		0.0718	0.0425	0.0286	0.0370
Estimated Trips (pcu/hr)		**1**	**1**	**1**	**1**
Site B – 42 Houses at avg. size of 138.3m²					
Adopted Trip Rates (pcu/hr/flat)(2)		0.3021	0.2234	0.2258	0.2226
Estimated Trips (pcu/hr)		**13**	**9**	**9**	**9**
Site C – 2 Houses at avg. size of 259.2m²					
Adopted Trip Rates (pcu/hr/flat)(3)		0.3524	0.2837	0.2842	0.3948
Estimated Trips (pcu/hr)		**1**	**1**	**1**	**1**
Site D – 19 House at avg. size of 142.1m²					
Adopted Trip Rates (pcu/hr/flat)(2)		0.3021	0.2234	0.2258	0.2226
Estimated Trips (pcu/hr)		**6**	**4**	**4**	**4**
Site E – Proposed Residential Care Home for the Elderly with 150 beds					
Elderly Home 150 places	Adopted Trip Rates (pcu/hr/place)(4)	0.0385	0.0346	0.0308	0.0308
	Estimated Trips (pcu/hr)	6	5	5	5
Site F – 360 Flats at avg. size of 65.9m²					
Residential Portion 360 Flats	Adopted Trip Rates (pcu/hr/flat)(5)	0.0888	0.0515	0.0356	0.0480
	Estimated Trips (pcu/hr)	32	19	13	17
Site G - 971 Flats at avg. size of 64.4m²					
Adopted Trip Rates (pcu/hr/flat)(5)		0.0888	0.0515	0.0356	0.0480
Estimated Trips (pcu/hr)		**86**	**50**	**35**	**47**
Site H – 1,062 Flats at avg. size of 37.1m²					
Estimated Trips (pcu/hr)(6)		65	45	30	40
Site I – 2,589 Flats at avg. size of 43.5m²					
Residential Portion 2,589 Flats	Adopted Trip Rates (pcu/hr/flat)(1)	0.0718	0.0425	0.0286	0.0370
	Estimated Trips (pcu/hr)	186	110	74	96
Enhancement of Public Transport Services for Sites E, F, H and I					
Public Transport Service for Site E & F	Adopted Trip Rates	-	-	-	-
	Estimated Trips (pcu/hr)(7)	39	39	39	39
Public Transport Service for Site I & H	Adopted Trip Rates	-	-	-	-
	Estimated Trips (pcu/hr)(8)	39	39	39	39

Notes:
(1) TPDM mean trip rates for private housing with average flat size of 60m² adopted for house development
(2) TPDM upper trip rates for private housing with average flat size of 140m² adopted for house development
(3) TPDM upper trip rates for private housing with average flat size of 240m² adopted for house development
(4) Consultant's in-house trip rate as surveyed at Caritas Li Ka Shing C&A Home adopted
(5) TPDM mean trip rates for private housing with average flat size of 70m² adopted for medium rise residential development
(6) Refer to the development trips adopted in the TIA of the latest approved application no. A/NE-KTS/565 from the Town Planning Board
(7) Refer to information on the approved application no. Y/NE-KTS/16 and Y/NE-KTS/17 as inspected from the Town Planning Board
(8) Refer to information on the approved application no. Y/NE-KTS/15 and A/NE-KTS/506 as inspected from the Town Planning Board

Other Planned/Potential Future Developments in North District

4.2.16 Other than the planned/potential developments in the vicinity of the Application Site as listed in the above **Table 4.4**, it is also noted that there are also various planned/potential future developments in the North District including the developments at Queen's Hill, FLN NDA and KTN NDA.

4.2.17 As mentioned in **paragraph 3.1.2 in Section 3.1**, the Application Site is mainly served by the local distributors Kwu Tung Road, Kam Hang Road and Hang Tau Road, which the major access routes would be substantially different from the development traffic of the other planned/potential future developments in North District. Thus, the future traffic of these

other planned/potential future developments on the local distributors in the vicinity of the Application Site should be insignificant.

4.2.18 Nevertheless, traffic flows of the other planned/potential future developments in North District have also been revised and taken into consideration into the Reference Scenario for a conservative approach. The details and the estimated traffic of the other planned/potential future developments in North District are presented in **Tables 4.6** and **4.7** respectively.

Table 4.6 Other Planned / Potential Future Developments in North District

Site	Planned Future Developments in North District [1]	Details
Planned/Potential Private Developments		
J	Private Residential Development at Lots 684 RP, 705 RP, 706 RP, 709 RP (Part), 711 RP (Part), 712, 713 RP, 714 RP, 715, 716, 717 RP (Part), 718 RP (Part), 719, 721 RP (Part) and 2158 RP (Part) in D.D. 92 and adjoining Government Land, Kwu Tung North (Y/KTN/2)	Southern Portion • Domestic plot ratio 3 • Domestic GFA of 20,271 m^2 with 478 Flats[2] Northern Portion • Domestic plot ratio 1.1 • Domestic GFA of 9,517.2 m^2 with 49 Houses[2]
K	Private Residential Development at Lot No. 4076 RP in DD91, 663 Fan Kam Road, Fanling	765 Flats[3]
L	Private Residential Development at Sheung Shui Lot 2 RP and adjoining Government land, New Territories (Y/FSS/19)	• Domestic plot ratio of about 4.3 • Domestic GFA of 128,401.87 m^2 with 969 Flats and 100 beds in RCHE[2]
M	Private Residential Development at Fanling Area 40 (Y/FSS/13)	• Domestic plot ratio 5.46 • Domestic GFA of 19,750 m^2 with 300 Flats[2]
N	Private Residential Development at Various Lots in D.D. 51 and Adjoining Government Land, Fanling, New Territories (Y/FSS/18)	• Domestic plot ratio of not more than 5 • Domestic GFA of about 66,155 m^2 with 1,638 Flats and 120 beds in RCHE[2]
O	Private Residential Development at Fanling Area 17 (Fan Garden) Sites B1 & B2	• Domestic plot ratio of not more than 6 • 1,600 Flats[4]
Other Planned Public Housing Developments		
P1 & P2	Kwu Tung North New Development Area & Fanling Nort New Development Area	• Public Housing: 57,500 Flats • Private Housing: 28,700 Flats • Commercial GFA of 554,000 m^2[5]
P3	Planned Public Housing at Po Shek Wu Road, Sheung Shui, FSS Area 4	• 1,850 Flats • Commercial GFA of 3,000 m^2[6]
P4	Planned Public Housing Development in Sheung Shui Areas 4 and 30 (Site 1 & 2)	Site 1 • 2,088 Flats • Retail GFA of 400 m^2[7] Site 2 • 1,556 Flats • Retail GFA of 700 m^2[7]
P5	Planned Public Housing Development at Fanling Area 36 Phase 4 (Ching Ho Extension)	• 772 Flats • Retail GFA of 2,600 m^2[8]
P6	Planned Public Housing Development at Ching Hiu Road, Sheung Shui (Site B in OZP no. S/FSS/25)	620 Flats[9]
P7	Planned Public Housing Development at Tai Tau Leng, Sheung Hui (Site C1 in OZP no. S/FSS/25)	3,100 Flats[10]

Table 4.6 Other Planned / Potential Future Developments in North District (Cont'd)

Site	Planned Future Developments in North District[1]	Details
P8	Planned Public Housing Development at Choi Whun Street, Sheung Shui (Site D1 & 2 in OZP no. S/FSS/25)	2,330 Flat[11]
P9	Planned Public Housing Development near Queen's Hill	4,030 Flats[12]
P10	Planned Subsidised Housing Site at Jockey Club Road, FSS Area 11	640 Flats[13]
P11	Planned Public Housing Development at Fanling Area 17 (Fan Garden) Site A	8,300 Flat[14]
P12	Planned Public Housing Development at Fanling Area 48	4,200 Flat[15]
P13	Planned Public Housing Development at San Wan Road, Fanling	450 Flats[16]

Notes:
(1) Locations are indicated in **Drawing No. 4.1**
(2) Refer to information as available from the Statutory Planning Portal 3 by Town Planning Board.
(3) Refer to information on Particulars of Applications for Presale Consent and Consent To Assign Pending Approval as at 30/04/2024 by Lands Department.
(4) Refer to information on Discussion Papers No. 45/2021 as available on North District Council of HKSAR's website
(5) Refer to information on LC Paper No. CB(1)341/2024(03) as discussed by the Panel on Development of Legislative Council on 26 March 2024.
(6) Refer to information on Planning Brief (May 2019) from Hong Kong Housing Authority
(7) Refer to information on Addendum to the Approved Planning Brief (July 2021) from Hong Kong Housing Authority
(8) Refer to information on Addendum to the Approved Planning Brief (November 2019) from Hong Kong Housing Authority
(9) Refer to information on Discussion Paper No. 5/2023 of Committee on Land Development, Housing and Works as available on North District Council of HKSAR's website
(10) Refer to information on Discussion Paper No. 9/2023 of Committee on Land Development, Housing and Works as available on North District Council of HKSAR's website
(11) Refer to information on Planning Brief (December 2022) from Hong Kong Housing Authority
(12) Refer to information on Planning Brief (May 2023) from Hong Kong Housing Authority
(13) Refer to information on Discussion Paper No. 19/2021 of Committee on Land Development, Housing and Works as available on North District Council of HKSAR's website
(14) Refer to information on Discussion Paper No. 2/2023 of Committee on Land Development, Housing and Works as available on North District Council of HKSAR's website
(15) Refer to information on Discussion Paper No. 3/2023 of Committee on Land Development, Housing and Works as available on North District Council of HKSAR's website
(16) Refer to information on Planning Brief (January 2022) from Hong Kong Housing Authority

Table 4.7 Adopted Trip Rates and Estimated Trips for Other Planned / Potential Future Developments in North District

		AM Peak Hour		PM Peak Hour	
		Generation	Attraction	Generation	Attraction
Planned/Potential Private Developments					
Site J - 478 Flats at avg. size of 42.4m2 and 49 Houses at avg. size of 194.2m²					
Southern Portion 478 Flats	Adopted Trip Rates (pcu/hr/flat)(2)	0.0718	0.0425	0.0286	0.0370
	Estimated Trips (pcu/hr)	34	20	14	18
Northern Portion 49 Houses	Adopted Trip Rates (pcu/hr/flat)(5)	0.3524	0.2837	0.2842	0.3948
	Estimated Trips (pcu/hr)	17	14	14	19
Estimated Total Trips (pcu/hr)		**51**	**34**	**28**	**37**
Site K – 765 Flats at avg. size of 34.5m²					
Adopted Trip Rates (pcu/hr/flat)(2)		0.0718	0.0425	0.0286	0.0370
Estimated Trips (pcu/hr)		**55**	**33**	**22**	**28**
Site L – 969 Flats at avg. size of 132.5m²					
Adopted Trip Rates (pcu/hr/flat)(6)		0.3021	0.2234	0.2258	0.2226
Estimated Trips (pcu/hr)		**293**	**216**	**219**	**216**
Site M – 300 Flats at avg. size of 65.8m²					
Adopted Trip Rates (pcu/hr/flat)(2)		0.0718	0.0425	0.0286	0.0370
Estimated Trips (pcu/hr)		**22**	**13**	**9**	**11**
Site N – 1,638 Flats at avg. size of 40.4m²					
Adopted Trip Rates (pcu/hr/flat)(2)		0.0718	0.0425	0.0286	0.0370
Estimated Trips (pcu/hr)		**118**	**70**	**47**	**61**
Site O – 1,600 Flats					
Adopted Trip Rates (pcu/hr/flat)(2)		0.0718	0.0425	0.0286	0.0370
Estimated Trips (pcu/hr)		**115**	**68**	**46**	**59**
Other Planned Public Housing Developments					
Sites P1 & P2 – 86,200 Flats and Commercial Facilities					
Public Housing 57,500 Flats	Adopted Trip Rates (pcu/hr/flat)(9)	0.0432	0.0326	0.0237	0.0301
	Estimated Trips (pcu/hr)	2,484	1,875	1,363	1,731
Private Residential Portion 287,00 Flats	Adopted Trip Rates (pcu/hr/flat)(9)	0.0718	0.0425	0.0286	0.0370
	Estimated Trips (pcu/hr)	2,061	1,220	821	1,062
Commercial 554,000m²	Adopted Trip Rates (pcu/hr/100m²)(10)	0.2296	0.2434	0.3100	0.3563
	Estimated Trips (pcu/hr)	1,272	1,348	1,717	1,974
Estimated Total Trips (pcu/hr)		**5,817**	**4,443**	**3,901**	**4,767**
Site P3 – 1,850 Flats, Retail and Kindergarten					
Residential Portion 1,850 Flats	Adopted Trip Rates (pcu/hr/flat)(11)	0.0622	0.0426	0.0297	0.0401
	Estimated Trips (pcu/hr)	115	79	55	74
Retail Portion 3,000m²	Adopted Trip Rates (pcu/hr/100m²)(10)	0.2296	0.2434	0.3100	0.3563
	Estimated Trips (pcu/hr)	7	7	9	11
Kindergarten 6 classrooms	Adopted Trip Rates (pcu/hr/classroom)(12)	2.4444	2.6667	1.1111	1.3333
	Estimated Trips (pcu/hr)	15	16	7	8
Estimated Total Trips (pcu/hr)		**137**	**102**	**71**	**93**

Table 4.7 Adopted Trip Rates and Estimated Trips for Other Planned / Potential Future Developments in North District (Cont'd)

		AM Peak Hour		PM Peak Hour	
		Generation	**Attraction**	**Generation**	**Attraction**
Site P4 – 3,644 Flats, Retail and Kindergarten					
Site 1 – Residential Portion 2,088 Flats	Adopted Trip Rates (pcu/hr/flat)(11)	0.0622	0.0426	0.0297	0.0401
	Estimated Trips (pcu/hr)	130	89	62	84
Site 1 – Retail Portion 400m^2	Adopted Trip Rates (pcu/hr/100m^2)(10)	0.2296	0.2434	0.3100	0.3563
	Estimated Trips (pcu/hr)	1	1	1	1
Site 1 – Kindergarten 6 classrooms	Adopted Trip Rates (pcu/hr/classroom)(12)	2.4444	2.6667	1.1111	1.3333
	Estimated Trips (pcu/hr)	15	16	7	8
Site 2 – Residential Portion 1,556 Flats	Adopted Trip Rates (pcu/hr/flat)(11)	0.0622	0.0426	0.0297	0.0401
	Estimated Trips (pcu/hr)	97	66	46	62
Site 2 – Retail Portion 700m^2	Adopted Trip Rates (pcu/hr/100m^2)(10)	0.2296	0.2434	0.3100	0.3563
	Estimated Trips (pcu/hr)	2	2	2	2
Estimated Total Trips (pcu/hr)		**245**	**174**	**118**	**157**
Site P5 – 772 Flats with Retail					
Residential Portion 772 Flats	Adopted Trip Rates (pcu/hr/flat) (9)	0.0432	0.0326	0.0237	0.0301
	Estimated Trips (pcu/hr)	33	25	18	23
Retail Portion 2,600m^2	Adopted Trip Rates (pcu/hr/100m^2)(10)	0.2296	0.2434	0.3100	0.3563
	Estimated Trips (pcu/hr)	6	6	8	9
Estimated Total Trips (pcu/hr)		**39**	**31**	**26**	**32**
Site P6 – 620 Flats					
Adopted Trip Rates (pcu/hr/flat)(11)		0.0622	0.0426	0.0297	0.0401
Estimated Trips (pcu/hr)		**39**	**26**	**18**	**25**
Site P7 – 3,100 Flats					
Adopted Trip Rates (pcu/hr/flat)(11)		0.0622	0.0426	0.0297	0.0401
Estimated Trips (pcu/hr)		**193**	**132**	**92**	**124**
Site P8 – 2,330 Flats with Public Vehicle Park					
Residential Portion 2,330 Flats	Adopted Trip Rates (pcu/hr/flat)(11)	0.0622	0.0426	0.0297	0.0401
	Estimated Trips (pcu/hr)	145	99	69	93
Public Vehicle Park 70 spaces	Adopted Trip Rates (pcu/hr/space) (13)	0.0929	0.5897	0.4619	0.1500
	Estimated Trips (pcu/hr)	7	41	32	11
Estimated Total Trips (pcu/hr)		**152**	**140**	**101**	**104**
Site P9 – 4,030 Flats					
Adopted Trip Rates (pcu/hr/flat)(9)		0.0432	0.0326	0.0237	0.0301
Estimated Trips (pcu/hr)		**174**	**131**	**96**	**121**
Site P10 – 640 Flats					
Adopted Trip Rates (pcu/hr/flat)(11)		0.0622	0.0426	0.0297	0.0401
Estimated Trips (pcu/hr)		**40**	**27**	**19**	**26**
Site P11 – 8,300 Flats					
Adopted Trip Rates (pcu/hr/flat)(11)		0.0622	0.0426	0.0297	0.0401
Estimated Trips (pcu/hr)		**516**	**354**	**247**	**333**

Table 4.7 Adopted Trip Rates and Estimated Trips for Other Planned / Potential Future Developments in North District (Cont'd)

	AM Peak Hour		PM Peak Hour	
	Generation	**Attraction**	**Generation**	**Attraction**
Site P12 – 4,200 Flats				
Adopted Trip Rates (pcu/hr/flat)(11)	0.0622	0.0426	0.0297	0.0401
Estimated Trips (pcu/hr)	**261**	**179**	**125**	**168**
Site P13 – 450 Flats				
Adopted Trip Rates (pcu/hr/flat)(11)	0.0622	0.0426	0.0297	0.0401
Estimated Trips (pcu/hr)	**28**	**19**	**13**	**18**

Notes:
(1) Consultant's in-house trip rate as surveyed at Caritas Li Ka Shing C&A Home are adopted
(2) TPDM mean trip rates for private housing with average flat size of 60m² adopted for medium rise residential development
(3) TPDM mean trip rates for private housing with average flat size of 70m² adopted for medium rise residential development
(4) TPDM mean trip rates for Retail / Shopping Complex
(5) TPDM upper trip rates for private housing with average flat size of 240m² adopted for house development
(6) TPDM upper trip rates for private housing with average flat size of 140m² adopted for house development
(7) Proposed public transport services under Planning Applications Y/NE-KTS/15 and A/NE KTS-506
(8) Proposed public transport services under Planning Applications Y/NE-KTS/16 and A/NE KTS-17
(9) TPDM mean trip rates for public housing with average flat size of 40m² adopted for subsidised housing: public rental
(10) TPDM mean trip rates for Retail / Shopping Complex
(11) TPDM mean trip rates for public housing with average flat size of 50m² adopted for subsidised housing: HOS/PSPS
(12) Consultant's in-house trip rate as surveyed at Precious Blood Kindergarten are adopted
(13) Trip rates derived from the consultant's surveyed trip rates from ex-Murray Road Multi-storey Car Park

Year 2034 Reference Traffic Flows

4.2.19 The 2034 reference traffic flows are derived by:

(i) Applying a growth rate of 1% p.a. on the 2024 observed flows upto the design year 2034; and

(ii) Superimposing the potential traffic as induced by the Application Site in accordance with the previous scheme of the approved S12A in **Table 4.3** and the additional GMB traffic as discussed in **Paragraph 4.1.11** onto the traffic flows in (i).

(iii) Superimposing the potential traffic as induced by the planned/potential future developments in the vicinity of the Application Site (**Table 4.5**) and other planned/potential future developments in North District (**Table 4.7**) onto the traffic flows in (ii);

4.2.20 The year 2034 reference traffic flows are presented in **Drawing No. 4.3**.

4.3 Traffic Forecasts for Design Scenario

Development Traffic of the Application Site in Design Scenario of Year 2034

4.3.1 In the design scenario of year 2034, it is adopted that the Application Site will be developed in accordance with the latest development schedule of the Proposed MLP with minor relaxation of PR as listed in **Table 2.1**.

4.3.2 The estimated potential traffic generation and attraction of the Application Site in the Design Scenario of 2034 are shown in **Table 4.8**.

Table 4.8 Estimated Traffic Generation and Attraction of the Application Site in Design Scenario of 2034

Development at Application Site In Design Scenario (Proposed MLP with Minor Relaxation of Plot Ratio)	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
Residential - 334 flats				
Adopted Trip Rates(1) (pcu/hr/flat)	0.1058	0.0605	0.0426	0.0590
Estimated Trips (pcu/hr)	35	20	14	20
Retail - 319 m² GFA				
Adopted Trip Rates(2) (pcu/hr/100m² GFA)	0.2296	0.2434	0.3100	0.3563
Estimated Trips (pcu/hr)	1	1	1	1
RCHE – 100 places in total				
Adopted Trip Rates(3) (pcu/hr/place)	0.0385	0.0346	0.0308	0.0308
Estimated Trips (pcu/hr)	4	3	3	3
Total Trips (pcu/hr)	**40**	**24**	**18**	**24**

Notes: (1) TPDM mean trip rates for Private Housing: High-Density /R(A) with Ave. Flat Size of 80m²
(2) TPDM mean trip rates for retail / Shopping Complex
(3) Consultant's in-house trip rate as surveyed at Caritas Li Ka Shing C&A Home adopted.

4.3.3 As compared with the previous scheme in the approved S12A, the Proposed MLP with minor relaxation of PR would only induce minimal additional 2-way traffic of 12 pcu/hr in the morning peak hour and 9 pcu/hr in the evening peak hour. The comparison of development traffic of the Application Site in Reference and Design Scenarios are shown in **Table 4.9**.

Table 4.9 Comparison of Development Traffic in Reference and Design Scenarios

Future Scenario	Total Development Traffic of the Application Site (pcu/hr)			
	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
Reference Scenario – Previous Scheme in Approved S12A	32	20	15	18
Design Scenario – Proposed MLP with Minor Relaxation of Plot Ratio	40	24	18	24
Net Increase	**+8**	**+4**	**+3**	**+6**

Year 2034 Design Traffic Flows

4.3.4 The year 2034 design flows are derived by superimposing the net increases in development traffic of the Application Site due to the Proposed MLP with minor relaxation of PR as presented in **Table 4.9** onto the year 2034 reference traffic flows (**Drawing No. 4.3**).

4.3.5 The year 2034 design traffic flows are presented in **Drawing No. 4.4**.

5. TRAFFIC IMPACT ASSESSMENT

5.1 Junction Assessments for Year 2034 Reference and Design Scenarios

5.1.1 The operational performances of the junctions identified in **Section 3.3** are assessed with the derived 2034 reference and design traffic flows under the existing layouts and method of control. Apart from the existing junctions, the junction of Hang Tau Road and the access of the Proposed Development (i.e. Junction J5) is also assessed.

5.1.2 The assessment results for reference and design year of 2034 are summarised in **Table 5.1**, and the details of junction assessments are attached in **Appendix C**.

Table 5.1 Year 2034 Operational Performance of the Identified Key Junctions

Junction No.	Location	Method of Control	Year 2034 DFC(1)			
			Reference Scenario		Design Scenario	
			AM	PM	AM	PM
J1	Kwu Tung Road / Kam Hang Road	Priority	**1.99**	**1.19**	**2.01**	**1.20**
J2	Kam Hang Road / Hang Tau Road	Priority	0.74	0.52	0.75	0.52
J3	Hang Tau Road / Local Track to Sheung Yue River /Access of Jockey Club River Beas Lodge	Priority	0.12	0.13	0.12	0.14
J4	Hang Tau Road / Access Road A	Priority	0.10	0.12	0.10	0.12
J5	Hang Tau Road / Proposed Development Access	Roundabout	0.21	0.15	N/A	
		Priority	N/A		0.11	0.09

Note: (1) DFC = Design flow / capacity ratio for a priority junction and roundabout

5.1.3 The assessment results in **Table 5.1** show that the Proposed MLP with minor relaxation of PR will have inapparent effect on the junction performance, and all identified junctions will still be operating within their capacities during both morning and evening peak hours in the Design Scenario of year 2034 except for Junction J1. It is assessed that Junction J1 will be overloaded during both the morning and evening peak hours in the future year 2034 even though the application site to be developed in accordance with the scheme in the approved S12A without the proposed minor relaxation in the Reference Scenario.

5.2 Road Improvement Scheme for Kam Hang Road as Proposed in Application Nos. Y/NE-KTS/12 and Y/NE-KTS/14

5.2.1 Rezoning applications for the CDA(1) site (Application No. Y/NE-KTS/12) and the CDA(2) site (Application No. Y/NE-KTS/14) at Kam Hang Road with the proposed increase of plot ratio to 3.0 (i.e. Sites I and G as in listed in **Table 4.4** of **Section 4.2** respectively) were approved and partially approved by TPB in September 2019 and December 2020 respectively. The rezoning of these CDA (1) and CDA(2) sites have been amended in the prevailing OZP, and they have been taken into account in deriving the traffic forecast for this study as discussed in **Section 4.2**.

5.2.2 In accordance with the available information on the rezoning applications as inspected from TPB, it is noted that a road improvement scheme for Kam Hang Road (the Kam Hang Road improvement scheme) was proposed in the approved Application Nos. Y/NE-KTS/12 for improving the road capacity along Kam Hang Road including the junction of Kwu Tung Road / Kam Hang Road (J1) in order to serve for the rezoning proposal. Subsequently, further junction modification works at Junction J1 were proposed under the approved Application No. Y/NE-KTS/14 as shown in **Drawing No. 5.1**.

5.2.3 With the future implementation of the Kam Hang Road improvement scheme proposed in Application Nos. Y/NE-KTS/12 and Y/NE-KTS/14, it is assessed that Junction J1 will be able to cater for the future traffic in the Design Scenario of year 2034 with ample capacity, as shown in **Table 5.2**. The details of the junction assessments are included in **Appendix C**.

Table 5.2 Year 2034 Operational Performance of Junction J1 under Kam Hang Road Improvement Scheme

Junction No.	Location	Layout & Method of Control	Year 2034 DFC(1)			
			Reference Scenario		Design Scenario	
			AM	PM	AM	PM
J1	Kwu Tung Road / Kam Hang Road	Priority – with junction modification proposed under Application Nos. Y/NE-KTS/12 & Y/NE-KTS/14	0.83	0.44	0.84	0.45

Note: (1) DFC = Design flow/ capacity ratio for a priority junction

5.3 Road Link Assessments for Year 2034 Reference and Design Scenarios

5.3.1 To review the potential impact on the road link capacity due to the Proposed MLP with minor relaxation of PR, road link capacity assessments are also conducted to assess the flow/capacity ratio (i.e. V/C ratio) of the key road links in the vicinity of the Application Site in design year 2034. The assessment results are summarized in **Table 5.3**.

Table 5.3 Design Year 2034 V/C ratio of Key Road Links

Road Link(1)	Direction	Link Capacity(4) (pcu/hr)	Year 2034 Reference Scenario				Year 2034 Design Scenario			
			Peak Hour Flows(5) (pcu/hr)		Flow/Capacity Ratio (V/C Ratio)		Peak Hour Flows(6) (pcu/hr)		Flow/Capacity Ratio (V/C Ratio)	
			AM	PM	AM	PM	AM	PM	AM	PM
Link L1 - Kwu Tung Road (North of Kam Hang Road)	Northbound	980	410	305	0.42	0.31	415	305	0.42	0.31
	Southbound	980	480	480	0.49	0.49	485	485	0.49	0.49
Link L2 - Kwu Tung Road (South of Kam Hang Road)	Northbound	980	270	295	0.28	0.30	270	295	0.28	0.30
	Southbound	980	605	365	0.62	0.37	610	370	0.62	0.38
Link L3 - Kam Hang Road(2) (West of Hang Tau Road)	Eastbound	1,140	605	595	0.53	0.52	610	600	0.54	0.53
	Westbound	2,300	870	490	0.38	0.21	880	495	0.38	0.22
Link L4 - Kam Hang Road (East of Hang Tau Road)	Eastbound	715	300	275	0.42	0.38	300	275	0.42	0.38
	Westbound	715	425	235	0.59	0.33	425	235	0.59	0.33
Link L5 - Hang Tau Road (South of Kam Hang Road)	Northbound	740	460	280	0.62	0.38	470	285	0.64	0.39
	Southbound	740	320	345	0.43	0.47	325	350	0.44	0.47
Link L6 - Hang Tau Road (North of Access Road A)	Northbound	740	325	190	0.44	0.26	330	195	0.45	0.26
	Southbound	740	215	240	0.29	0.32	215	245	0.29	0.33
Link L7 - Hang Tau Road(3) (South of Access Road A)	Northbound	980	275	165	0.28	0.17	285	170	0.29	0.17
	Southbound	980	165	210	0.17	0.21	170	215	0.17	0.22

Notes:
(1) Refer to **Drawing No. 3.1**.
(2) With junction modification works proposed under the approved Application Nos. Y/NE-KTS/12 and Y/NE-KTS/14 as shown in **Drawing No. 5.1**.
(3) With proposed road widening scheme at Hang Tau Road as shown in **Drawing No. 2.3**.

(4) The road link capacities are derived with reference to Table 2.4.1.1 in TPDM Volume 2 Chapter 2 by applying an observed average pcu factor of 1.15 and taking into account the narrowest widths of the road sections.
(5) Refer to the year 2034 reference traffic flows in **Drawing No. 4.3**.
(6) Refer to the year 2034 design traffic flows in **Drawing No. 4.4**.

5.3.2 The assessment results in **Table 5.3** show that the Proposed MLP with minor relaxation of PR will have inapparent effect on the road link capacities, and all assessed road links will operate with adequate capacities during peak hours in both Reference and Design Scenario of year 2034.

5.4 Review on Public Transport

5.4.1 Apart from the junction operational performance and road link capacity, the future public transport demand with the Proposed Development at the Application Site is also reviewed.

5.4.2 To review the future public transport demand at the Hang Tau Tai Po area, the potential public transport demands induced by the Application Site as well as the adjacent planned/potential future developments in the area are estimated as shown in **Table 5.4**.

Table 5.4 Derivation of Future Public Transport Demand of the Proposed Development

Parameters	Formula	Adjacent Planned/Potential Future Developments in Hang Tau Tai Po Area[(1)(2)] (Application Nos. Y/NE-KTS/13, A/NE-KTS/525, A/NE-KTS/460 and Y/NE-KTS/466)	Application Site in Design Scenario with Proposed MLP[(3)]
Residential Units	-	18 + 42 + 2 + 19 = 81	334
Estimated Population[(4)]	(a)	227	936
Average daily mechanised trips per person[(5)]	(b)	1.83	
Peak hour factor (AM/PM) to daily total[(6)]	(c)	12%	
Estimated mechanised trips per hour (AM/PM Peak) per person	(d) = (b) x (c) x 0.9[(7)]	0.1976	
Estimated mechanised trips per hour (AM/PM Peak)	(e) = (a) x (d)	45	185
Mode share of public transport (excluding private cars and taxi)[(8)]	(f)	70%	
Estimated public transport demand per hour (AM/PM peak)	(g) = (e) x (f)	32	130
	Total	**162**	

Notes: (1) Details refer to Sites A, B, C and D as listed in **Table 4.4**.
(2) Site locations refer to **Drawing Nos. 4.1** and **4.2.**
(3) Details refer to **Table 2.1**
(4) The average domestic household size of 2.8 adopted.
(5) The average daily mechanised trips per person as derived by the information from Travel Characteristics Survey 2011 as available on TD's website.
(6) The peak hour factor as derived by the information from Travel Characteristics Survey 2011 as available on TD's website.

(7) It is assumed that 90% of mechanised trips are the outbound trips during the AM Peak or the inbound trips during the PM Peak.
(8) Since the Application Site is located at a considerable distance from the railway station, and there is no franchised bus service available in the Hang Tau Tai Po area, it is anticipated that the GMB service will be the only available mode of public transport. Therefore, the mode share of 70% for public transport for the area is adopted with reference to the distributions of boardings by rail 30%, by franchised bus 27% and by public light bus 13% for all purposes as detailed in Table 3.6 of the Travel Characteristics Survey 2011.

5.4.3 As shown in **Table 5.4**, it is estimated that the total public transport demand induced by the Application Site as well as the adjacent planned/potential future developments in Hang Tau Tai Po area would be about 162 passengers during the peak hour.

5.4.4 Given that there is only one GMB route (no. 50K) currently serving the area, and the existing passenger outbound demand at the terminus of the route in Hang Tau Village has already occupied over 90% capacity of the current service, an off-street GMB layby together with a vehicle turnaround facility have been proposed at the Proposed Development to allow future enhancement of GMB services as discussed in **Section 2.5**.

5.4.5 Subject to the detailed review in later design stage, the proposed route would serve as a special short working route of GMB No. 50K travelling between the subject Development and Sheung Shui Station with the existing intermediate stops.

5.4.6 With the assumption of a new short working GMB route of 50K to be operated at 3 mins headway which is similar to its existing scheduled headway, an additional capacity of up to about 380 passengers per hour (i.e. [60mins/3mins headway] x 19 passengers per GMB) can be provided. Since the future additional demand of 162 passengers per hour will only take approximately 43% of the capacity, it is considered the proposal would be well sufficient to cater for the future demand in the Hand Tau Tai Po area.

5.4.7 Since the alighting passengers will leave the GMB layby immediately, the queuing area will be reviewed with the boarding passengers only, and the assessment is summarized in **Table 5.5**.

Table 5.5 Estimated Passenger Queue Length at the Proposed GMB Layby

Peak Estimated Passenger Demand		Headway of GMB Services (min)	Estimated Passenger Queue	
Persons / hour	Persons / minute		In person	In length (1)
162	3	3	9	5.4m

Note: (1) Assumed each passenger will occupy a length of 0.6m

5.4.8 As presented in **Table 5.5**, the estimated passenger queue will be about 5.4m in length. Since the proposed footpath adjacent to the proposed 26m GMB layby is about 36m in length and 3m in width as shown in **Drawing No. 5.2**, it is sufficient to serve the passenger queue and to provide a passenger shelter as per TPDM's requirement.

5.5 Review on Construction Traffic Impact

5.5.1 Taking into account of the site area of the Application Site as well as the development scale, it is preliminarily estimated by the project team that the peak hourly construction traffic demand related to the Application Site would be 5 vehicles/hour for both ingress and egress directions, i.e. about 10 pcu/hour for both directions.

5.5.2 As compared the construction traffic with the estimated future traffic generation and attraction of the Proposed Development in the previous scheme in the approved S12A (Reference Scenario) and the Proposed MLP (Design Scenario), **Table 5.6** shows that the construction traffic would not be more that the future operation traffic in both Reference and

Design Scenarios. Therefore, it will cause no adverse traffic impact to the surrounding road junctions and road links based on the results as revealed in **Sections 5.1 to 5.3**.

Table 5.6 Comparison of Anticipated Construction Traffic and Estimated Traffic in Reference and Design Scenarios

	Estimated Traffic Flows (pcu/hr)			
	AM Peak Hour		PM Peak Hour	
	Generation	Attraction	Generation	Attraction
Reference Scenario	32	20	15	18
2-way Traffic Flows	**52**		**33**	
Design Scenario	40	24	18	24
2-way Traffic Flows	**64**		**42**	
Construction Traffic of the Application Site	10	10	10	10
2-way Traffic Flows	**20**		**20**	

Note: (1) Refer to **Table 4.9**.

5.5.3 The details of construction time periods and necessary temporary traffic management scheme would be further reviewed and submitted for the relevant authorities' approval at the detailed design stage prior to the commencement of construction works.

6. LONG TERM TRAFFIC FORECAST FOR NOISE IMPACT ASSESSMENT (NIA)

6.1 Design Year for NIA Study

6.1.1 Taking into consideration that the Proposed Development are tentatively scheduled to be completed by year 2031, design year of 2046 (completion year of the Proposed Development + 15 years) have been adopted for NIA study. The year 2046 peak hour traffic forecasts (solely used for NIA study of this project) together with the vehicle composition breakdown are summarized in **Drawing No. 6.1**.

6.2 Methodology of Traffic Forecast for NIA Study

6.2.1 To derive the year 2046 long term traffic forecast data for the NIA study, a set of year 2034 design peak hour traffic flows is firstly derived by the observed traffic flows of the road network with adopting the same traffic forecast methodology and the same estimated trip generation of the planned/committed future developments as discussed in **Chapter 4**.

6.2.2 For the long-term traffic growth from year 2034 to 2046, reference was made to (i) the population projections from "Hong Kong Population Projections 2022 – 2046" as published by Census and Statistics Department; and (ii) the rounded growth rate of 1% p.a. as derived from ATC in **Table 4.1** of **Section 4.2**.

6.2.3 Based on the population projections as presented in **Table 6.1**, it is derived that the annual growth rate of population from year 2034 to 2046 is +0.25% p.a.

Table 6.1 Population Projections from "Hong Kong Population Projections 2022 – 2046"

Projected Population (thousand persons)		Growth Rate (% p.a.)
2034	**2046**	**2034/2046**
7,945.1	8190.4	0.25%

6.2.4 Since the growth rate of 0.25% p.a. as derived from population projections is much lower than the growth rate of 1% p.a. as from ATC, the latter is adopted for background traffic growth from year 2034 to 2046 for conservative assessment.

6.2.5 The 2046 long term traffic forecasted flows are derived by applying a growth rate of 1% p.a. onto the year 2034 design traffic flows upto the design year 2046.

6.3 Vehicle Class

6.3.1 The types of vehicles in the traffic forecast were firstly sectored into 12-class according to surveyed vehicle distribution.

6.3.2 For NIA purpose, it is understood that vehicles with an unladen weight of 1,525kg should be categorized as heavy vehicles (HV). Therefore, HV percentage including the category of goods vehicle (GV) (comprise with light goods vehicle (LGV), medium/heavy goods vehicle (MGV/HGV) and container trucks) and the category of public transport (PT) (comprise with public light bus (PLB), non-franchised buses (SPB) and franchised buses (FB)) are adopted in accordance with the traffic noise impact assessment requirement.

7. SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 The Application Site located at Hang Tau Road consists of various lots in D.D. 92 and D.D.94 and the adjoining government land at Hang Tau Tai Po, Kwu Tung South in Sheung Shui, with site area of about 17,990.9m^2.

7.1.2 A S12A application (application no. Y/NE-KTS/13) for dividing a CDA site into two areas and relaxing their plot ratio, building height and site coverage restrictions was approved by TPB in December 2021. Such amendments to the CDA site have been reflected in the prevailing OZP as gazetted on 31 May 2024.

7.1.3 Under the previous scheme in the approved S12A application in 2021, Area (a) of the CDA site consists of the Application Site was proposed to be redeveloped for 302 residential flats together with provisions of retail facilities and a RCHE with the PR of 1.41 including domestic PR of 1.23 and non-domestic PR of 0.18. Whilst, Area (b) of the CDA site was proposed in the scheme for a potential residential tower with 18 residential units at the domestic PR of 1.23.

7.1.4 To well utilize the development potential, the MLP for Area (a) of the CDA site, i.e. the Application Site, with proposed minor relaxation of PR from 1.41 to 1.692 was developed by the Applicant. To enable the Proposed MLP, a S16 application is required in order to obtain permission from TPB.

7.1.5 MVA Hong Kong Limited was commissioned by the Applicant as a traffic consultant to carry out a traffic impact assessment in support of the S16 application for the Proposed MLP with minor relaxation of PR.

7.1.6 Taking into consideration of accessibility, the future vehicular access point for the Proposed Development was proposed at Hang Tau Road where is at the same similar location of access for the site as proposed in the previous scheme of the approved S12A application.

7.1.7 For further enhancement of the road widening scheme, the intersection of the access to the development and existing Hang Tau Road is converted from a mini-roundabout into a priority T-junction. Besides, further set back of the Proposed Development is proposed for provision of an off-street GMB layby together with a vehicle turnaround facility.

7.1.8 To fulfil the set back requirement as remarked in OZP, the future road widening of Hang Tau Road with 7.3m wide carriageway and 3m footpath has also been taken into account in the revised road widening scheme.

7.1.9 For the sake of enhancing pedestrian accessibility and improving pedestrian safety, a scheme of provision of a proper pedestrian crossing at Hang Tau Road was proposed.

7.1.10 The provisions of internal transport facilities for the Proposed Development under the development schedule of the Proposed MLP were reviewed and proposed with reference to HKPSG and by following the SWD's ancillary requirements for RCHE as adopted in the approved S12A application.

7.1.11 To review the existing traffic condition, traffic count surveys have been carried out at the identified key access junctions on a typical weekday in May 2024. Based on the observed traffic flows, the junction operational assessment results revealed that all identified junctions are currently operating with reserve capacities.

7.1.12 Taking into consideration the Proposed Development at the Application Site was targeted to be completed by 2031, year 2034 was adopted as the design year for assessment in this study.

7.1.13 Traffic forecasts for Design Scenario, i.e. the future scenario with the Proposed MLP and minor relaxation of PR for the Application Site in the design year 2034, are formulated by taking into consideration (i) the background traffic growth as derived from AADT; (ii) the future traffic induced by the planned/potential developments in the vicinity of the Application Site and the other planned/potential future developments in North District; (iii) the potential increases in GMB traffic due to the proposed provision of GMB layby at Proposed Development; and (iv) the net increase of traffic generation and attraction due to the Proposed MLP with minor relaxation of PR for the Application Site.

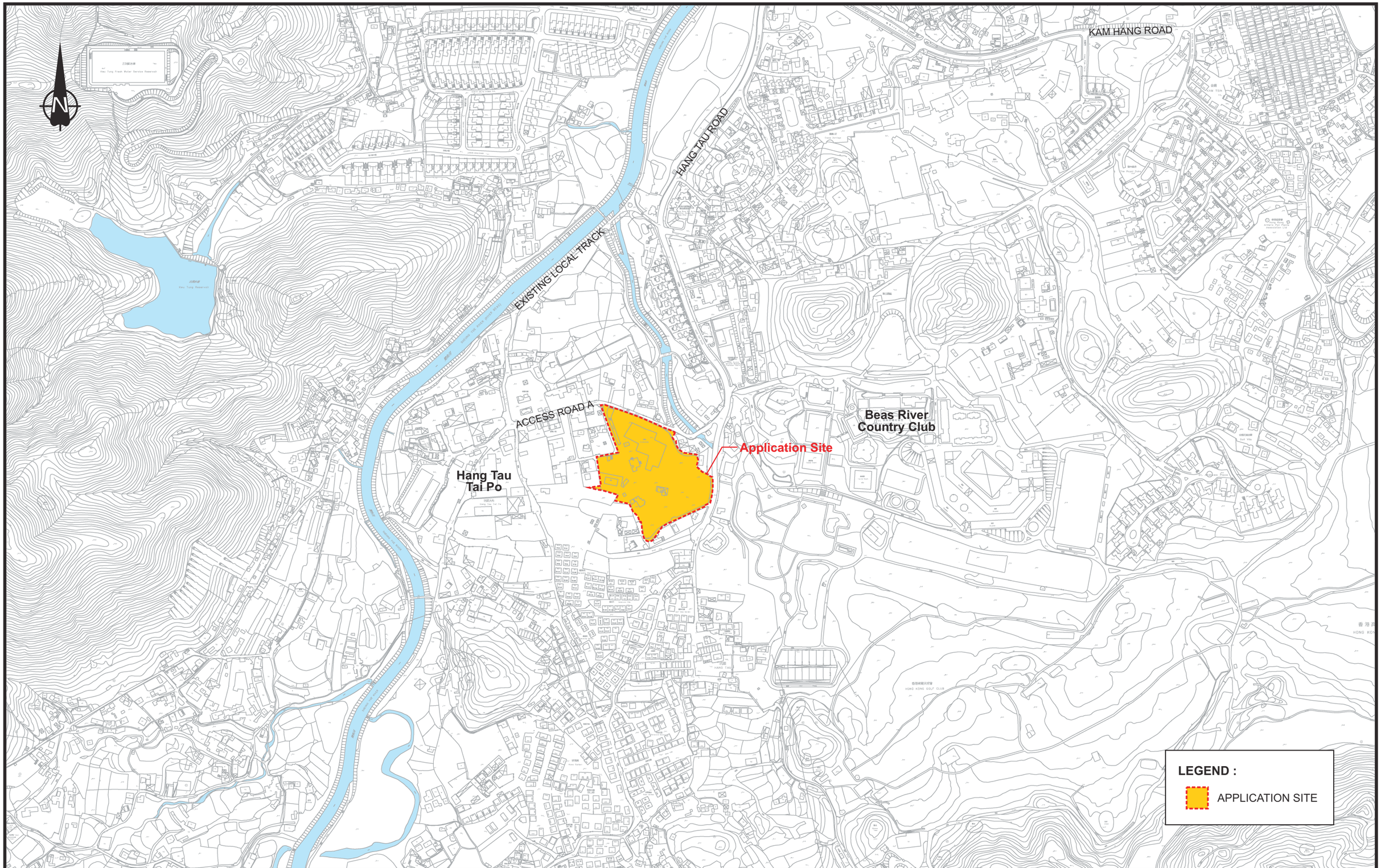
7.1.14 Operational performance of the identified junctions and key road links are assessed with the derived future traffic flows in the design year 2034. The results of junction operational assessment indicated that all assessed junctions will be operated with adequate capacities in the Design Scenario of year 2034 by taking into account the Kam Hang Road improvement scheme as proposed in the approved rezoning application Nos. Y/NE-KTS/12 and Y/NE-KTS/14. The results of road link capacity assessment also showed that all assessed key road links in the vicinity will be still operated with adequate capacities in the Design Scenarios of year 2034.

7.2 Conclusion

7.2.1 The traffic impact assessment has demonstrated that the future traffic induced by developments in the application site under the Proposed MLP with the proposed minor relaxation of PR as well as the planned future developments in the vicinity can all be absorbed by the surrounding road network with the road improvement scheme which was already proposed by others.

7.2.2 The arrangements of vehicular access, as well as provisions of internal transport facilities and public transport facility are justified for the Proposed Development, while the revised road widening scheme by further set back of the Proposed Development as enabled by the Proposed MLP are also considered beneficial to the general public.

7.2.3 In conclusion, the subject S16 application for the Proposed MLP with the proposed minor relaxation of PR is supported from a traffic engineering viewpoint.



Rev.	Description	Checked	Date
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

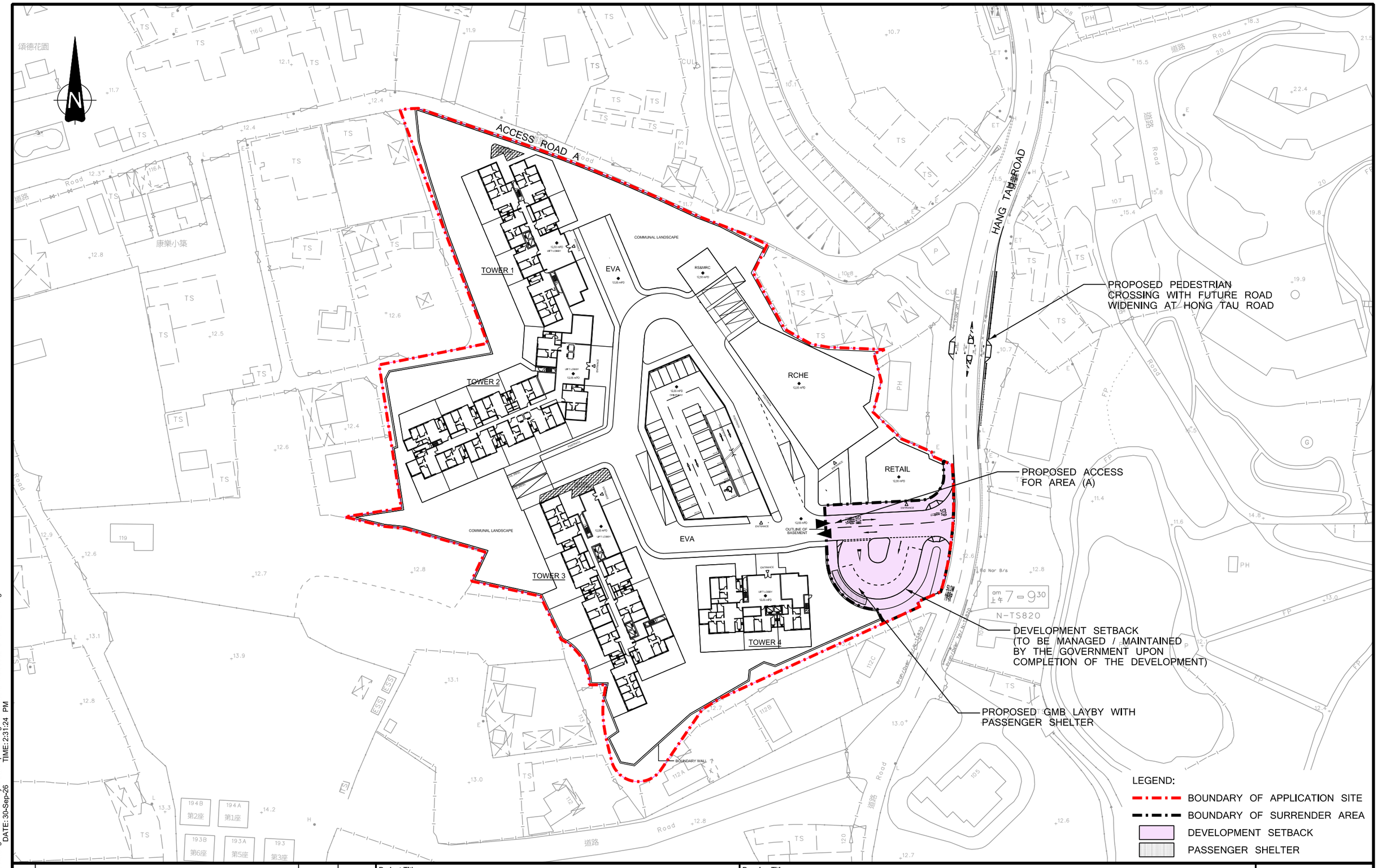
SITE LOCATION

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	NTS	MAR 2026	1.1	-

SYSTRA MVA

CHK50808310/TIA1/F11.CDR/LLH/16MAR26

Original Size : A3



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Rev.	Description	Checked	Date
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A	MINOR AMENDMENT	CHC	30SEP26

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

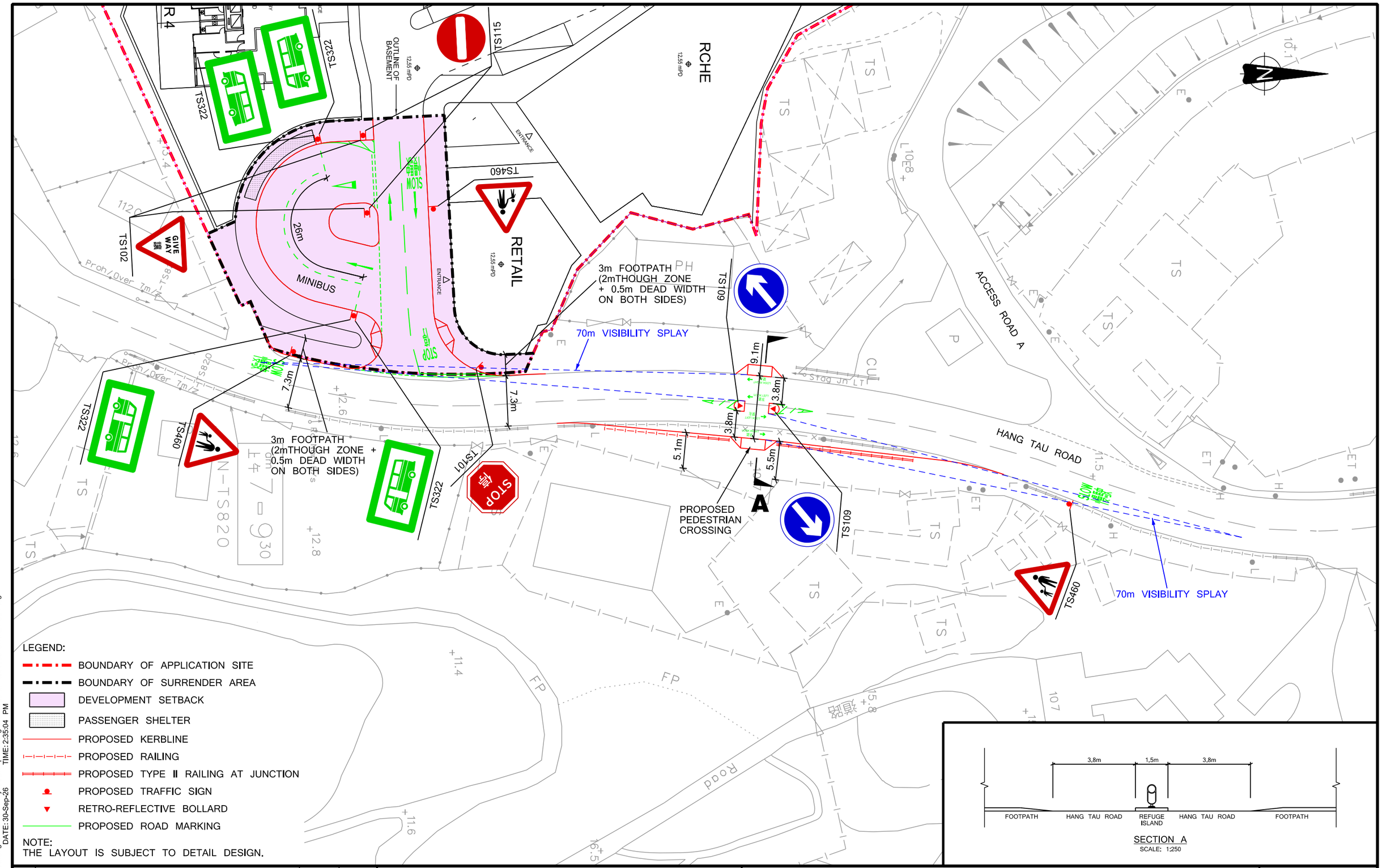
Drawing Title

PROPOSED MASTER LAYOUT PLAN AND ACCESS ARRANGEMENT

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	1:1000(A3)	JUN 2026	2.1	A

SYSTRA MVA

Original Size : A3



LEGEND:

- BOUNDARY OF APPLICATION SITE
- BOUNDARY OF SURRENDER AREA
- DEVELOPMENT SETBACK
- PASSENGER SHELTER
- PROPOSED KERBLINE
- PROPOSED RAILING
- PROPOSED TYPE II RAILING AT JUNCTION
- PROPOSED TRAFFIC SIGN
- RETRO-REFLECTIVE BOLLARD
- PROPOSED ROAD MARKING

NOTE:
THE LAYOUT IS SUBJECT TO DETAIL DESIGN.

Rev.	Description	Checked	Date
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A	MINOR AMENDMENT	CHC	30SEP26

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

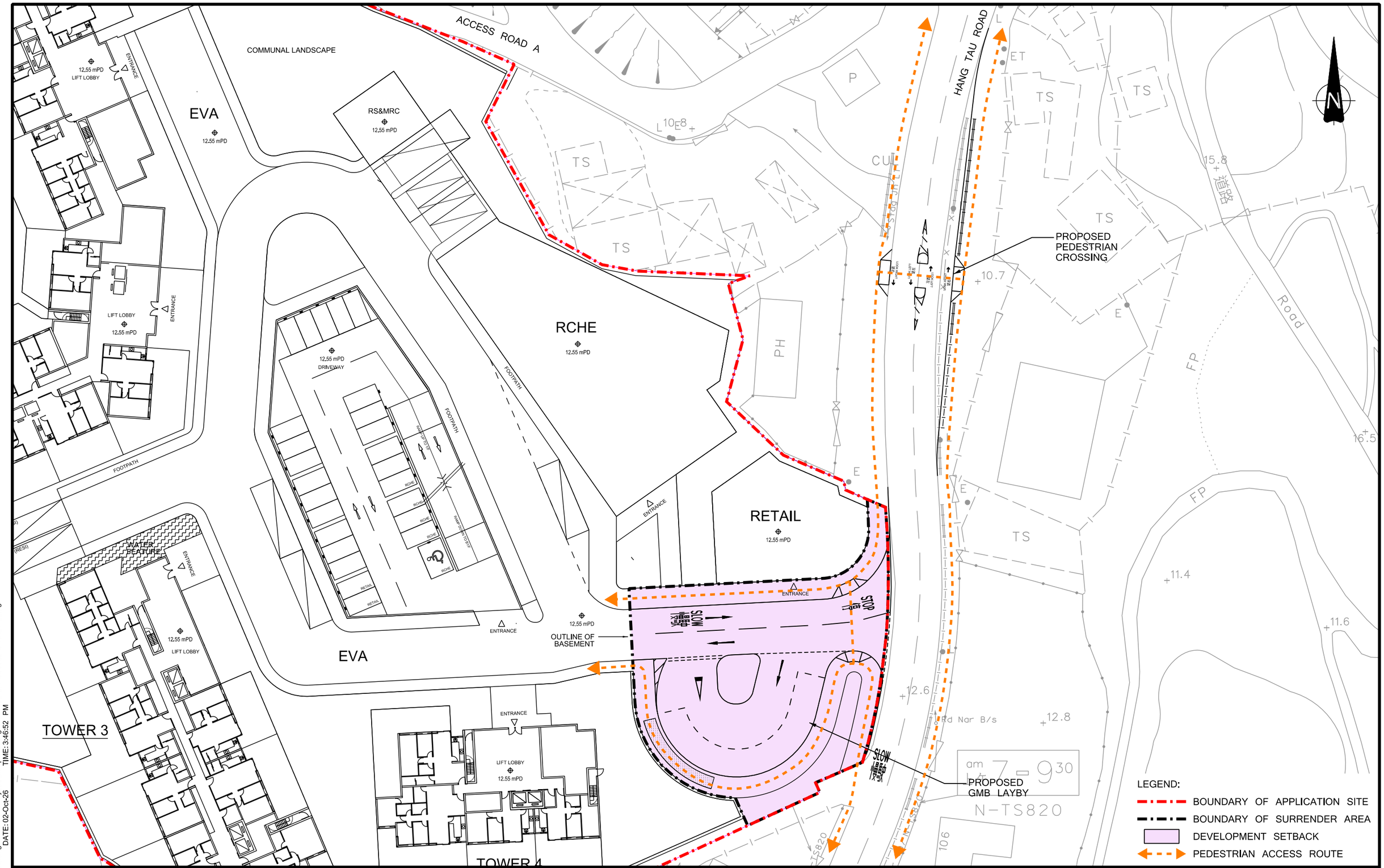
PROPOSED ROAD WIDENING SCHEME AT HANG TAU ROAD

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	1:500(A3)	JUN 2026	2.2	A

SYSTRA MVA

Original Size : A3

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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

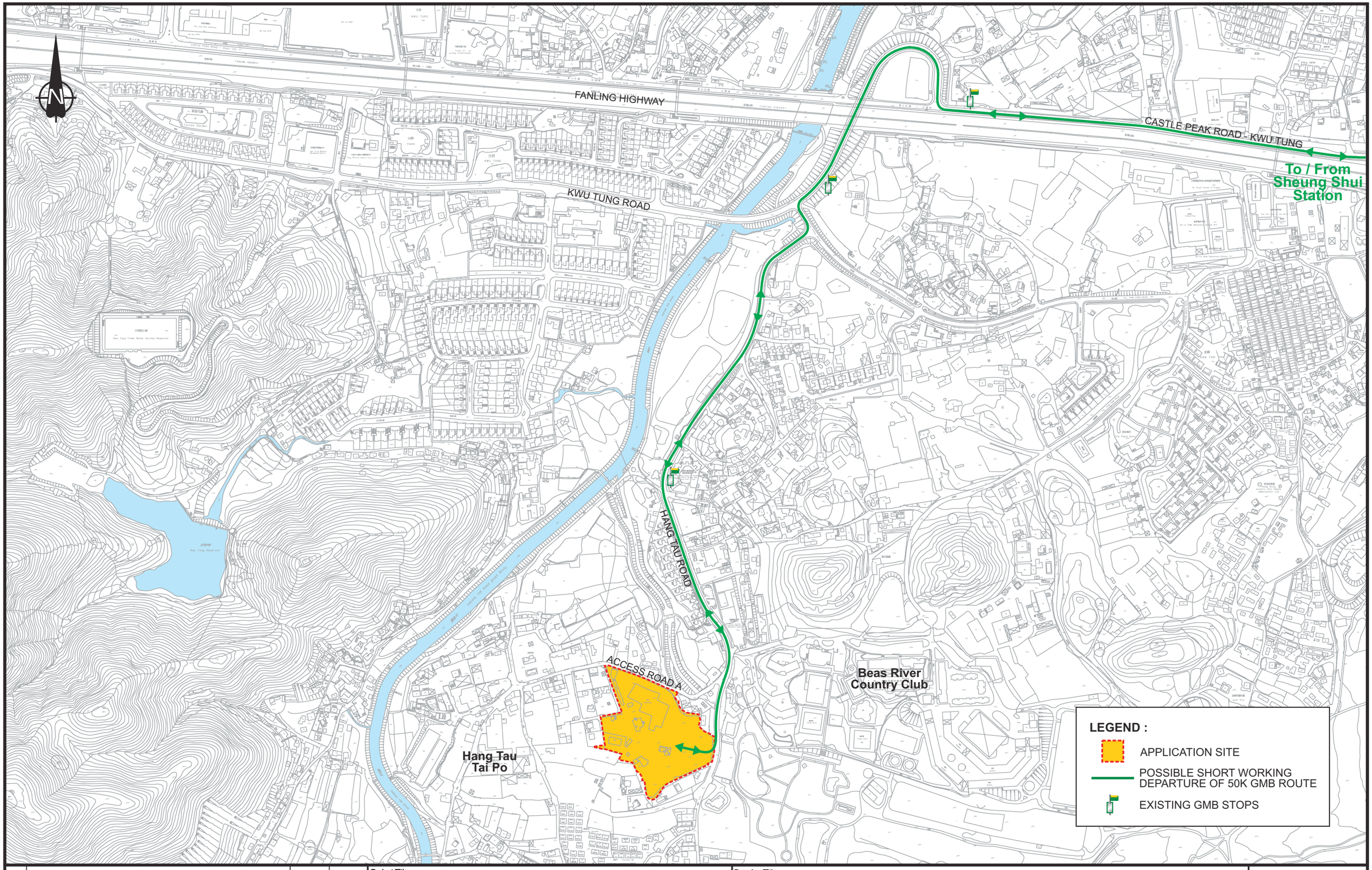
PROPOSED TRAFFIC AND PEDESTRIAN ARRANGEMENT

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	1:500(A3)	JUN 2026	2.3	-

SYSTRA MVA

Original Size : A3

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Project Title

SECTION 16 PLANNING APPLICATION FOR
PROPOSED MINOR RELAXATION OF PLOT RATIO
AND BUILDING HEIGHT RESTRICTION FOR
COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO,
KWU TUNG SOUTH

Drawing Title

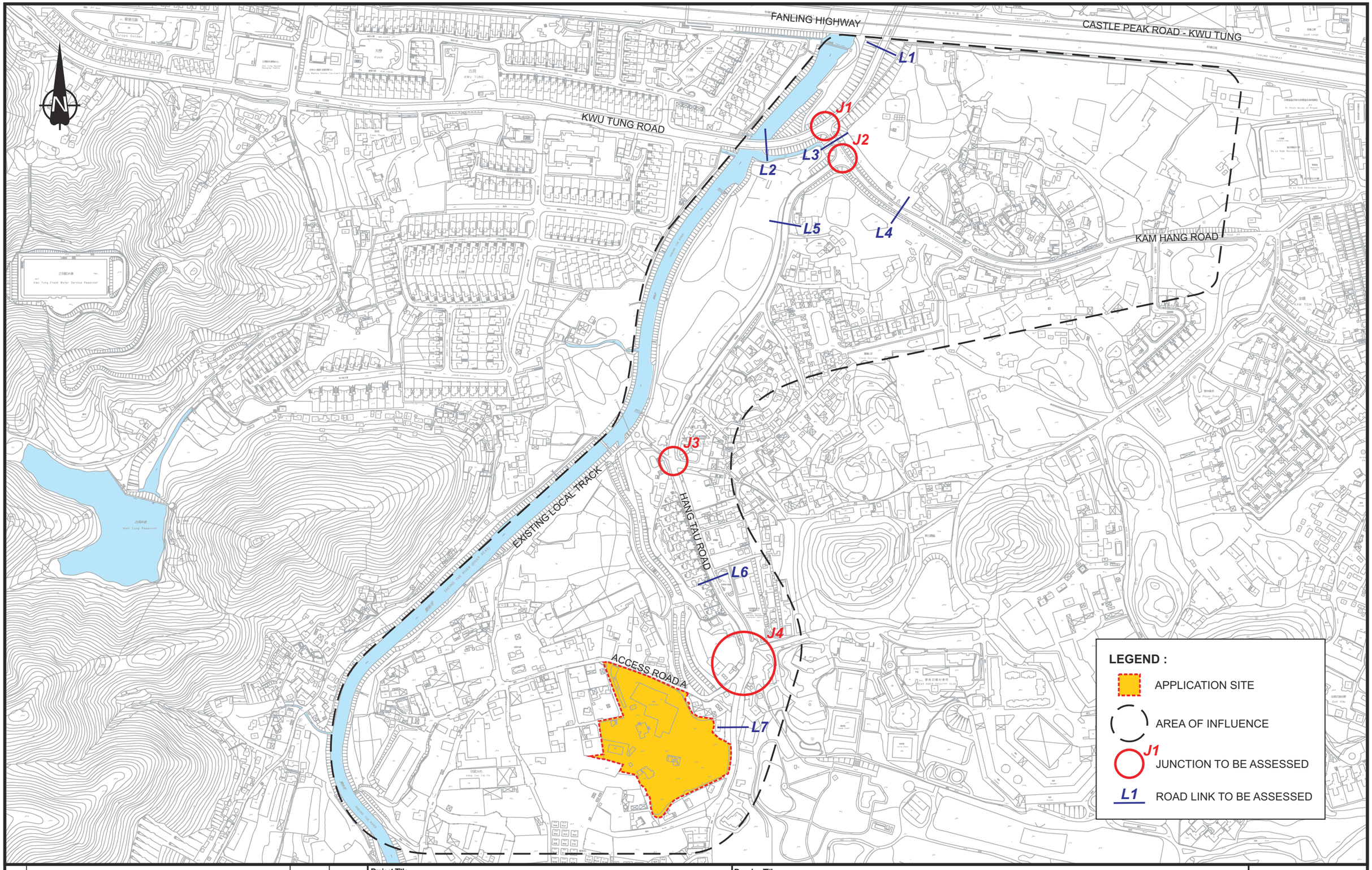
POSSIBLE GMB SERVICE ENHANCEMENT

Designed	Checked	Scale	Date	Drawing No.	Rev.
TCW	CHC	NTS	JUN 2026	2.4	-

SYSTRA MVA

CHK50808310/TIA2/F24.CDR/LLH/25JUN26

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

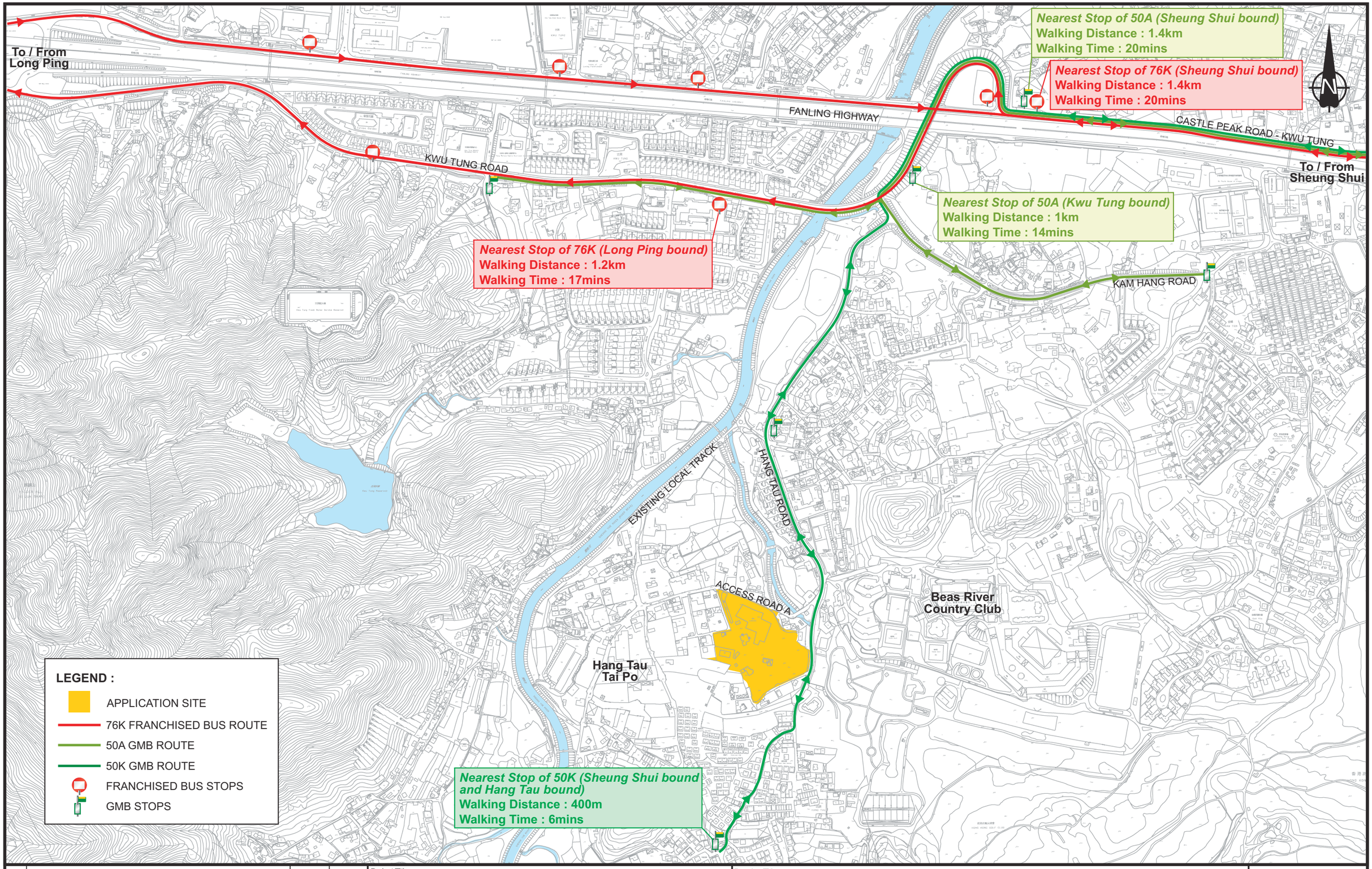
EXISTING ROAD NETWORK AND JUNCTIONS TO BE ASSESSED

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	NTS	MAR 2026	3.1	-

SYSTRA MVA

CHK50808310/TIA1/F31.CDR/LLH/16MAR26

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

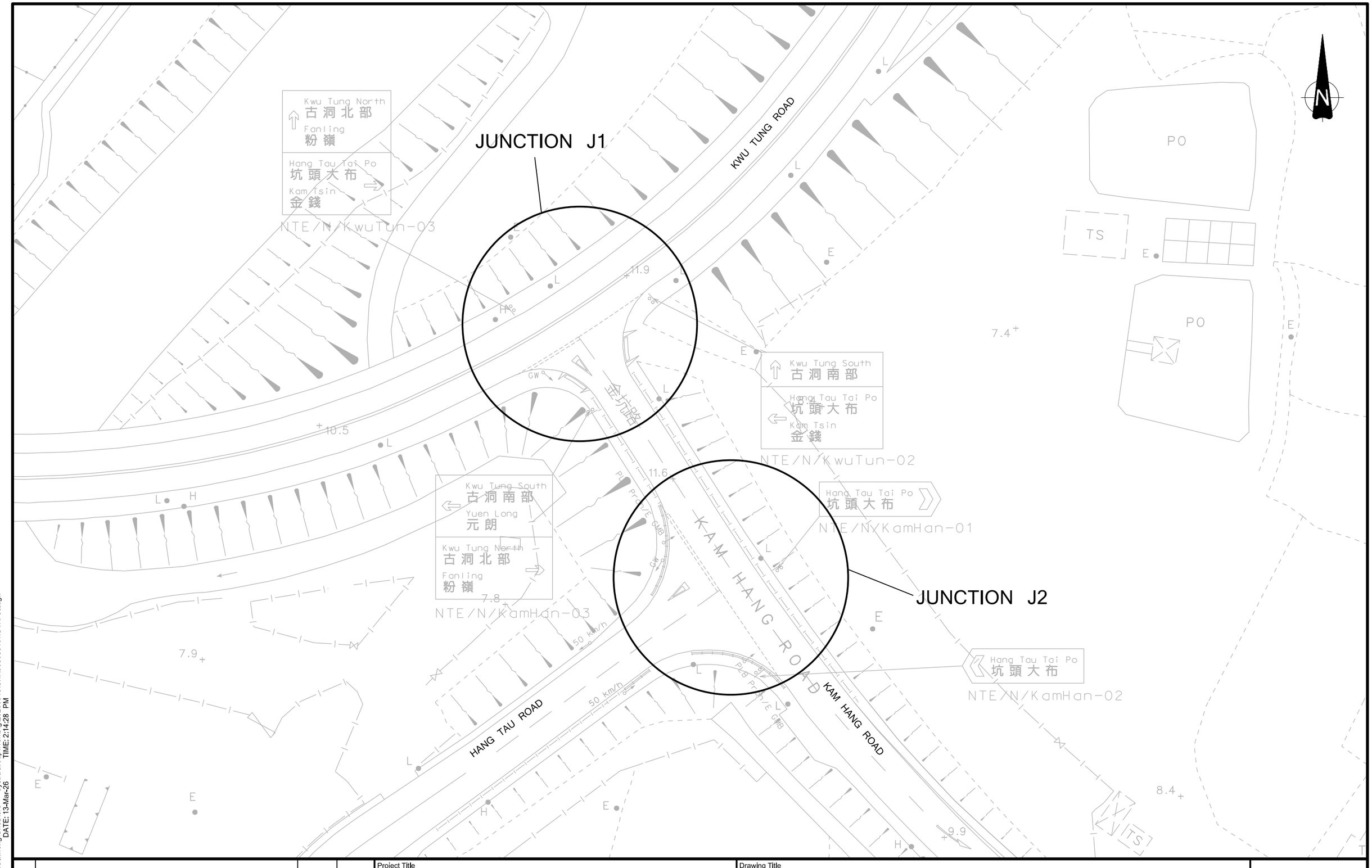
EXISTING PUBLIC TRANSPORT SERVICES

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	NTS	MAR 2026	3.2	-

SYSTRA MVA

CHK50808310/TIA1/F32.CDR/LLH/11MAR26

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

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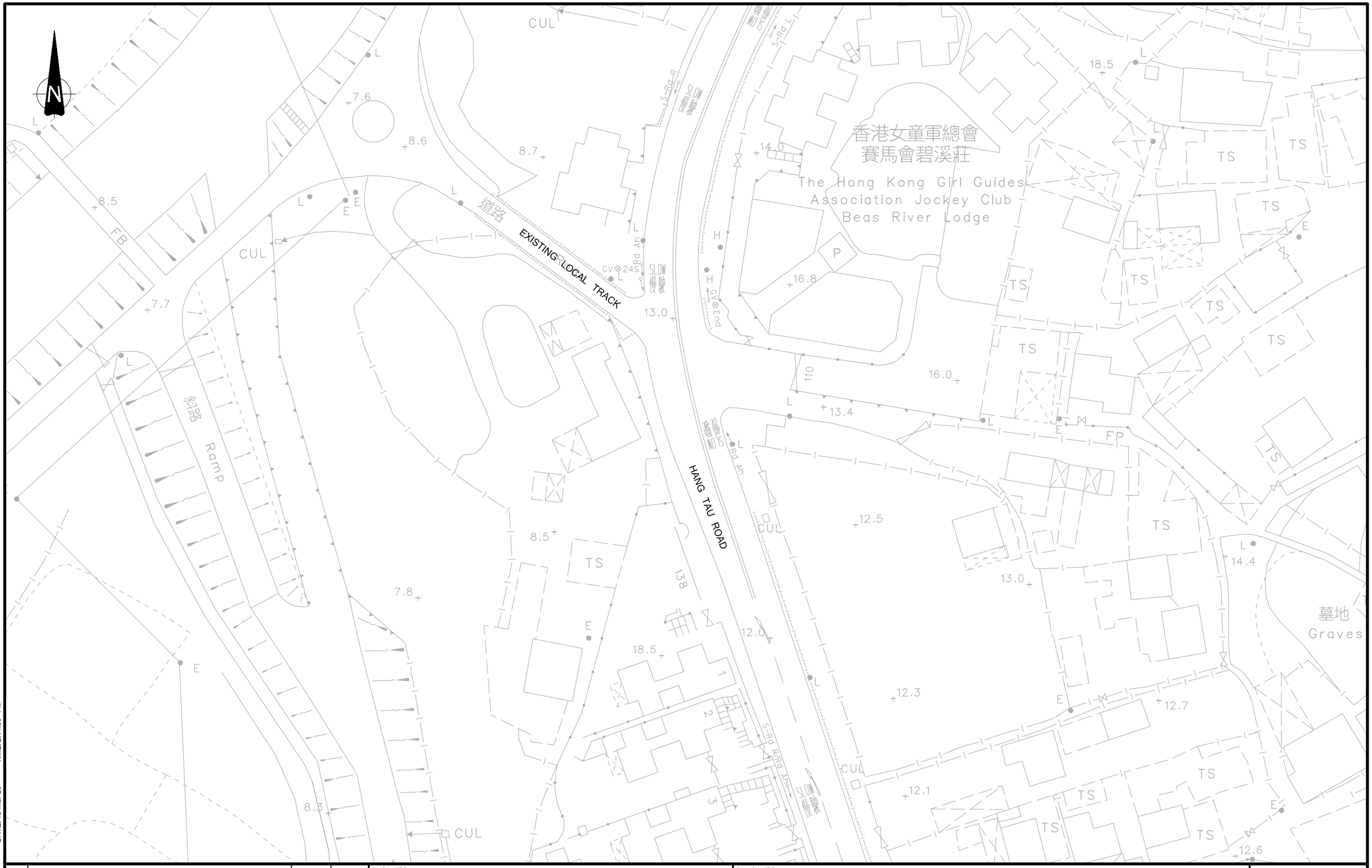
EXISTING JUNCTION LAYOUT OF KWU TUNG ROAD / KAM HANG ROAD (J1) AND KAM HANG ROAD / HANG TAU ROAD (J2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	1:500(A3)	MAR 2026	**3.3**	-

SYSTRA MVA

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Original Size : A3



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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED
MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT
RESTRICTION FOR COMPREHENSIVE DEVELOPMENT
IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

EXISTING JUNCTION LAYOUT OF HANG TAU ROAD / LOCAL TRACK TO SHEUNG YUE RIVER / ACCESS OF JOCKEY CLUB RIVER BEAS LODGE (J3)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	1:500(A3)	MAR 2026	3.4	-

SYSTRA MVA

Original Size : A3

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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

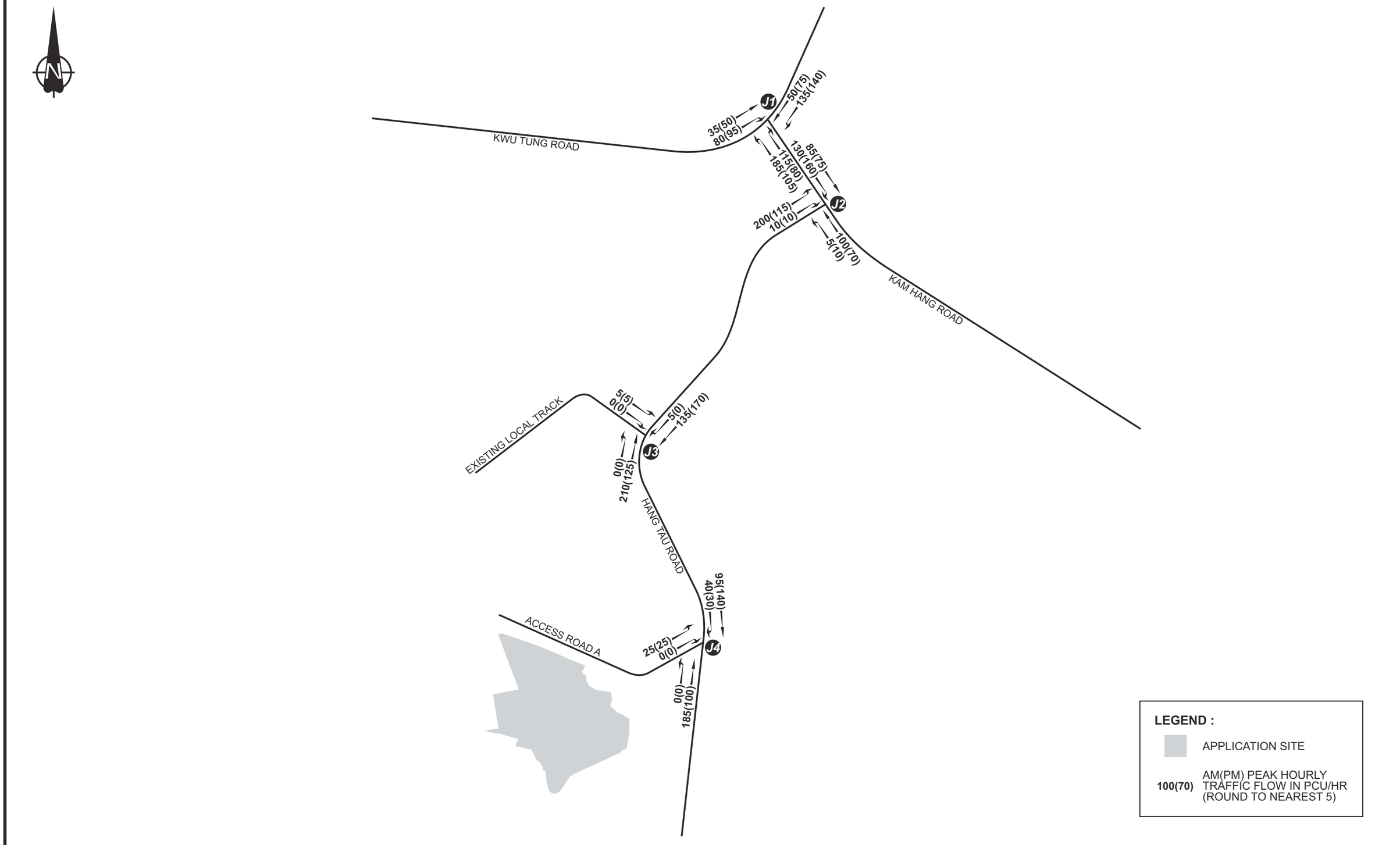
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Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	1:500(A3)	MAR 2026	3.5	-

SYSTRA MVA

Original Size : A3

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TIME: 2:14:31 PM



LEGEND :

APPLICATION SITE

100(70) AM(PM) PEAK HOURLY TRAFFIC FLOW IN PCU/HR (ROUND TO NEAREST 5)

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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

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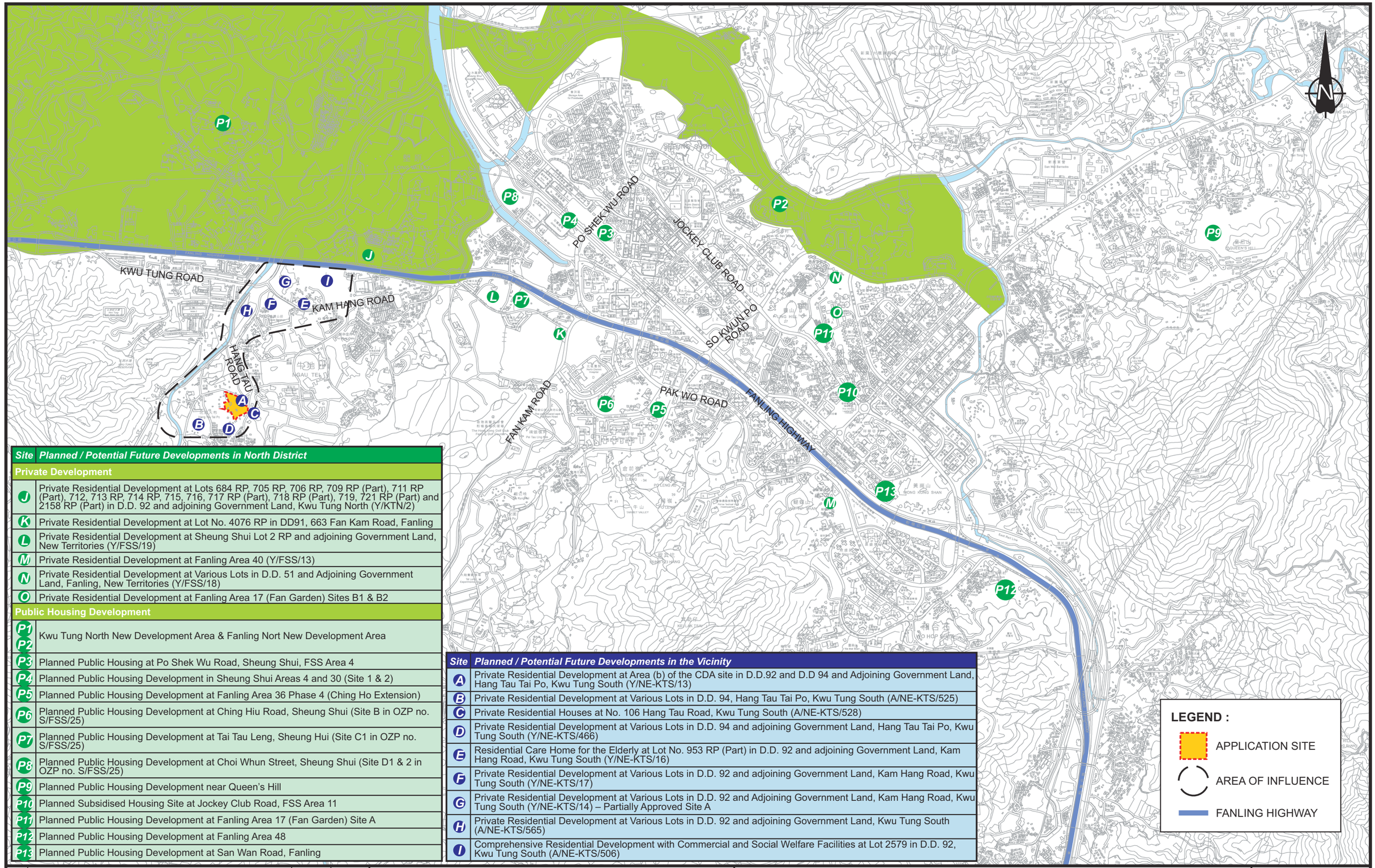
YEAR 2024 OBSERVED TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	NTS	MAR 2026	3.6	-

SYSTRA MVA

CHK50808310/TIA1/F36.CDR/LLH/13MAR26

Original Size : A3



Site	Planned / Potential Future Developments in North District
Private Development	
J	Private Residential Development at Lots 684 RP, 705 RP, 706 RP, 709 RP (Part), 711 RP (Part), 712, 713 RP, 714 RP, 715, 716, 717 RP (Part), 718 RP (Part), 719, 721 RP (Part) and 2158 RP (Part) in D.D. 92 and adjoining Government Land, Kwu Tung North (Y/KTN/2)
K	Private Residential Development at Lot No. 4076 RP in DD91, 663 Fan Kam Road, Fanling
L	Private Residential Development at Sheung Shui Lot 2 RP and adjoining Government Land, New Territories (Y/FSS/19)
M	Private Residential Development at Fanling Area 40 (Y/FSS/13)
N	Private Residential Development at Various Lots in D.D. 51 and Adjoining Government Land, Fanling, New Territories (Y/FSS/18)
O	Private Residential Development at Fanling Area 17 (Fan Garden) Sites B1 & B2
Public Housing Development	
P1 P2	Kwu Tung North New Development Area & Fanling Nort New Development Area
P3	Planned Public Housing at Po Shek Wu Road, Sheung Shui, FSS Area 4
P4	Planned Public Housing Development in Sheung Shui Areas 4 and 30 (Site 1 & 2)
P5	Planned Public Housing Development at Fanling Area 36 Phase 4 (Ching Ho Extension)
P6	Planned Public Housing Development at Ching Hiu Road, Sheung Shui (Site B in OZP no. S/FSS/25)
P7	Planned Public Housing Development at Tai Tau Leng, Sheung Hui (Site C1 in OZP no. S/FSS/25)
P8	Planned Public Housing Development at Choi Whun Street, Sheung Shui (Site D1 & 2 in OZP no. S/FSS/25)
P9	Planned Public Housing Development near Queen's Hill
P10	Planned Subsidised Housing Site at Jockey Club Road, FSS Area 11
P11	Planned Public Housing Development at Fanling Area 17 (Fan Garden) Site A
P12	Planned Public Housing Development at Fanling Area 48
P13	Planned Public Housing Development at San Wan Road, Fanling

Site	Planned / Potential Future Developments in the Vicinity
A	Private Residential Development at Area (b) of the CDA site in D.D.92 and D.D 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South (Y/NE-KTS/13)
B	Private Residential Development at Various Lots in D.D. 94, Hang Tau Tai Po, Kwu Tung South (A/NE-KTS/525)
C	Private Residential Houses at No. 106 Hang Tau Road, Kwu Tung South (A/NE-KTS/528)
D	Private Residential Development at Various Lots in D.D. 94 and adjoining Government Land, Hang Tau Tai Po, Kwu Tung South (Y/NE-KTS/466)
E	Residential Care Home for the Elderly at Lot No. 953 RP (Part) in D.D. 92 and adjoining Government Land, Kam Hang Road, Kwu Tung South (Y/NE-KTS/16)
F	Private Residential Development at Various Lots in D.D. 92 and adjoining Government Land, Kam Hang Road, Kwu Tung South (Y/NE-KTS/17)
G	Private Residential Development at Various Lots in D.D. 92 and Adjoining Government Land, Kam Hang Road, Kwu Tung South (Y/NE-KTS/14) – Partially Approved Site A
H	Private Residential Development at Various Lots in D.D. 92 and adjoining Government Land, Kwu Tung South (A/NE-KTS/565)
I	Comprehensive Residential Development with Commercial and Social Welfare Facilities at Lot 2579 in D.D. 92, Kwu Tung South (A/NE-KTS/506)

Rev.	Description	Checked	Date
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

PLANNED / POTENTIAL FUTURE KEY DEVELOPMENTS IN THE VICINITY AND NORTH DISTRICT (1 OF 2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	NTS	MAR 2026	4.1	-

SYSTRA MVA

CHK50808310/TIA1/F41.CDR/LLH/16MAR26

Original Size : A3

Site	Planned / Potential Future Developments in the Hang Tau Area	Estimated Population Intake
	Application Site	936
A	Private Residential Development at Area (b) of the CDA site in D.D.92 and D.D 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South (Y/NE-KTS/13)	50
B	Private Residential Development at Various Lots in D.D. 94, Hang Tau Tai Po, Kwu Tung South (A/NE-KTS/525)	118
C	Private Residential Houses at No. 106 Hang Tau Road, Kwu Tung South (A/NE-KTS/528)	6
D	Private Residential Development at Various Lots in D.D. 94 and adjoining Government Land, Hang Tau Tai Po, Kwu Tung South (Y/NE-KTS/466)	53

N

EXISTING LOCAL TRACK

SHEUNG YUE RIVER (RIVER BEAS)

ACCESS ROAD A

HANG TAU ROAD

Beas River Country Club

Hang Tau Tai Po

SHEUNG YUE RIVER

A

B

C

D

LEGEND :

APPLICATION SITE

Rev.	Description	Checked	Date
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

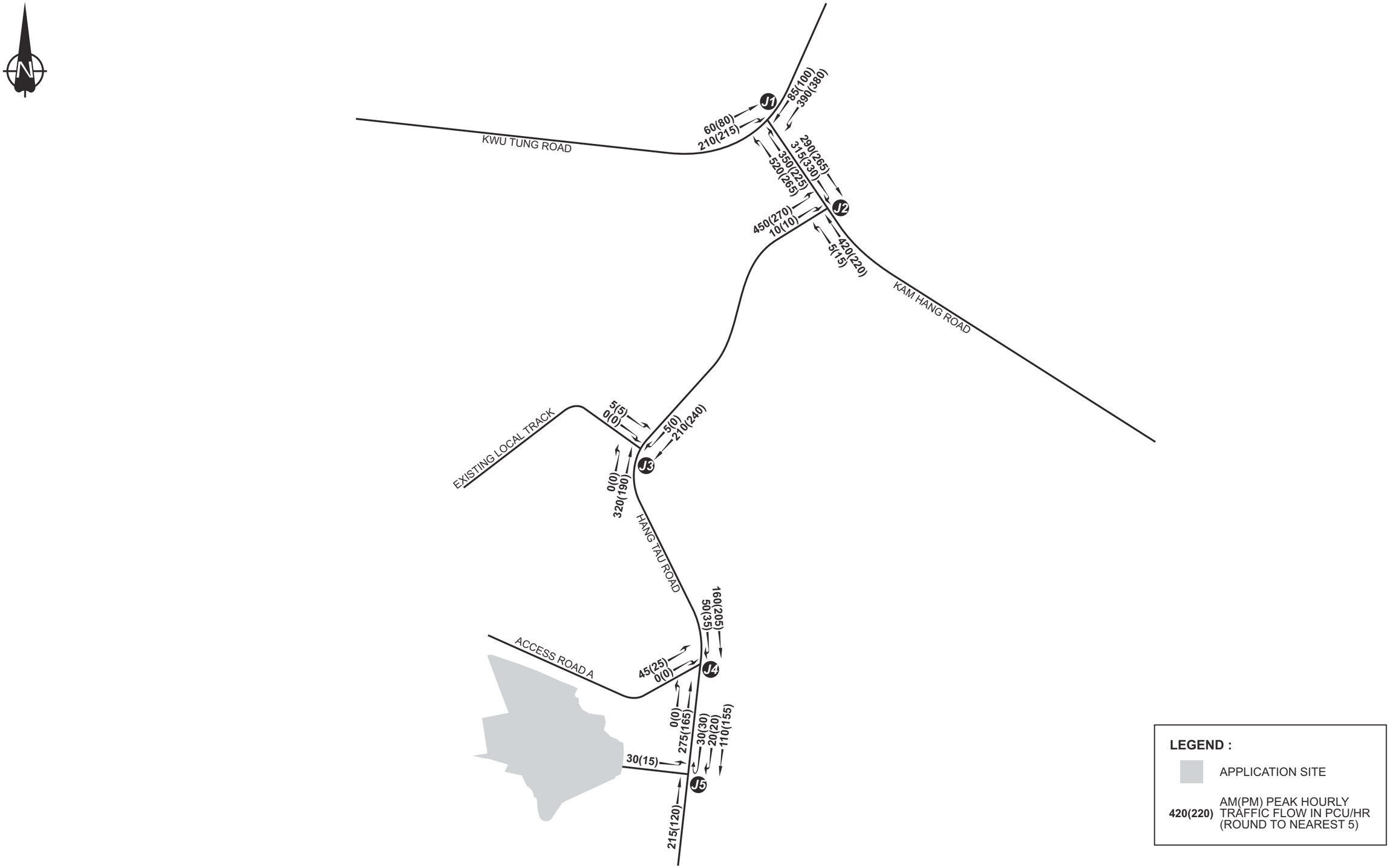
PLANNED / POTENTIAL FUTURE KEY DEVELOPMENTS IN THE VICINITY AND NORTH DISTRICT (2 OF 2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	NTS	MAR 2026	4.2	-

SYSTRA MVA

CHK50808310/TIA1/F42.CDR/LLH/16MAR26

Original Size : A3



LEGEND :

APPLICATION SITE

420(220) AM(PM) PEAK HOURLY TRAFFIC FLOW IN PCU/HR (ROUND TO NEAREST 5)

Rev.	Description	Checked	Date
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

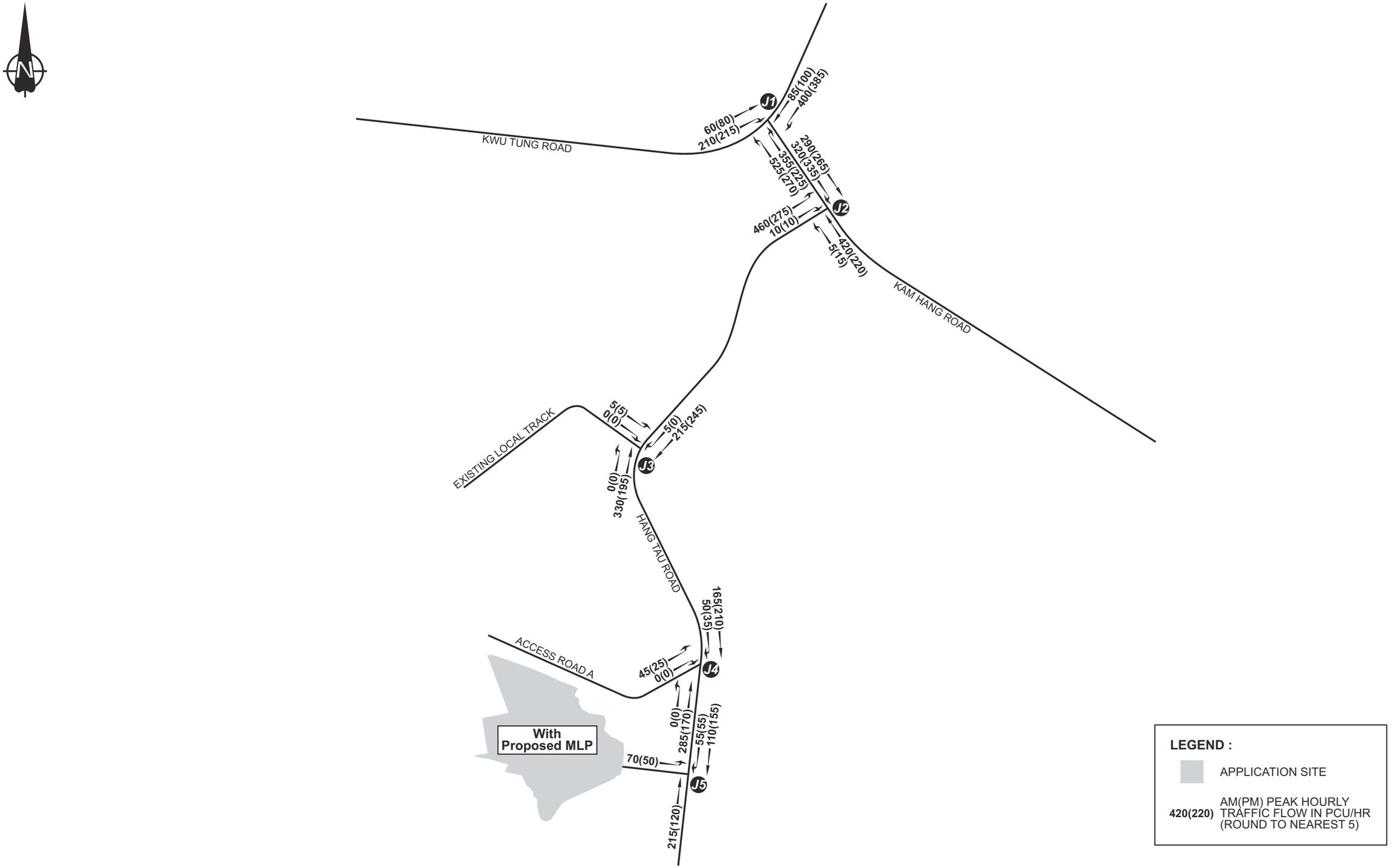
YEAR 2034 REFERENCE TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	NTS	MAR 2026	4.3	-

SYSTRA MVA

CHK50808310/TIA1/F43.CDR/LLH/13MAR26

Original Size : A3



LEGEND :

APPLICATION SITE

420(220) AM(PM) PEAK HOURLY TRAFFIC FLOW IN PCU/HR (ROUND TO NEAREST 5)

Rev.	Description	Checked	Date
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

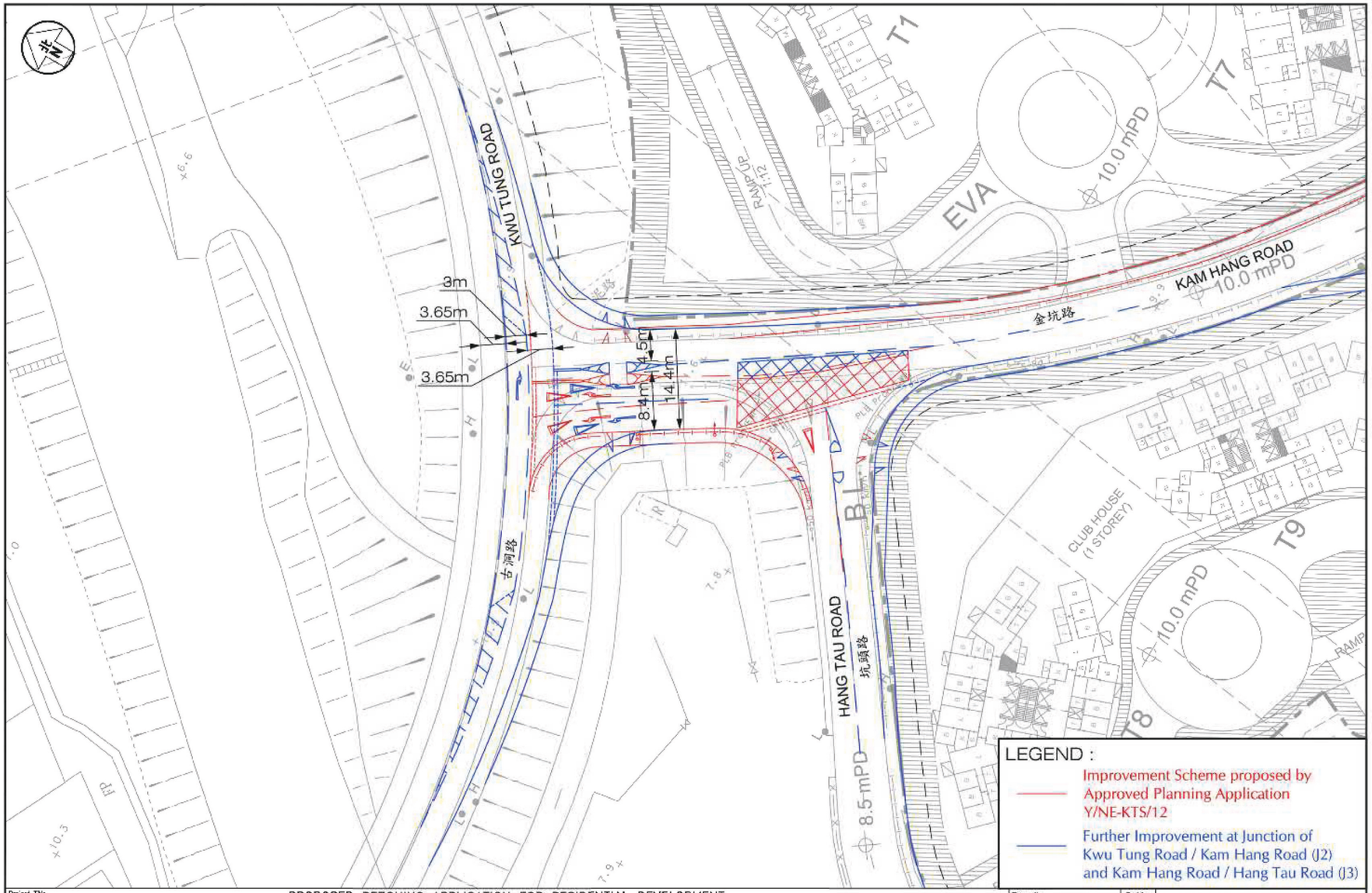
YEAR 2034 DESIGN TRAFFIC FLOWS

Designed	Checked	Scale	Date	Drawing No.	Rev.
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SYSTRA MVA

CHK50808310/TIA1/F44.CDR/LLH/13MAR26

Original Size : A3



Project Title: PROPOSED REZONING APPLICATION FOR RESIDENTIAL DEVELOPMENT AT KAM HANG ROAD AND HANG TAU ROAD, KWU TUNG SOUTH

J6921

Figure Title: FURTHER IMPROVEMENT AT JUNCTION OF KWU TUNG ROAD / KAM HANG ROAD (J2) AND KAM HANG ROAD / HANG TAU ROAD (J3)

Figure No.	Revision
1	A

Designed by	Drawn by	Checked by
L K W	W S W	K C

Scale in A3: ~~1 : 500~~ | Date: 12 NOV 2020

CKM Asia Limited
Traffic and Transportation Planning Consultants
21st Floor, Methodist House, 36 Hennessy Road
Wan Chai, Hong Kong
Tel : (852) 2520 5990 Fax : (852) 2528 6343
Email : mail@ckmasia.com.hk

（資料來源：申請人於 16. 11. 2020 呈交的資料）
(Source : Applicant's Submission of 16.11.2020)

參考編號 REFERENCE No.	繪圖 DRAWING
Y/NE-KTS/14	Z-10

Rev.	Description	Checked	Date
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Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

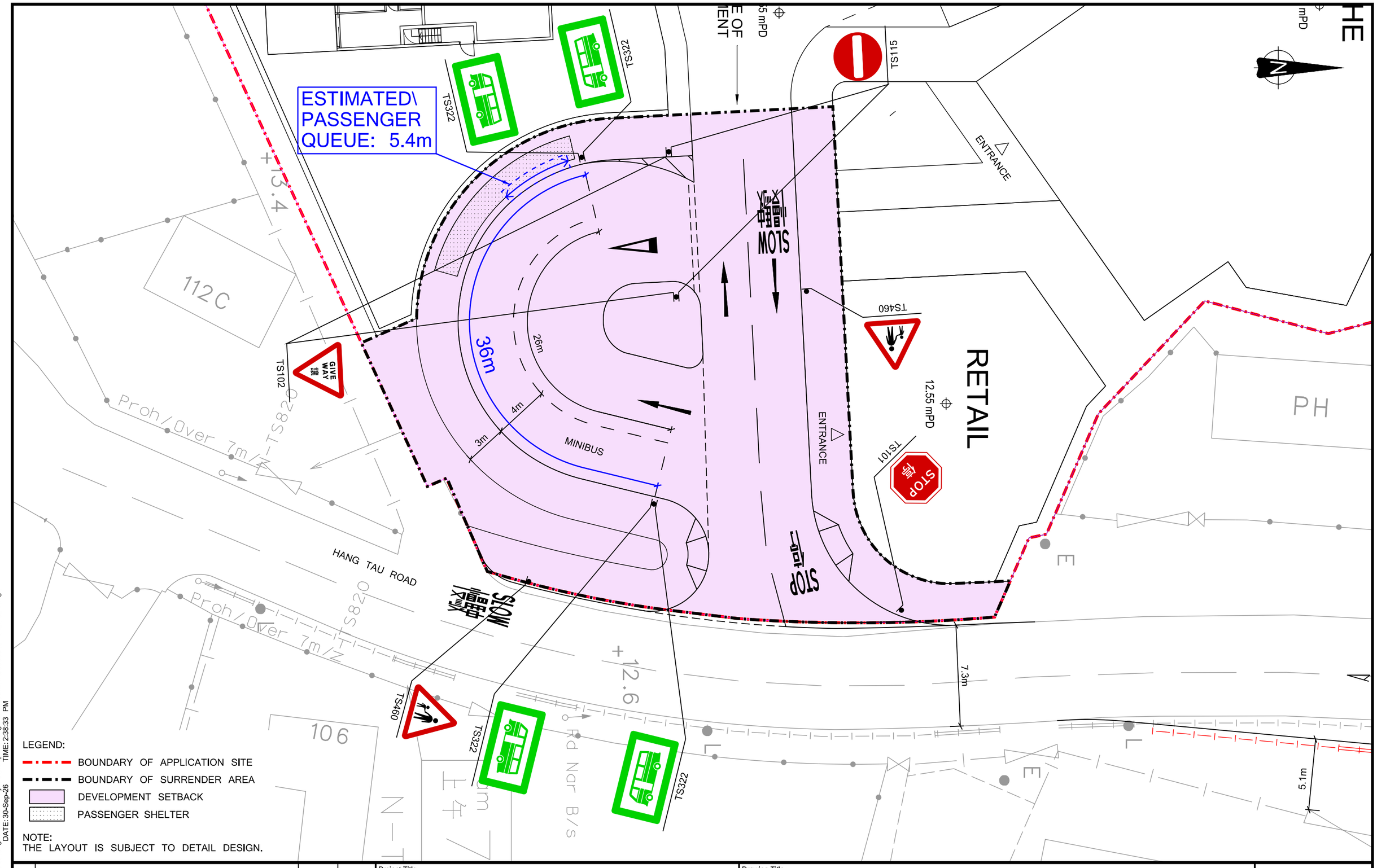
Drawing Title: **MODIFICATION OF JUNCTION J1 UNDER THE KAM HANG ROAD IMPROVEMENT SCHEME AS PROPOSED IN APPLICATION NO. Y/NE-KTS/12 AND Y/NE-KTS/14**

Designed	Checked	Scale	Date	Drawing No.	Rev.
CNM	CHC	NTS	MAR 2026	5.1	-

SYSTRA MVA

CHK50808310/TIA1/F51.CDR/LLH/134MAR26

Original Size : A3



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A	MINOR AMENDMENT	CHC	30SEP26

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

ESTIMATED MAXIMUM PASSENGER QUEUING AT PROPOSED GMB LAYBY

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CNM	CHC	1:250(A3)	JUN 2026	5.2	A

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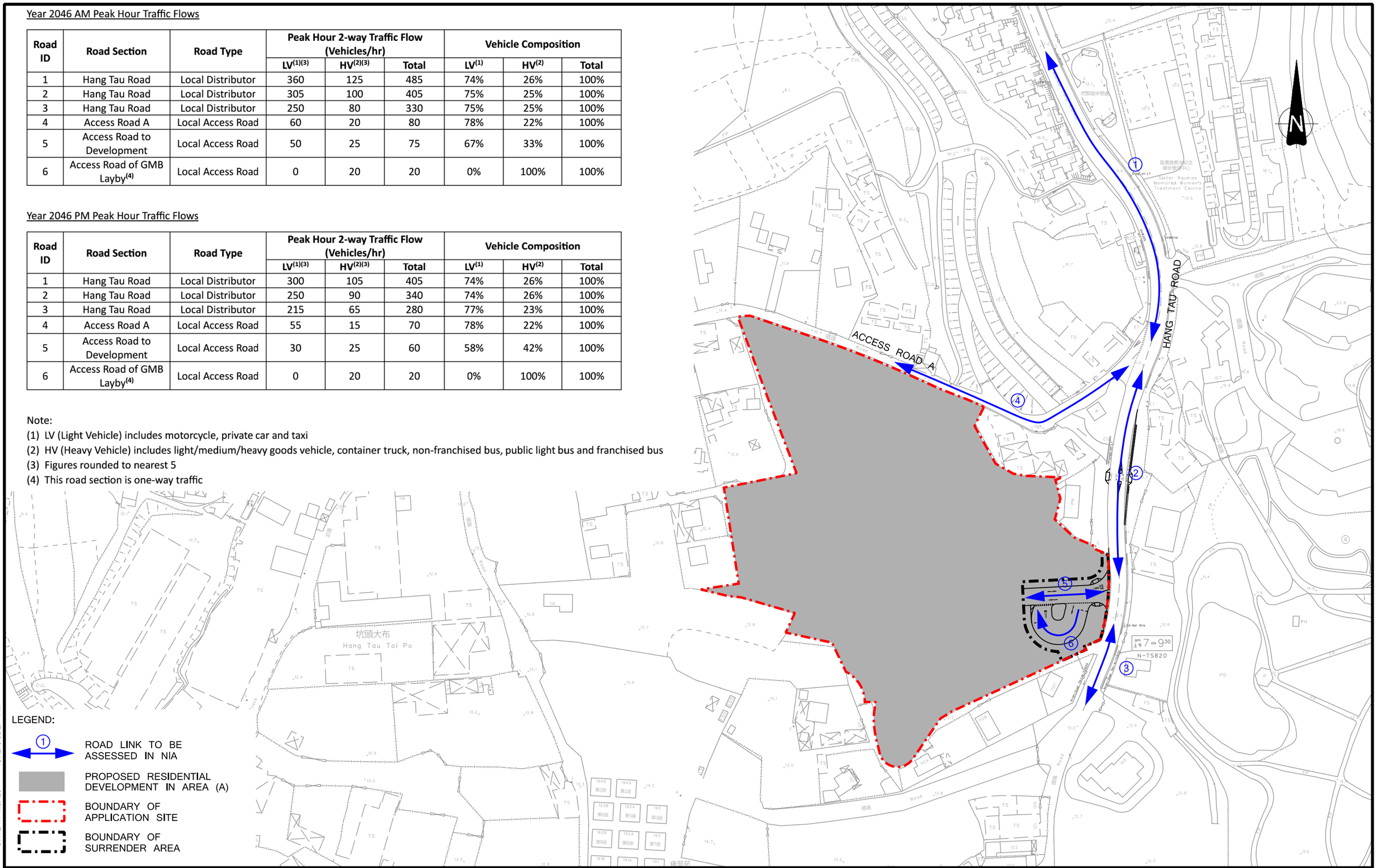
Year 2046 AM Peak Hour Traffic Flows

Road ID	Road Section	Road Type	Peak Hour 2-way Traffic Flow (Vehicles/hr)			Vehicle Composition		
			LV[(1)(3)]	HV[(2)(3)]	Total	LV[(1)]	HV[(2)]	Total
1	Hang Tau Road	Local Distributor	360	125	485	74%	26%	100%
2	Hang Tau Road	Local Distributor	305	100	405	75%	25%	100%
3	Hang Tau Road	Local Distributor	250	80	330	75%	25%	100%
4	Access Road A	Local Access Road	60	20	80	78%	22%	100%
5	Access Road to Development	Local Access Road	50	25	75	67%	33%	100%
6	Access Road of GMB Layby[(4)]	Local Access Road	0	20	20	0%	100%	100%

Year 2046 PM Peak Hour Traffic Flows

Road ID	Road Section	Road Type	Peak Hour 2-way Traffic Flow (Vehicles/hr)			Vehicle Composition		
			LV[(1)(3)]	HV[(2)(3)]	Total	LV[(1)]	HV[(2)]	Total
1	Hang Tau Road	Local Distributor	300	105	405	74%	26%	100%
2	Hang Tau Road	Local Distributor	250	90	340	74%	26%	100%
3	Hang Tau Road	Local Distributor	215	65	280	77%	23%	100%
4	Access Road A	Local Access Road	55	15	70	78%	22%	100%
5	Access Road to Development	Local Access Road	30	25	60	58%	42%	100%
6	Access Road of GMB Layby[(4)]	Local Access Road	0	20	20	0%	100%	100%

Note:
(1) LV (Light Vehicle) includes motorcycle, private car and taxi
(2) HV (Heavy Vehicle) includes light/medium/heavy goods vehicle, container truck, non-franchised bus, public light bus and franchised bus
(3) Figures rounded to nearest 5
(4) This road section is one-way traffic



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-	-	-	-

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

YEAR 2046 PEAK HOURS TRAFFIC FORECAST AND VEHICLE COMPOSITION

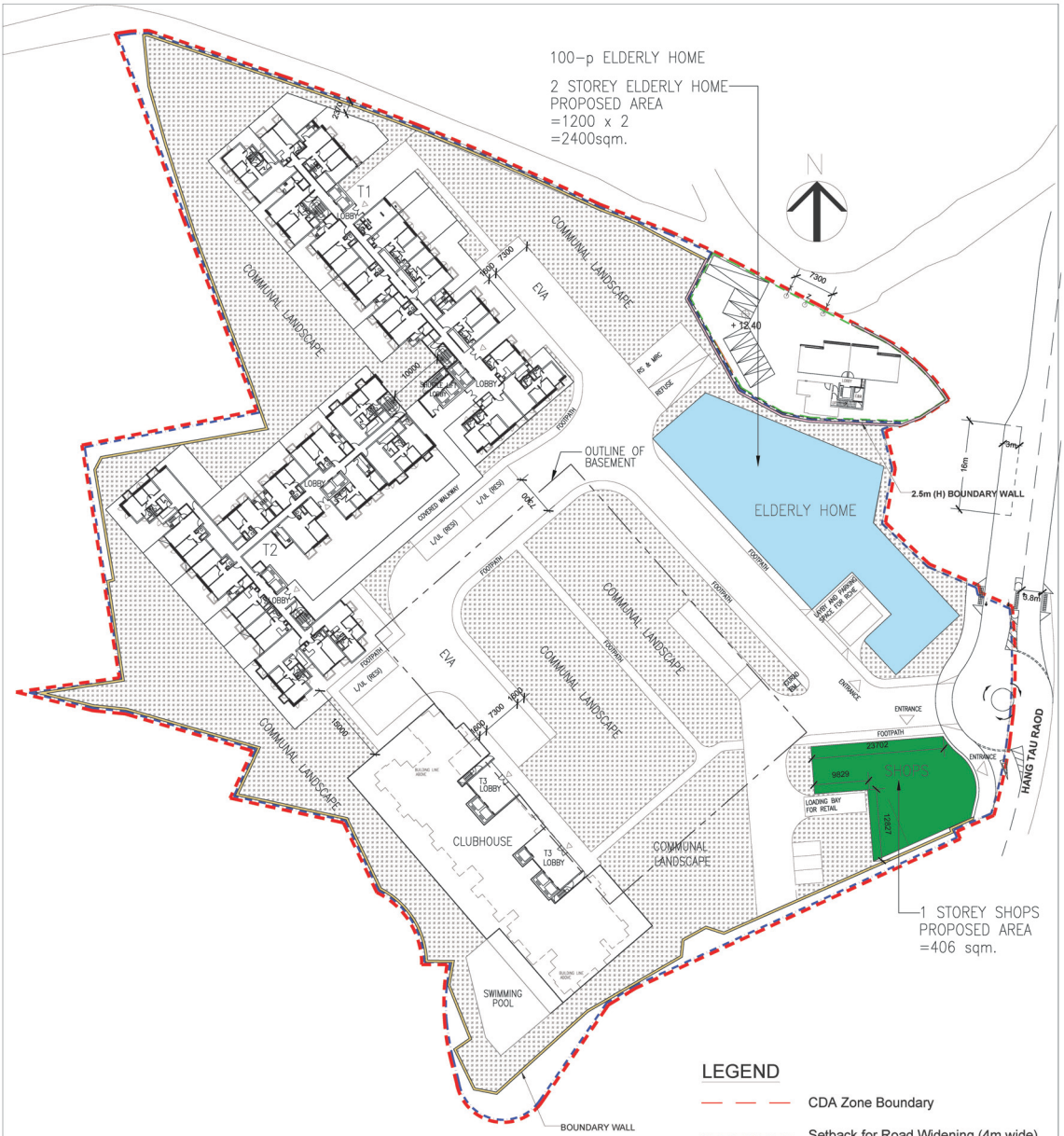
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APPENDIX A – MASTER LAYOUT PLAN UNDER PREVIOUS SCHEME OF THE APPROVED S12A APPLICATIONS



GROUND FLOOR PLAN
(Site A)

申請編號 Application No. : Y / NE-KTS / 13
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

Master Layout Plan for Residential Development at Various Lots
in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" zone
Hang Tau Tai Po, Kwu Tung South, New Territories

lwk&partners architects

Rev.	Description	Checked	Date	Rev.	Description	Checked	Date
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Project Title: SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

MASTER LAYOUT PLAN OF PREVIOUS SCHEME UNDER THE APPROVED S12A APPLICATION

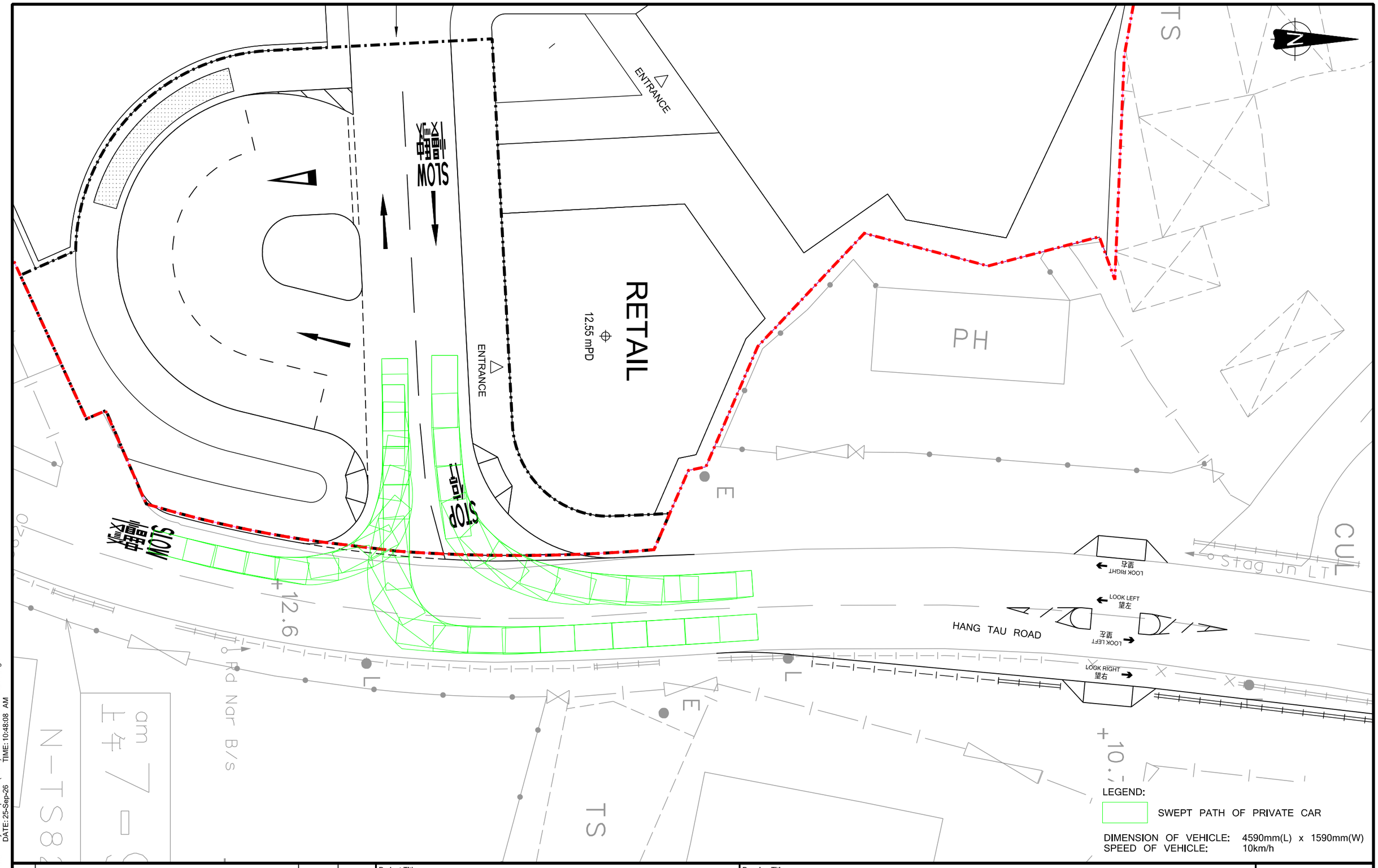
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APPENDIX B – SWEPT PATH ANALYSES



Rev.	Description	Checked	Date
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A	MINOR AMENDMENT	CHC	25SEP26

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

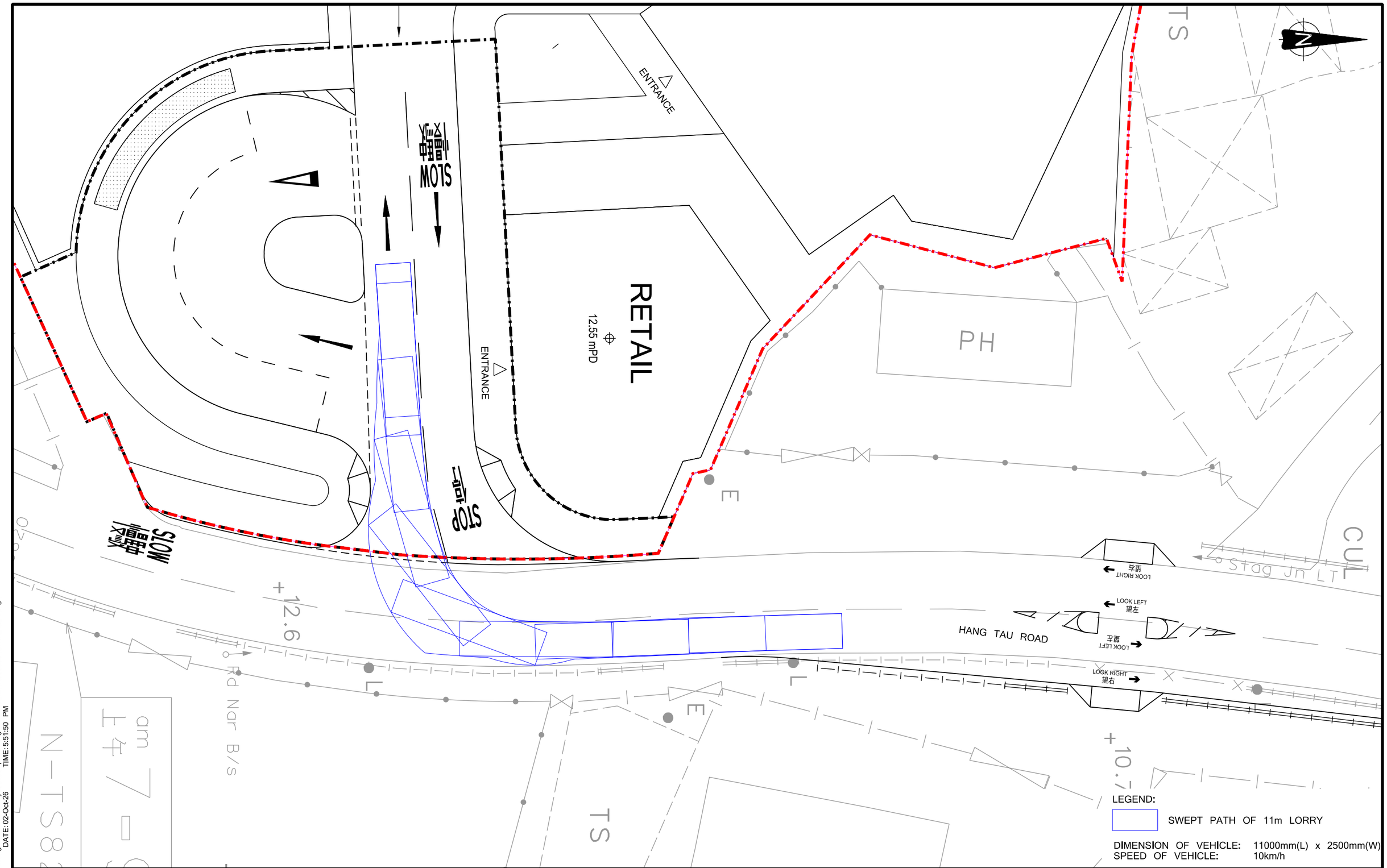
SWEPT PATH OF PRIVATE CAR IN / OUT

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A	MINOR AMENDMENT	CHC	02OCT26

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

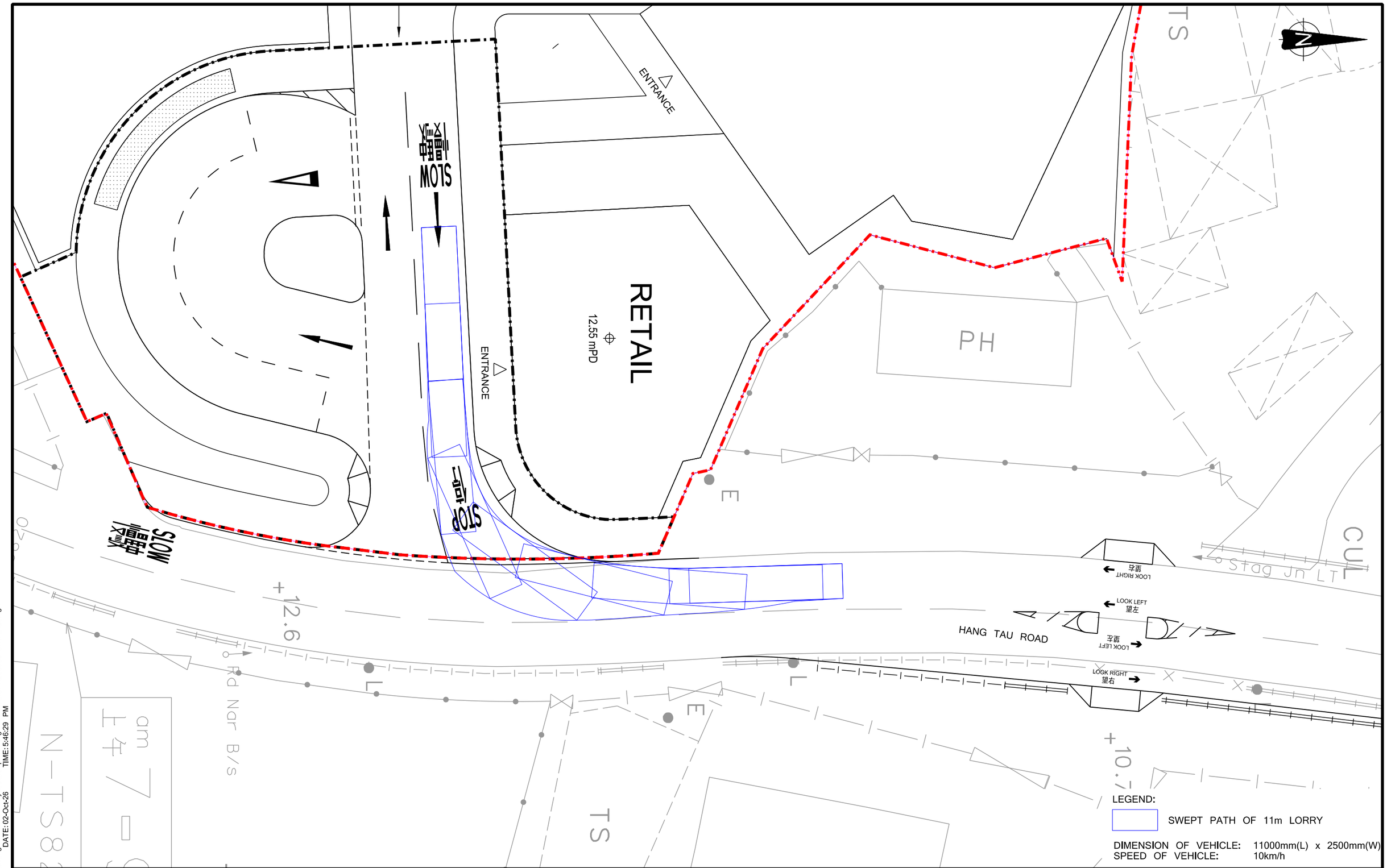
Drawing Title

SWEPT PATH OF 11m LORRY (INGRESS)

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SYSTRA MVA

Original Size : A3



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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

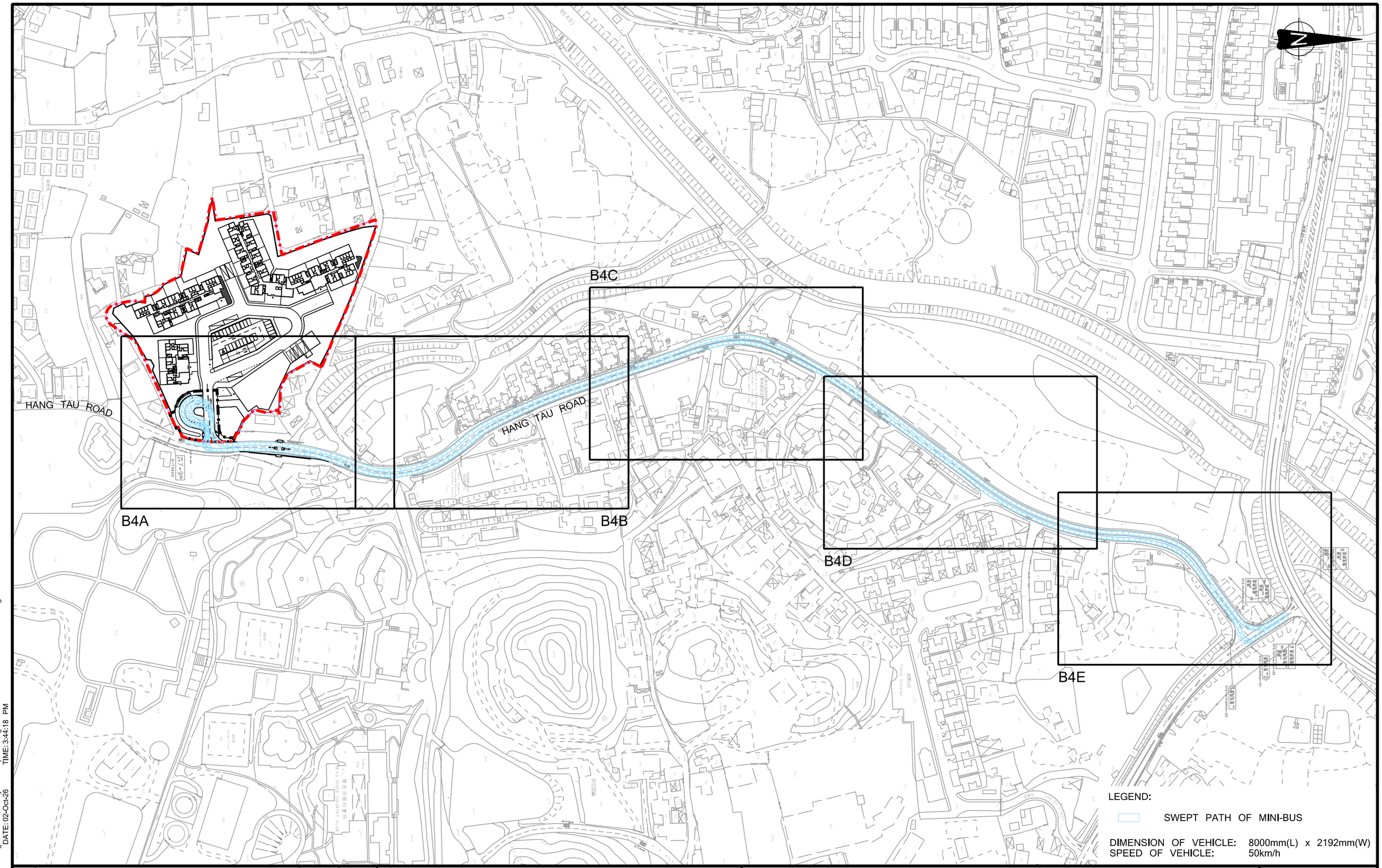
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SWEPT PATH OF 11m LORRY (EGRESS)

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SYSTRA MVA

Original Size : A3



Rev.	Description	Checked	Date
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A	MINOR AMENDMENT	CHC	25SEP26

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

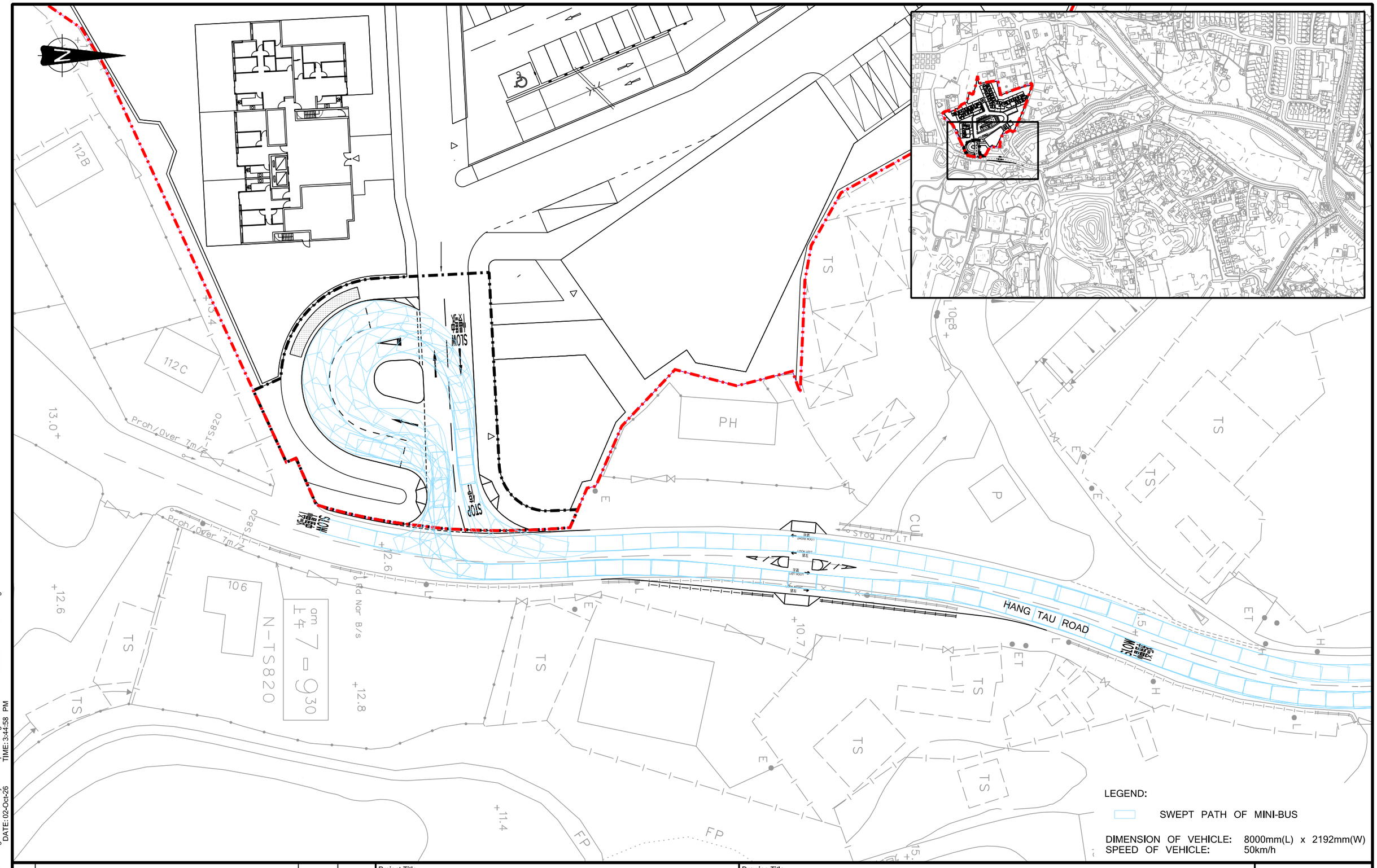
SWEPT PATH OF MINI-BUS ALONG HANG TAU ROAD (KEYPLAN)

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A	MINOR AMENDMENT	CHC	25SEP26

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

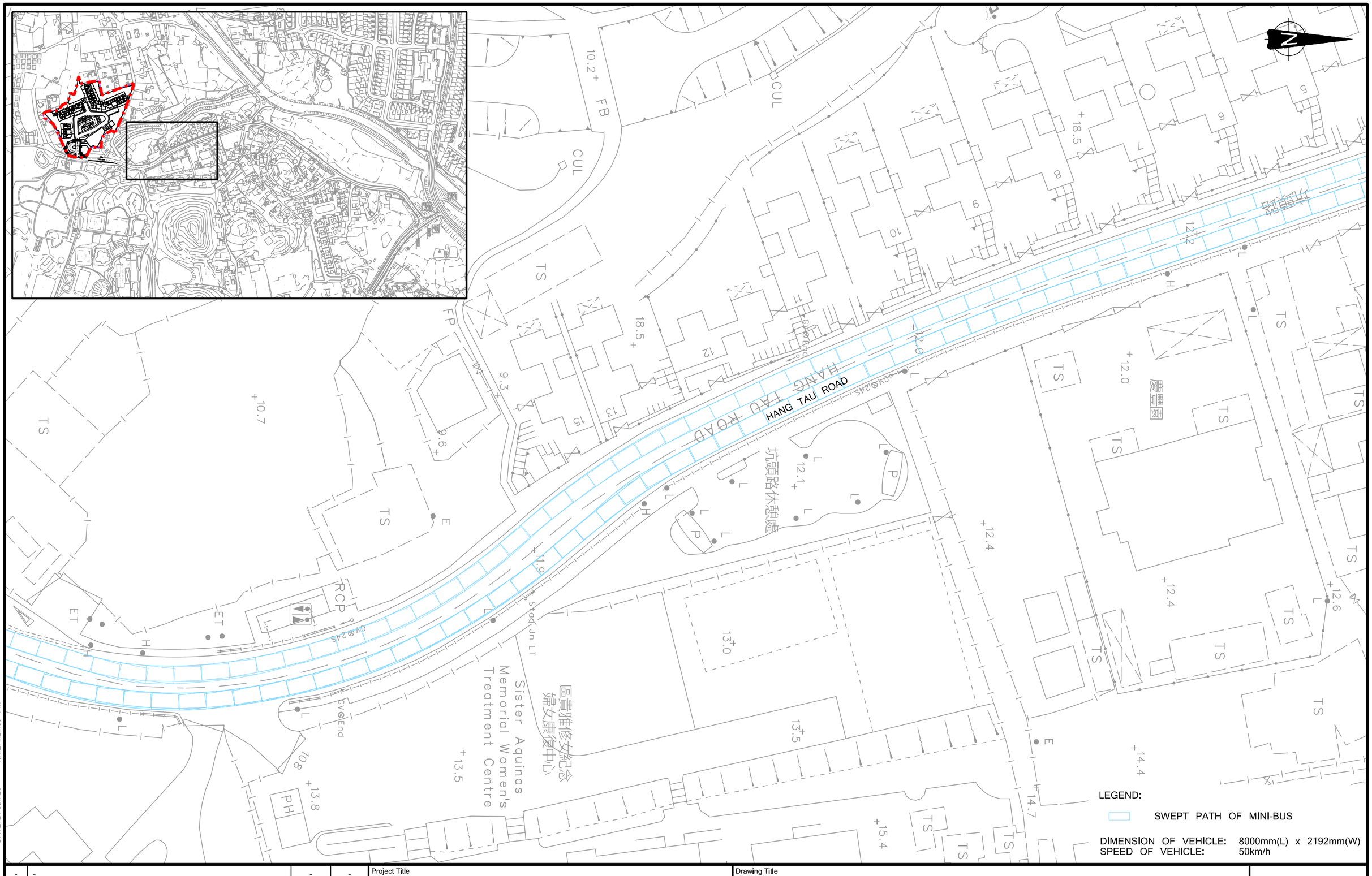
SWEPT PATH OF MINI-BUS ALONG HANG TAU ROAD (SHEET 1 OF 5)

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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

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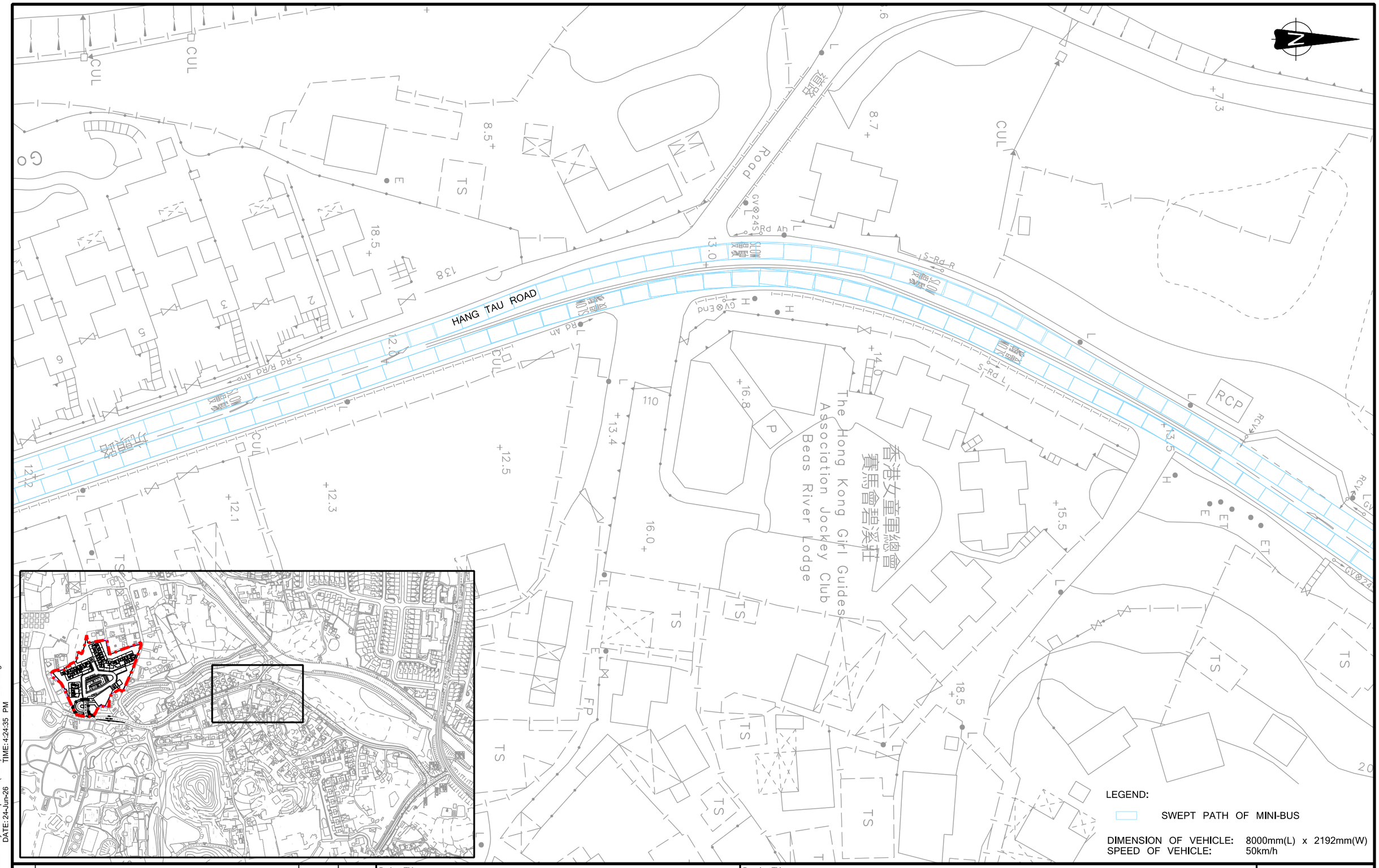
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

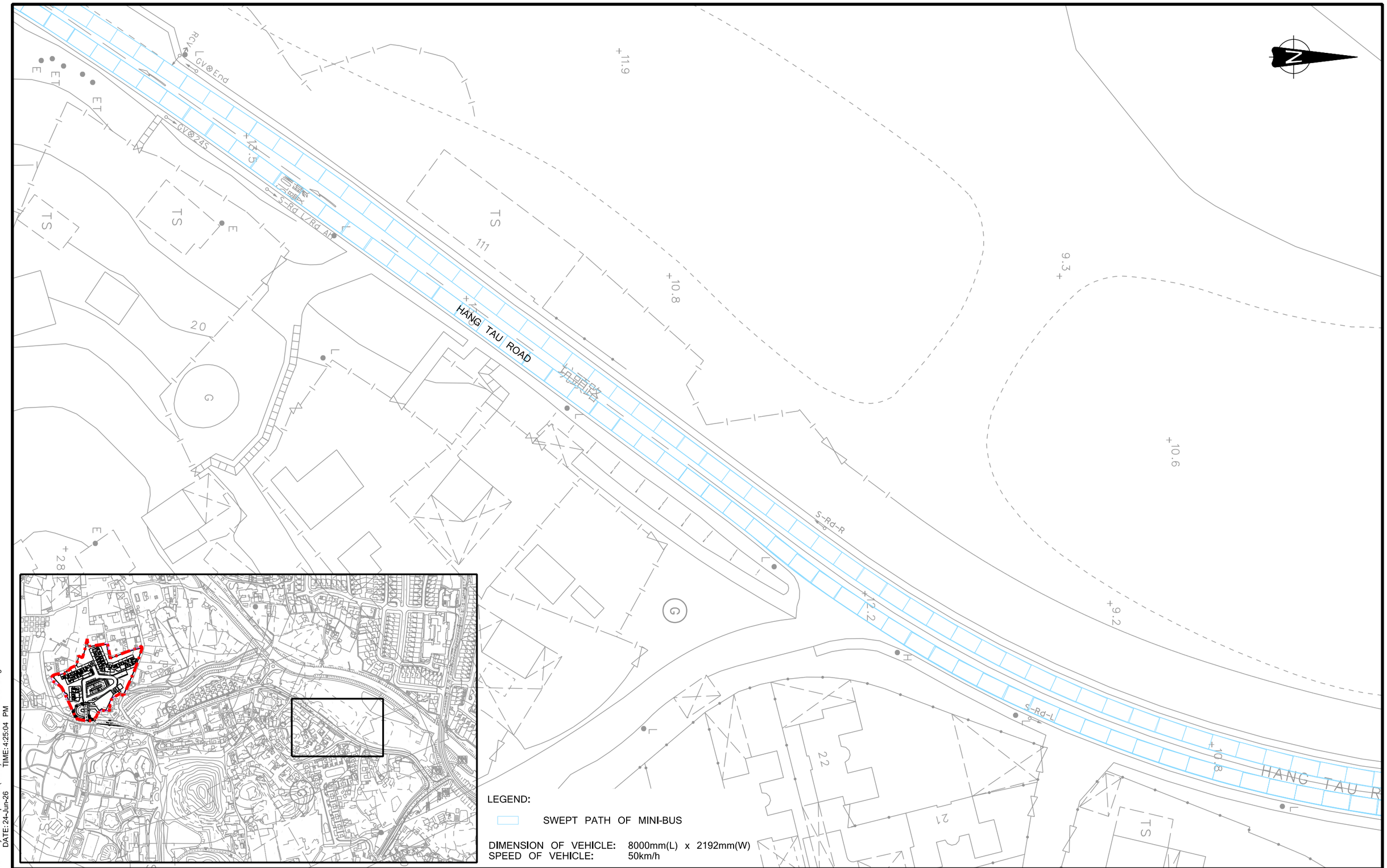
SWEPT PATH OF MINI-BUS ALONG HANG TAU ROAD (SHEET 3 OF 5)

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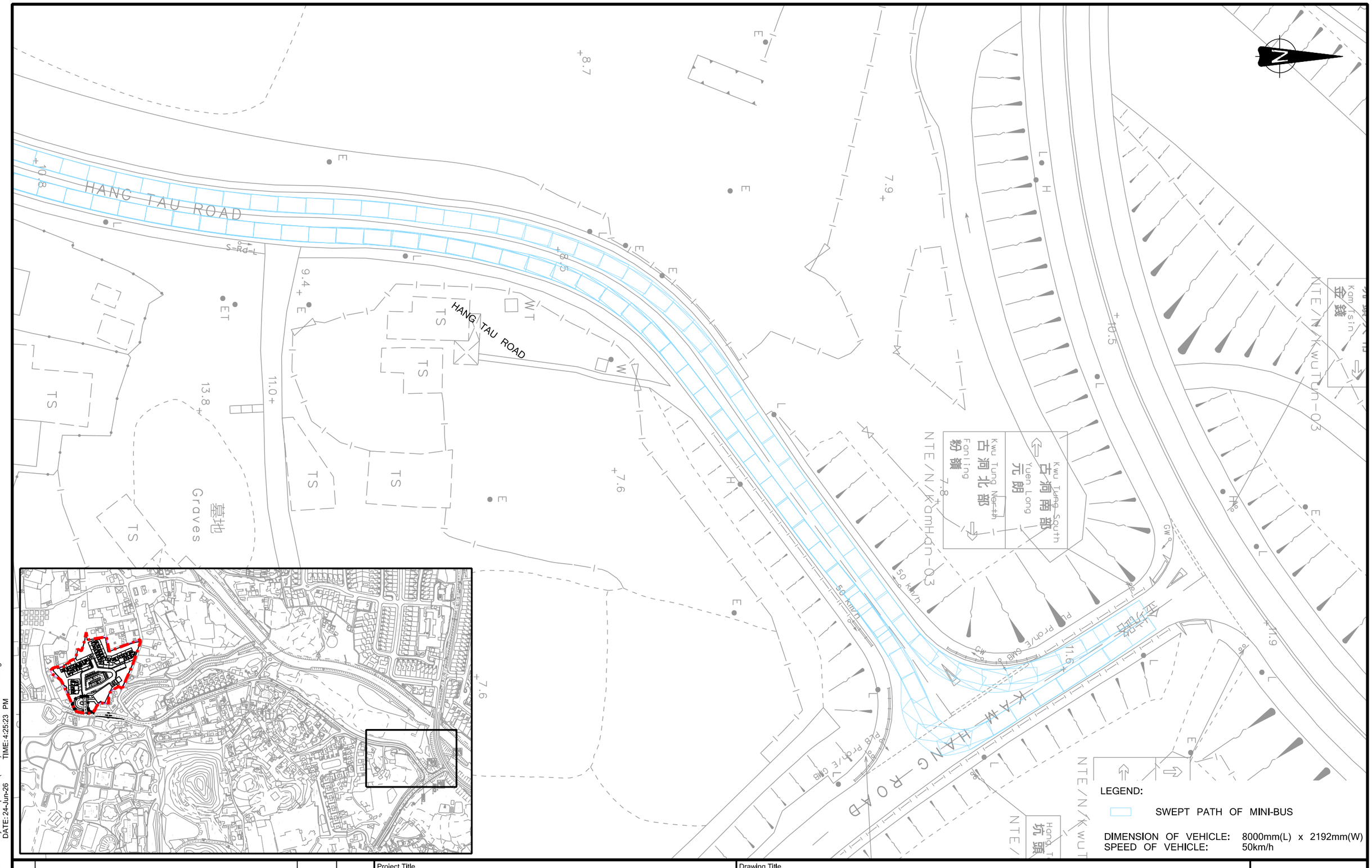
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

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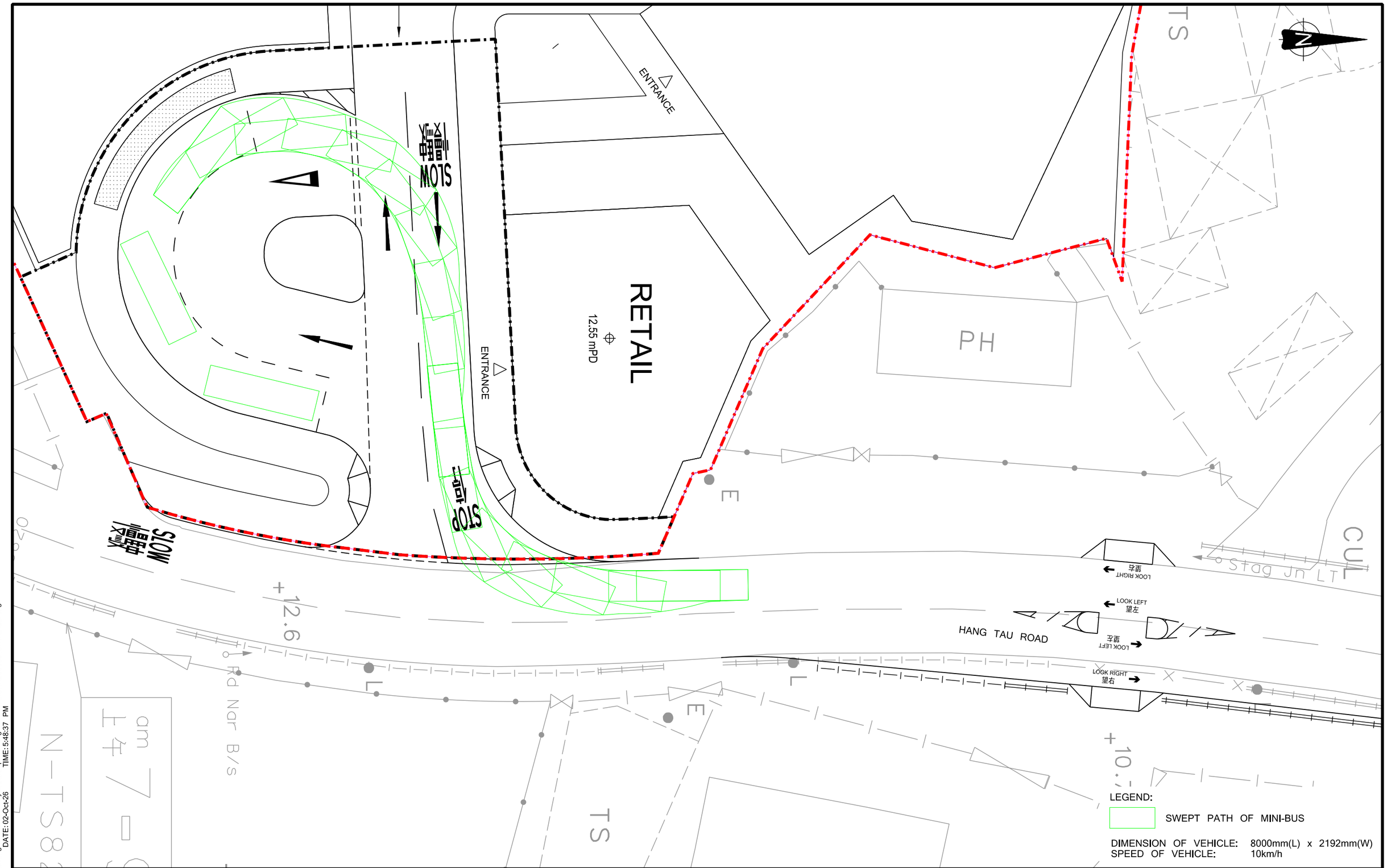
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

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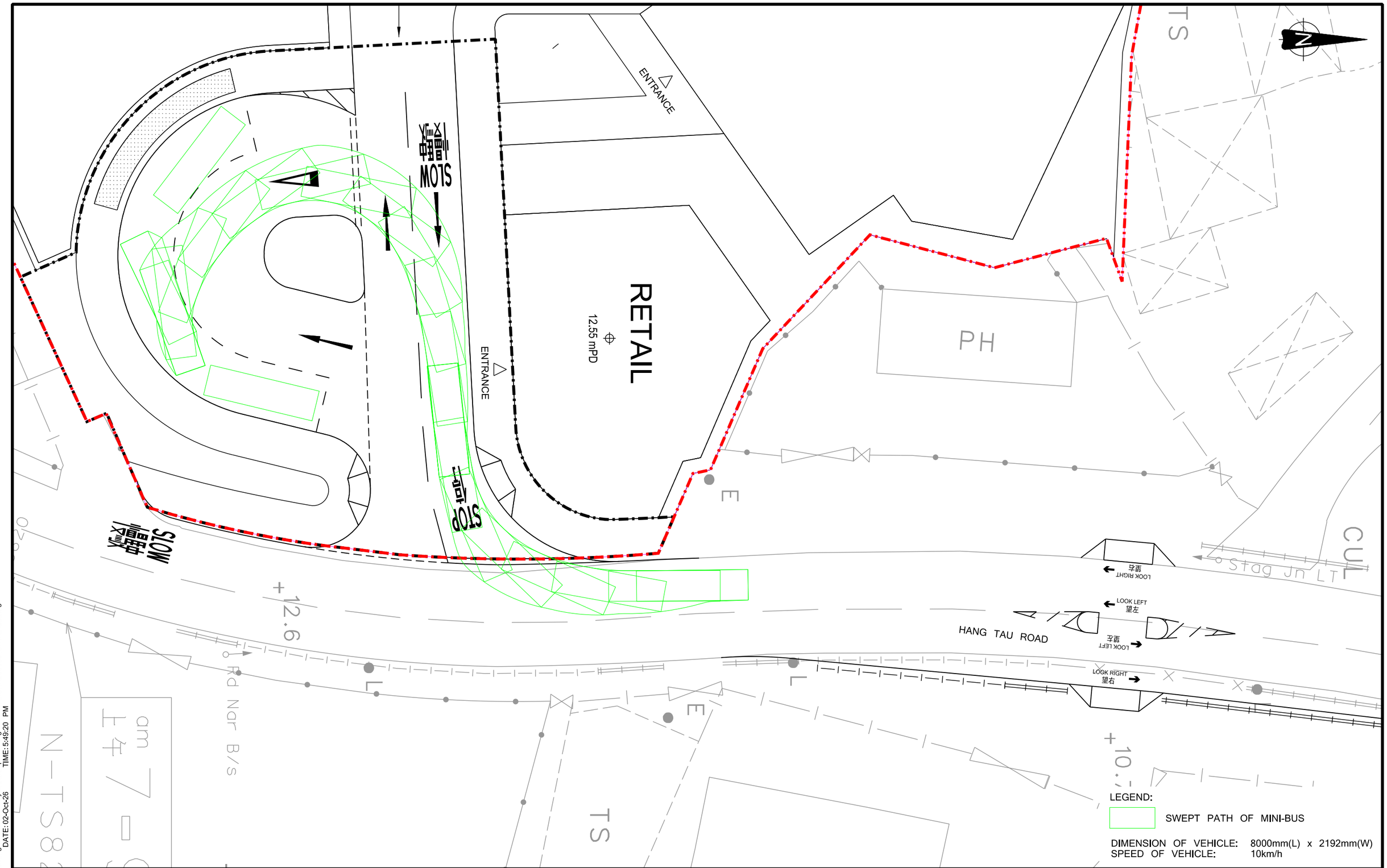
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

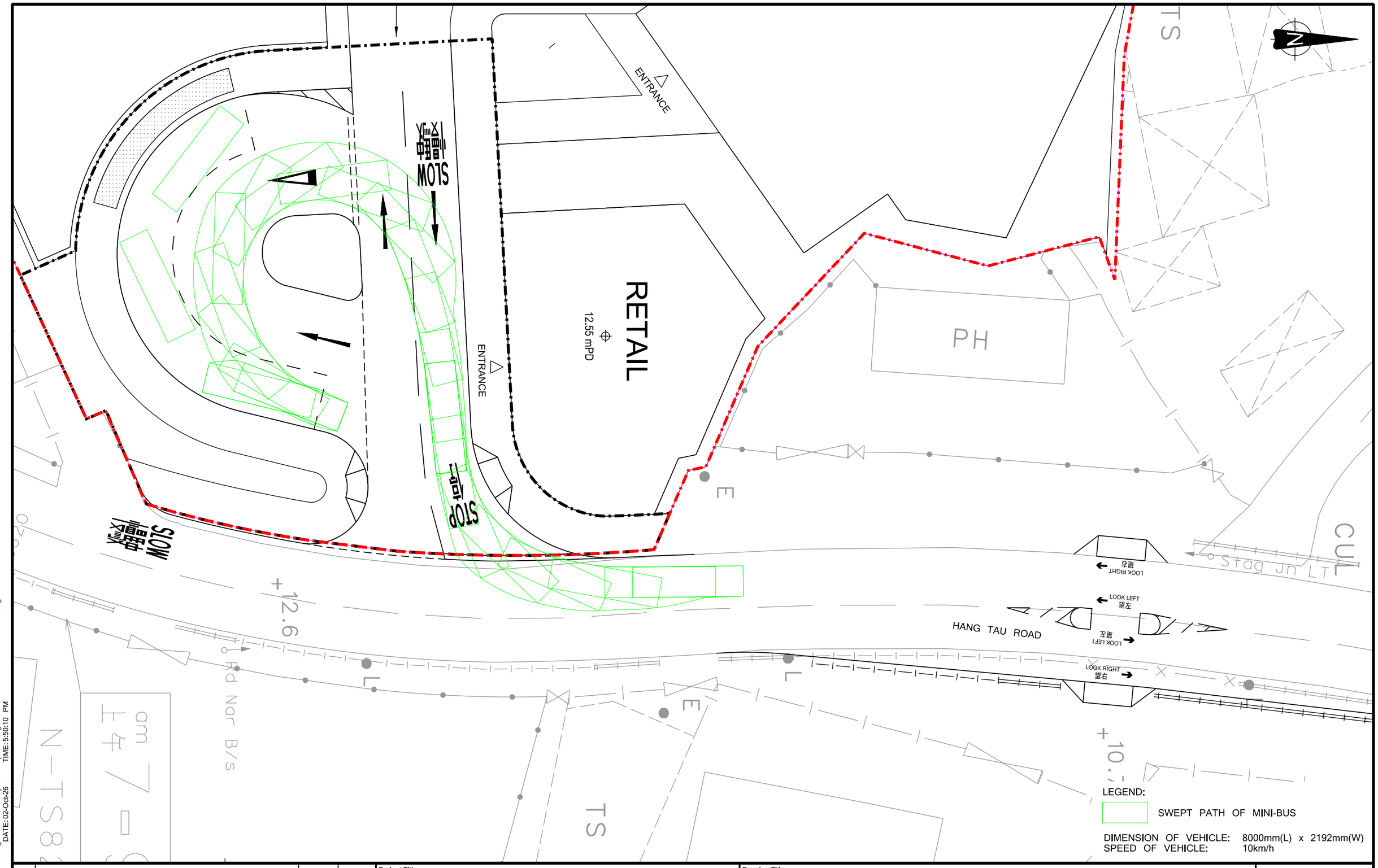
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

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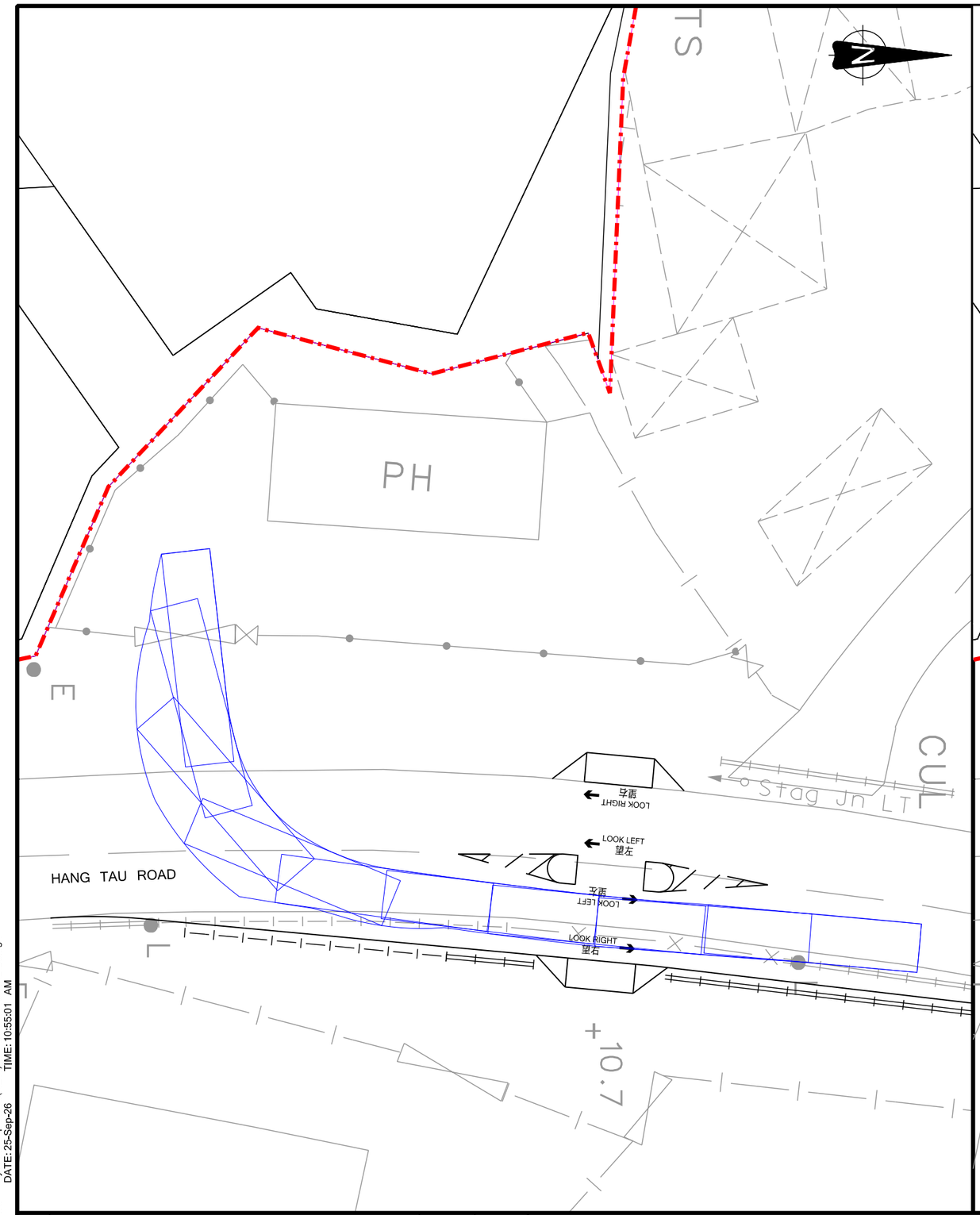
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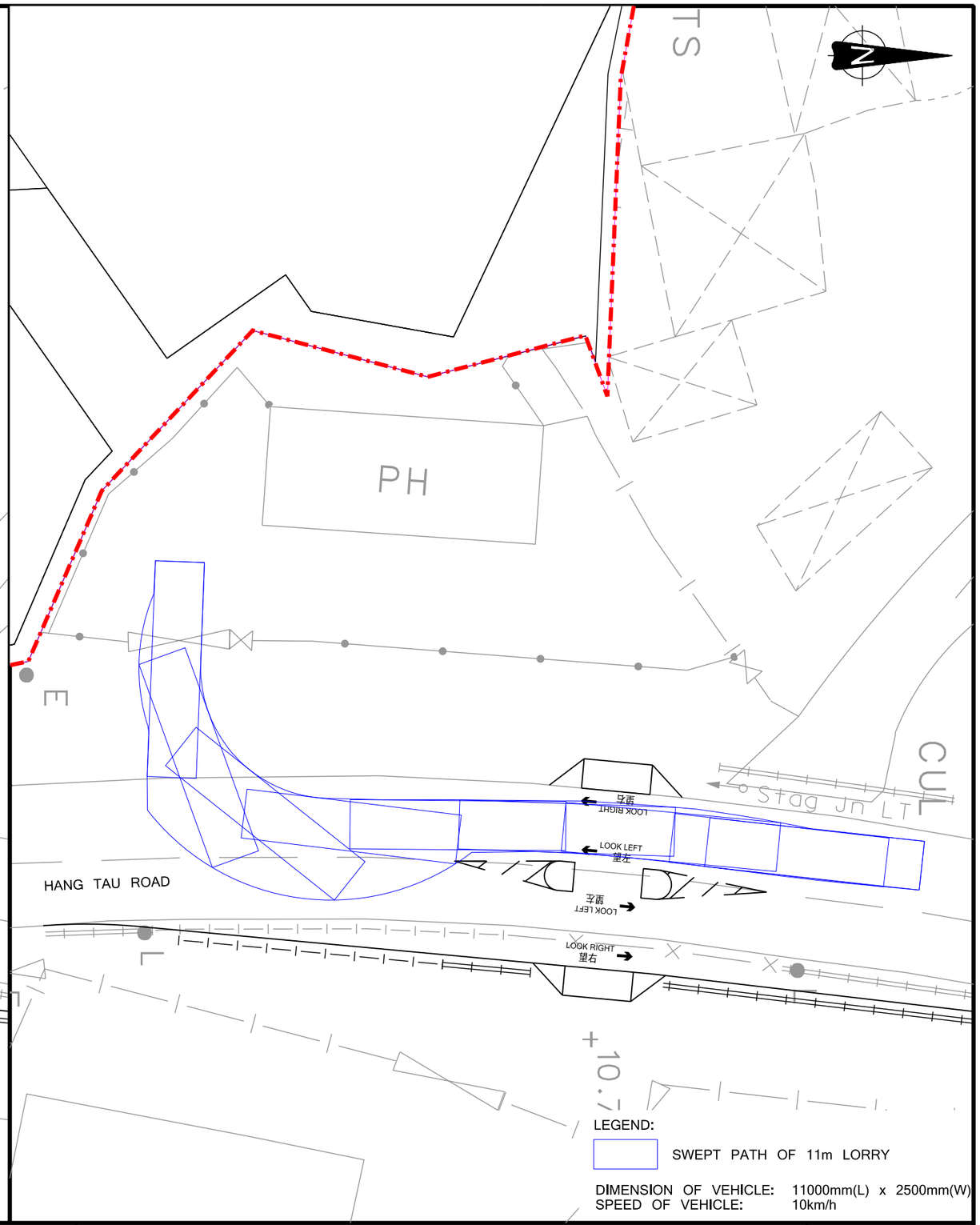
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Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTION FOR COMPREHENSIVE DEVELOPMENT IN HANG TAU TAI PO, KWU TUNG SOUTH

Drawing Title

SWEPT PATH OF 11m LORRY (INGRESS AND EGRESS)

Designed	Checked	Scale	Date	Drawing No.	Rev.
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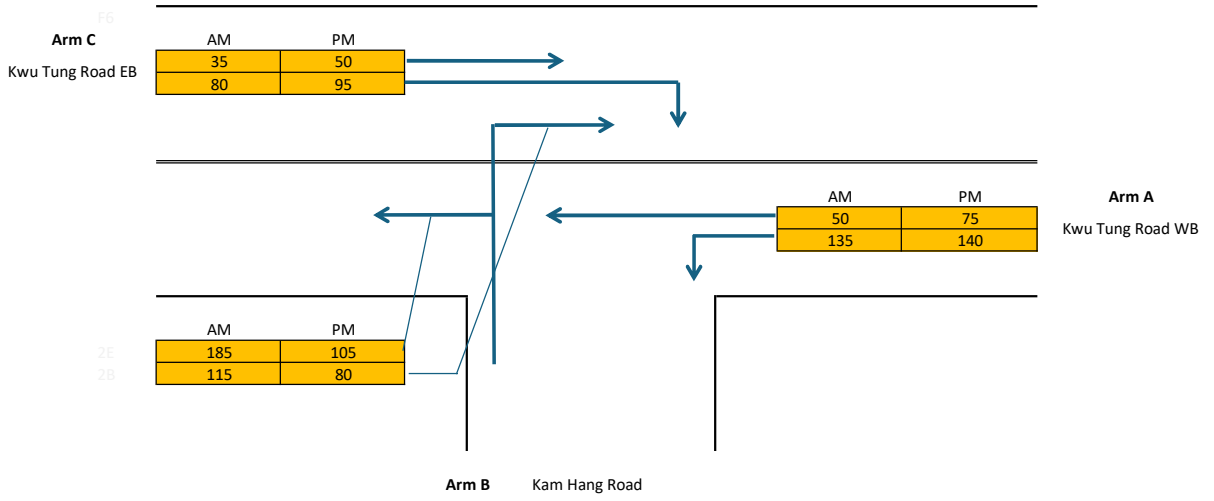
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APPENDIX C – DETAILS OF JUNCTION ASSESSMENTS

2024 Observed

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South				
Junction:	(J1) Kwu Tung Road / Kam Hang Road			Designed by:	TCW
Scheme:	Existing			Checked by:	CHC
Design Year:	2024	Job No.: CHK50808310		Date:	Mar-26
Arm A:	Kwu Tung Road WB				
Arm B:	Kam Hang Road				
Arm C:	Kwu Tung Road EB				



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.75
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.60
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated	D	0.6141
	Vl(b-a)	70	Parameters	E	0.9912
	Vr(b-c)	100		F	0.9505
	Vr(c-b)	70		Y	0.7482

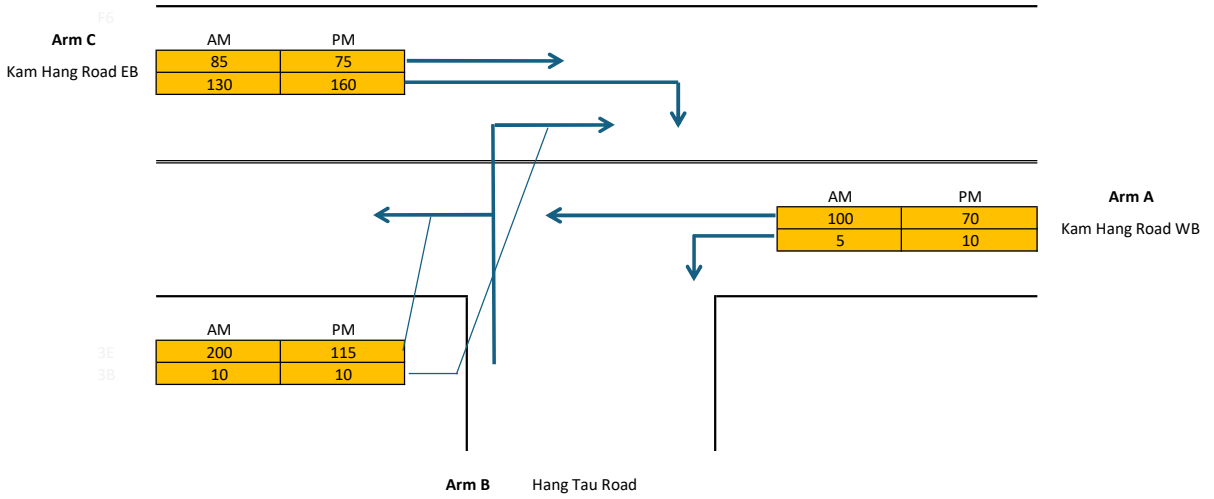
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	35	50
	q(c-b)	80	95
	q(a-b)	135	140
	q(a-c)	50	75
	q(b-a)	115	80
	q(b-c)	185	105
	f	0.62	0.57
CAPACITIES (pcu/hr)	Q(b-ac)	505.277	476.92
	Q(c-a)	1581.9	1537.9
	Q(c-b)	660.244	652.48
RFC's	c-a	0.02	0.03
	c-b	0.12	0.15
	b-ac	0.59	0.39
RFC		**0.59**	**0.39**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South		
Junction:	(J2) Kam Hang Road / Hang Tau Road	Designed by:	TCW
Scheme:	Observed	Checked by:	CHC
Design Year:	2024	Job No.: CHK50808310	Date: Mar-26
Arm A:	Kam Hang Road WB		
Arm B:	Hang Tau Road		
Arm C:	Kam Hang Road EB		



GEOMETRY

Major Road Width (m)	W	6.60	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	4.25
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.30
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated	D	0.6044
	Vl(b-a)	45	Parameters	E	1.0469
	Vr(b-c)	110		F	0.941
	Vr(c-b)	90		Y	0.7723

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	85	75
	q(c-b)	130	160
	q(a-b)	5	10
	q(a-c)	100	70
	q(b-a)	10	10
	q(b-c)	200	115
	f	0.95	0.92
CAPACITIES (pcu/hr)	Q(b-ac)	705.063	683.16
	Q(c-a)	1452.44	1376.4
	Q(c-b)	673.261	679.87
RFC's	c-a	0.06	0.05
	c-b	0.19	0.24
	b-ac	0.30	0.18
RFC		**0.30**	**0.24**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

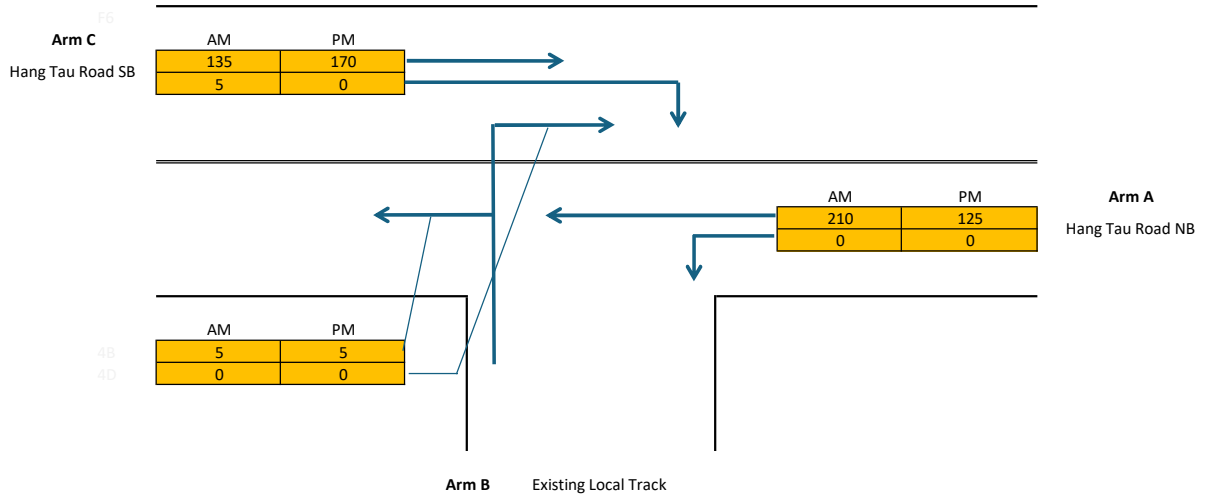
f = proportion of minor traffic turning left

Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South				
Junction:	(J3) Hang Tau Road / Local Track to Sheung Yue River / Access of Jockey Club River Beas Lodge			Designed by:	TCW
Scheme:	Observed			Checked by:	CHC
Design Year:	2024	Job No.: CHK50808310		Date:	Mar-26
Arm A:	Hang Tau Road NB				
Arm B:	Existing Local Track				
Arm C:	Hang Tau Road SB				



GEOMETRY

Major Road Width (m)	W	7.80	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated	D	0.6257
	Vl(b-a)	100	Parameters	E	0.9682
	Vr(b-c)	100		F	0.9867
	Vr(c-b)	80		Y	0.7309

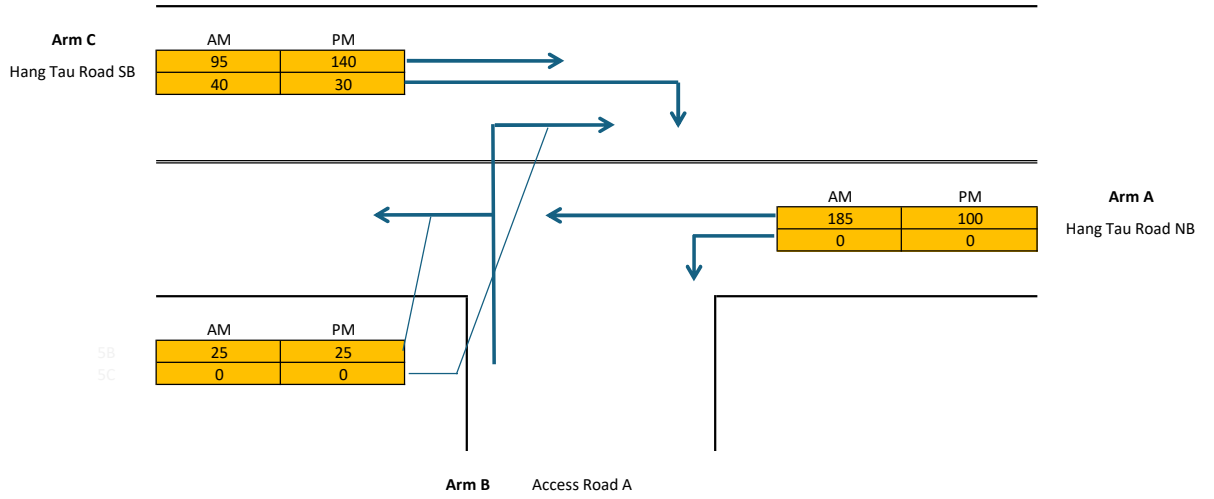
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	135	170
	q(c-b)	5	0
	q(a-b)	0	0
	q(a-c)	210	125
	q(b-a)	0	0
	q(b-c)	5	5
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	667.184	689.08
	Q(c-a)	1786.76	1800
	Q(c-b)	679.933	702.25
RFC's	c-a	0.08	0.09
	c-b	0.01	0.00
	b-ac	0.01	0.01
RFC		**0.08**	**0.09**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South		
Junction:	(J4) Hang Tau Road / Access Road A	Designed by:	TCW
Scheme:	Observed	Checked by:	CHC
Design Year:	2024	Job No.: CHK50808310	Date: Mar-26
Arm A:	Hang Tau Road NB		
Arm B:	Access Road A		
Arm C:	Hang Tau Road SB		



GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	4.50		w(b-c)	3.30
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.30
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	30	Calculated Parameters	D	0.5573
	Vl(b-a)	22		E	0.8888
	Vr(b-c)	30		F	0.8888
	Vr(c-b)	30		Y	0.7585

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	95	140
	q(c-b)	40	30
	q(a-b)	0	0
	q(a-c)	185	100
	q(b-a)	0	0
	q(b-c)	25	25
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	616.734	637.59
	Q(c-a)	1683.26	1715.3
	Q(c-b)	616.734	637.59
RFC's	c-a	0.06	0.08
	c-b	0.06	0.05
	b-ac	0.04	0.04
RFC		**0.06**	**0.08**

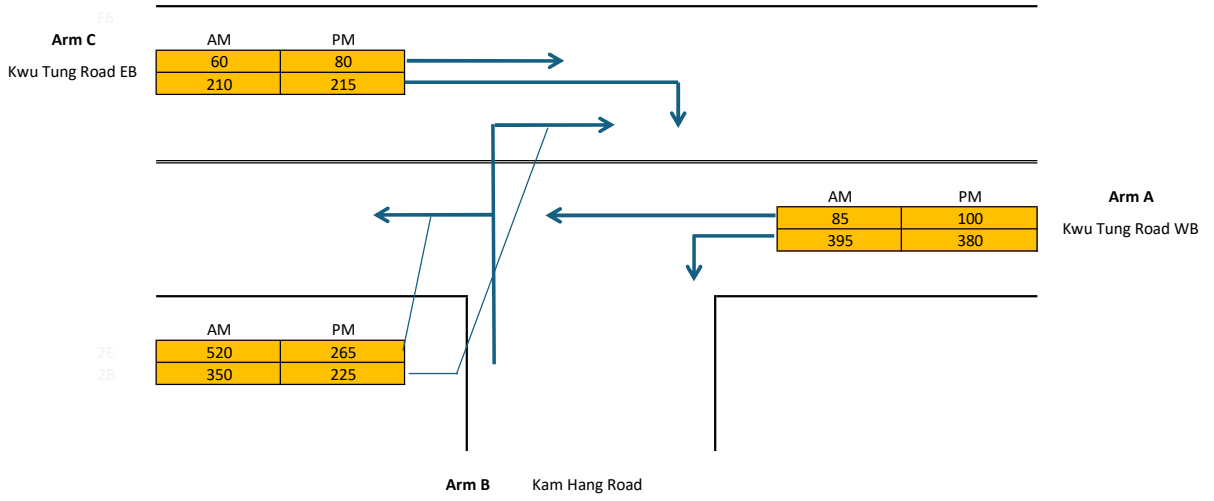
Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

2034 Reference

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South		
Junction:	(J1) Kwu Tung Road / Kam Hang Road	Designed by:	TCW
Scheme:	Reference	Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310	Date: Mar-26
Arm A:	Kwu Tung Road WB		
Arm B:	Kam Hang Road		
Arm C:	Kwu Tung Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.75
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.60
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated	D	0.6141
	Vl(b-a)	70	Parameters	E	0.9912
	Vr(b-c)	100		F	0.9505
	Vr(c-b)	70		Y	0.7482

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	60	80
	q(c-b)	210	215
	q(a-b)	395	380
	q(a-c)	85	100
	q(b-a)	350	225
	q(b-c)	520	265
	f	0.60	0.54
CAPACITIES (pcu/hr)	Q(b-ac)	437.925	412.14
	Q(c-a)	1152.61	1137.2
	Q(c-b)	583.883	583.88
RFC's	c-a	0.05	0.07
	c-b	0.36	0.37
	b-ac	1.99	1.19
RFC		**1.99**	**1.19**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

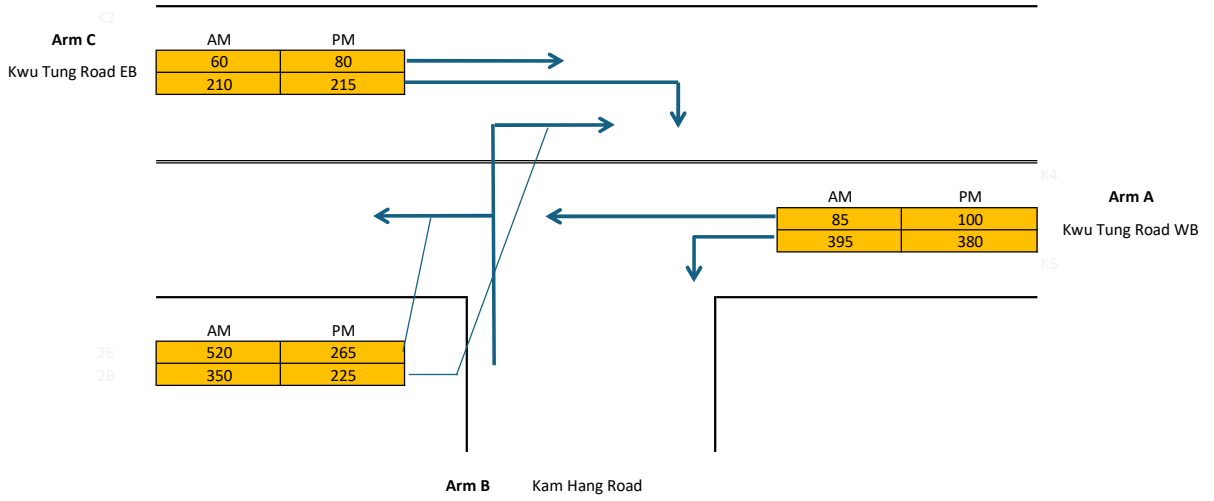
f = proportion of minor traffic turning left

Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South				
Junction:	(J1) Kwu Tung Road / Kam Hang Road			Designed by:	TCW
Scheme:	Reference (with Improvement scheme under Y/NE-KTS/14)			Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310		Date:	Mar-26
Arm A:	Kwu Tung Road WB				
Arm B:	Kam Hang Road				
Arm C:	Kwu Tung Road EB				



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	4.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	4.70
Blockage of major road right turn	Y/N?	N		w(c-b)	3.00
Combined stream on minor arm	Y/N?	N			
Visibility Distances (m)	Vr(b-a)	135	Calculated	D	1.0968
	Vl(b-a)	125	Parameters	E	1.1135
	Vr(b-c)	135		F	0.922
	Vr(c-b)	100		Y	0.7482

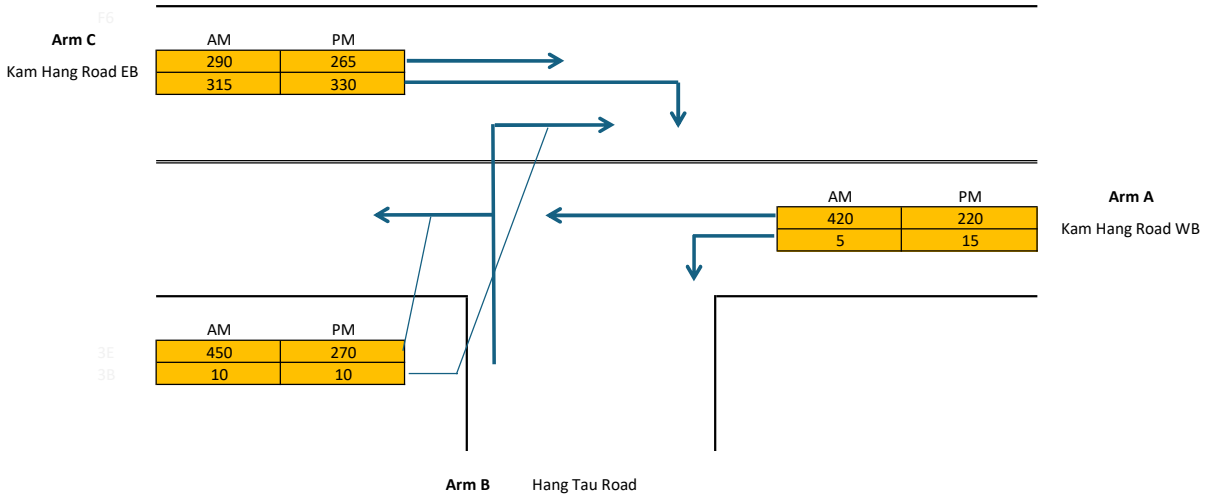
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	60	80
	q(c-b)	210	215
	q(a-b)	395	380
	q(a-c)	85	100
	q(b-a)	350	225
	q(b-c)	520	265
	f	0.60	0.54
CAPACITIES (pcu/hr)	Q(b-a)	514.764	506.16
	Q(b-c)	756.42	753.67
	Q(b-c)(0)	627.843	669.92
	Q(c-b)	566.369	566.37
RFC's	c-b	0.37	0.38
	b-a	0.68	0.44
	b-c b-c(0)	0.69 0.83	0.35 0.40
RFC		**0.83**	**0.44**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South		
Junction:	(J2) Kam Hang Road / Hang Tau Road	Designed by:	TCW
Scheme:	Reference	Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310	Date: Mar-26
Arm A:	Kam Hang Road WB		
Arm B:	Hang Tau Road		
Arm C:	Kam Hang Road EB		



GEOMETRY

Major Road Width (m)	W	6.60	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	4.25
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.30
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated Parameters	D	0.6044
	Vl(b-a)	45		E	1.0469
	Vr(b-c)	110		F	0.941
	Vr(c-b)	90		Y	0.7723

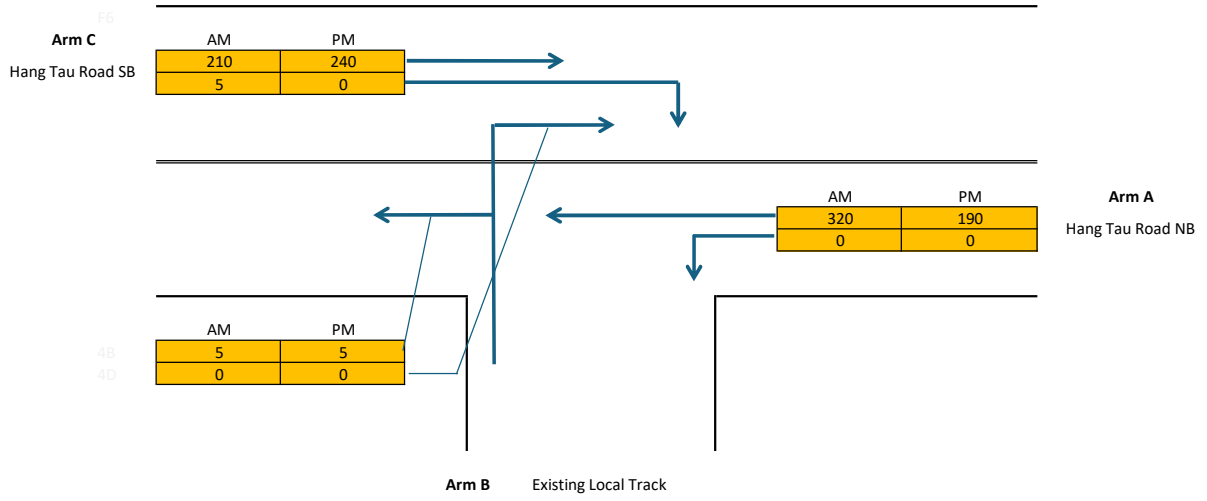
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	290	265
	q(c-b)	315	330
	q(a-b)	5	15
	q(a-c)	420	220
	q(b-a)	10	10
	q(b-c)	450	270
	f	0.98	0.96
CAPACITIES (pcu/hr)	Q(b-ac)	624.757	664.26
	Q(c-a)	836.717	870.24
	Q(c-b)	588.612	638.87
RFC's	c-a	0.35	0.30
	c-b	0.54	0.52
	b-ac	0.74	0.42
RFC		**0.74**	**0.52**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South				
Junction:	(J3) Hang Tau Road / Local Track to Sheung Yue River / Access of Jockey Club River Beas Lodge			Designed by:	TCW
Scheme:	Reference			Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310		Date:	Mar-26
Arm A:	Hang Tau Road NB				
Arm B:	Existing Local Track				
Arm C:	Hang Tau Road SB				



GEOMETRY

Major Road Width (m)	W	7.80	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated	D	0.6257
	Vl(b-a)	100	Parameters	E	0.9682
	Vr(b-c)	100		F	0.9867
	Vr(c-b)	80		Y	0.7309

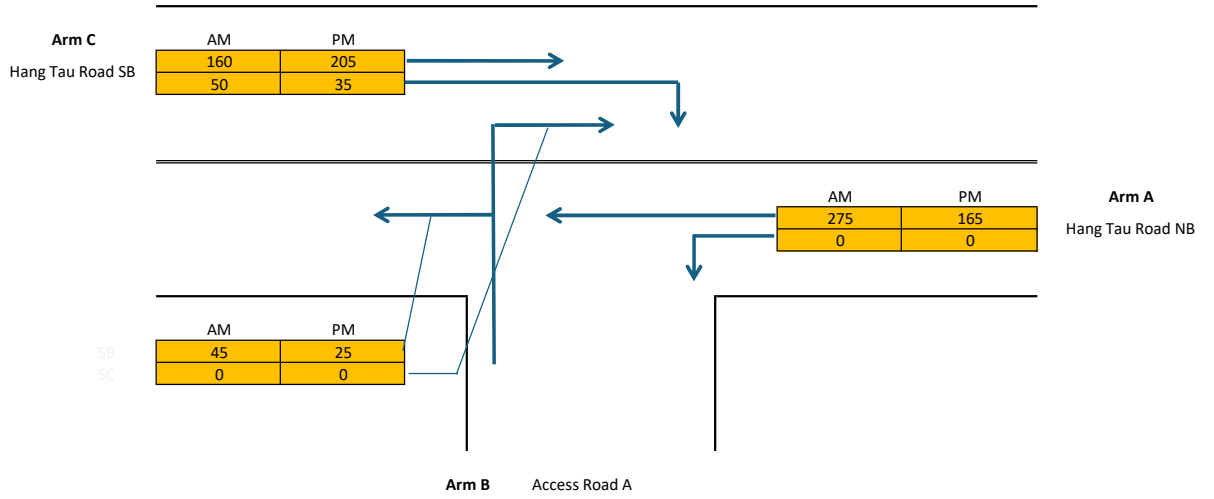
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	210	240
	q(c-b)	5	0
	q(a-b)	0	0
	q(a-c)	320	190
	q(b-a)	0	0
	q(b-c)	5	5
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	638.851	672.34
	Q(c-a)	1786.18	1800
	Q(c-b)	651.058	685.18
RFC's	c-a	0.12	0.13
	c-b	0.01	0.00
	b-ac	0.01	0.01
RFC		**0.12**	**0.13**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South		
Junction:	(J4) Hang Tau Road / Access Road A	Designed by:	TCW
Scheme:	Reference	Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310	Date: Mar-26
Arm A:	Hang Tau Road NB		
Arm B:	Access Road A		
Arm C:	Hang Tau Road SB		



GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	4.50		w(b-c)	3.30
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.30
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	30	Calculated Parameters	D	0.5573
	Vl(b-a)	22		E	0.8888
	Vr(b-c)	30		F	0.8888
	Vr(c-b)	30		Y	0.7585

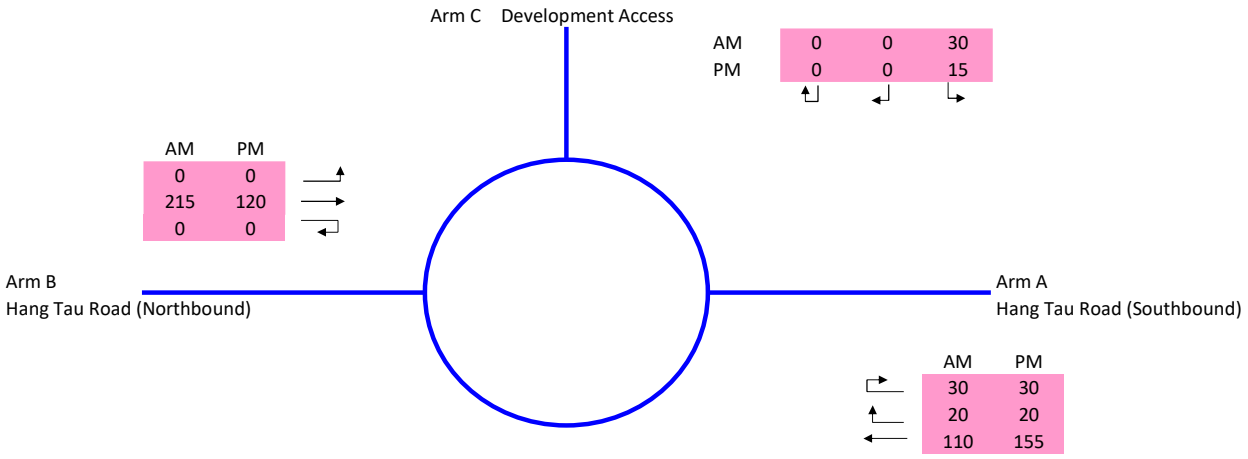
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	160	205
	q(c-b)	50	35
	q(a-b)	0	0
	q(a-c)	275	165
	q(b-a)	0	0
	q(b-c)	45	25
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	594.65	621.64
	Q(c-a)	1648.65	1698.7
	Q(c-b)	594.65	621.64
RFC's	c-a	0.10	0.12
	c-b	0.08	0.06
	b-ac	0.08	0.04
RFC		**0.10**	**0.12**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Roundabout Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang		
Junction:	(J5) Hang Tau Road / Proposed Development Access	Designed by:	TCW
Scheme:	Reference	Checked by:	CHC
Design Year:	2034 Job No.: CHK50808310	Date:	MAR, 2026
Arm A	Hang Tau Road (Southbound)		
Arm B	Hang Tau Road (Northbound)		
Arm C	Development Access		



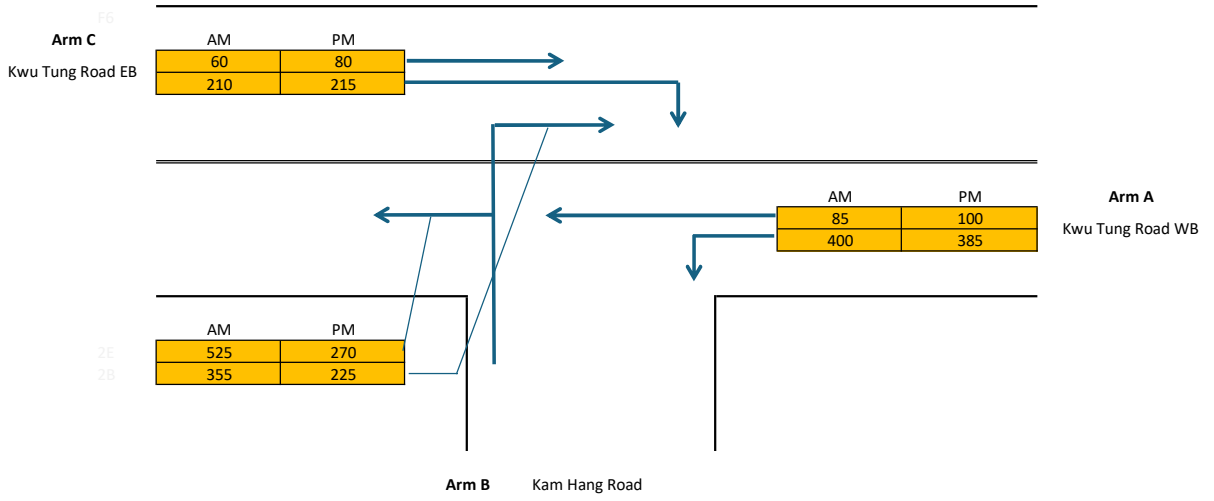
				ENTRY ARM	A	B	C	
INPUT PARAMETERS								
V	Approach Half Width (m)				3.90	3.65	3.65	
E	Entry Width (m)				4.50	4.50	4.00	
L	Effective Length of Flare (m)				3.00	2.00	2.00	
R	Entry Radius (m)				40.00	15.00	18.00	
D	Inscribed Circle Diameter (m)				18.00	18.00	18.00	
A	Entry Angle (degree)				25.00	60.00	35.00	
OUTPUT PARAMETERS								
S	= 1.6 (E - V) / L	Sharpness of flare			0.32	0.68	0.28	
K	= 1 - 0.00347 (A-30) - 0.978 (1/R - 0.05)				1.04	0.88	0.98	
X2	= V + ((E-V) / (1+2S))				4.27	4.01	3.87	
M	= EXP ((D-60) /10)				0.01	0.01	0.01	
F	= 303 * X2				1293	1215	1174	
Td	= 1 + (0.5 / (1+M))				1.49	1.49	1.49	
Fc	= 0.21*Td (1 + 0.2*X2)				0.58	0.56	0.56	
AM RESULT								
Q	Entry Flow (pcu/hour)				160	215	30	
Qc	Circulating Flow Across Entry (pcu/hour)				0	50	245	
Qe	= K (F - Fc*Qc)				1347	1044	1014	
DFC	= Q / Qe	Design Flow / Capacity	0.21		0.12	**0.21**	0.03	
		Total Entry Flows	405					
PM RESULT								
Q	Entry Flow (pcu/hour)				205	120	15	
Qc	Circulating Flow Across Entry (pcu/hour)				0	50	150	
Qe	= K (F - Fc*Qc)				1347	1044	1066	
DFC	= Q / Qe	Design Flow / Capacity	0.15		**0.15**	0.11	0.01	
		Total Entry Flows	340					

All the above formulas are in accordance to T.P.D.M. Vol.2 Chp.4 Sec 4.5.9

2034 Design

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South		
Junction:	(J1) Kwu Tung Road / Kam Hang Road	Designed by:	TCW
Scheme:	Design	Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310	Date: Mar-26
Arm A:	Kwu Tung Road WB		
Arm B:	Kam Hang Road		
Arm C:	Kwu Tung Road EB		



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.75
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.60
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated Parameters	D	0.6141
	Vl(b-a)	70		E	0.9912
	Vr(b-c)	100		F	0.9505
	Vr(c-b)	70		Y	0.7482

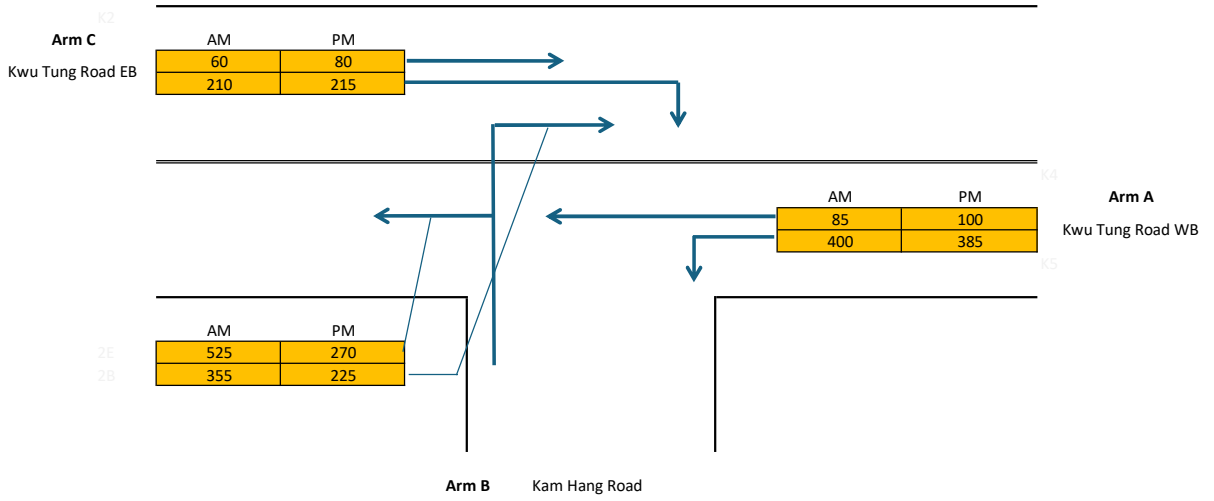
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	60	80
	q(c-b)	210	215
	q(a-b)	400	385
	q(a-c)	85	100
	q(b-a)	355	225
	q(b-c)	525	270
	f	0.60	0.55
CAPACITIES (pcu/hr)	Q(b-ac)	437.061	413.32
	Q(c-a)	1151.17	1135.7
	Q(c-b)	582.589	582.59
RFC's	c-a	0.05	0.07
	c-b	0.36	0.37
	b-ac	2.01	1.20
RFC		**2.01**	**1.20**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South				
Junction:	(J1) Kwu Tung Road / Kam Hang Road			Designed by:	TCW
Scheme:	Design (with Improvement scheme under Y/NE-KTS/14)			Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310		Date:	Mar-26
Arm A:	Kwu Tung Road WB				
Arm B:	Kam Hang Road				
Arm C:	Kwu Tung Road EB				



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	4.70
Central Reserve Width (m)	Wcr	0.00		w(b-c)	4.70
Blockage of major road right turn	Y/N?	N		w(c-b)	3.00
Combined stream on minor arm	Y/N?	N			
Visibility Distances (m)	Vr(b-a)	135	Calculated	D	1.0968
	Vl(b-a)	125	Parameters	E	1.1135
	Vr(b-c)	135		F	0.922
	Vr(c-b)	100		Y	0.7482

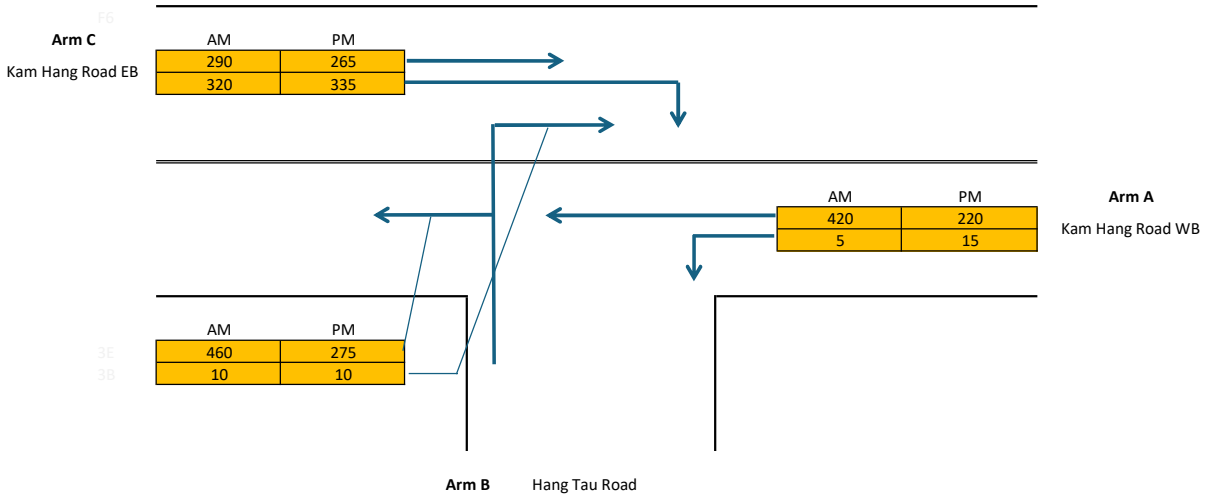
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	60	80
	q(c-b)	210	215
	q(a-b)	400	385
	q(a-c)	85	100
	q(b-a)	355	225
	q(b-c)	525	270
	f	0.60	0.55
CAPACITIES (pcu/hr)	Q(b-a)	514.173	505.57
	Q(b-c)	755.82	753.07
	Q(b-c)(0)	625.36	669.28
	Q(c-b)	565.114	565.11
RFC's	c-b	0.37	0.38
	b-a	0.69	0.45
	b-c b-c(0)	0.69 0.84	0.36 0.40
RFC		**0.84**	**0.45**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South		
Junction:	(J2) Kam Hang Road / Hang Tau Road	Designed by:	TCW
Scheme:	Design	Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310	Date: Mar-26
Arm A:	Kam Hang Road WB		
Arm B:	Hang Tau Road		
Arm C:	Kam Hang Road EB		



GEOMETRY

Major Road Width (m)	W	6.60	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	4.25
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.30
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated Parameters	D	0.6044
	Vl(b-a)	45		E	1.0469
	Vr(b-c)	110		F	0.941
	Vr(c-b)	90		Y	0.7723

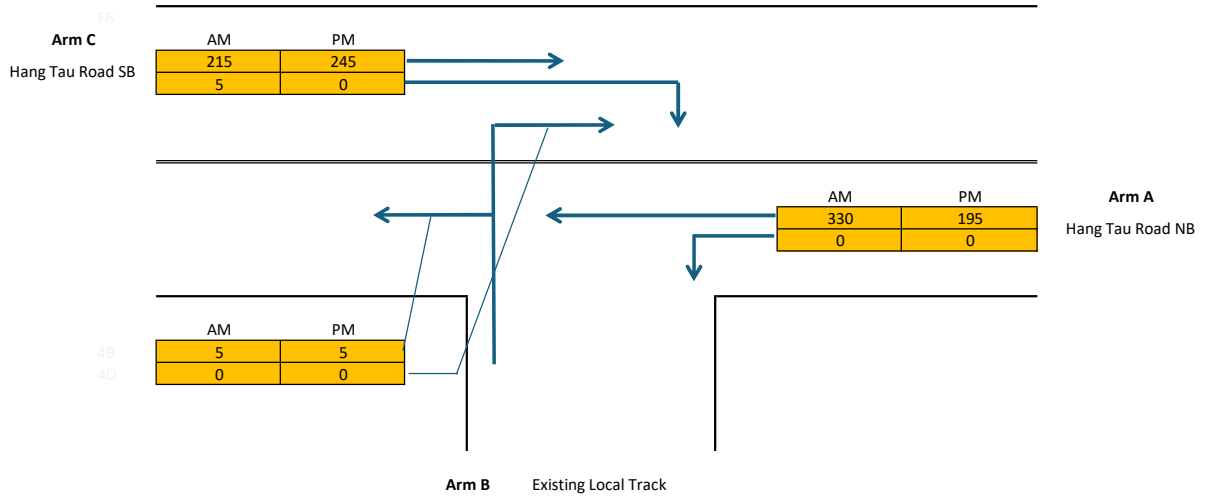
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	290	265
	q(c-b)	320	335
	q(a-b)	5	15
	q(a-c)	420	220
	q(b-a)	10	10
	q(b-c)	460	275
	f	0.98	0.96
CAPACITIES (pcu/hr)	Q(b-ac)	625.131	664.71
	Q(c-a)	821.426	856.15
	Q(c-b)	588.612	638.87
RFC's	c-a	0.35	0.31
	c-b	0.54	0.52
	b-ac	0.75	0.43
RFC		**0.75**	**0.52**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South			
Junction:	(J3) Hang Tau Road / Local Track to Sheung Yue River / Access of Jockey Club River Beas Lodge		Designed by:	TCW
Scheme:	Design		Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310	Date:	Mar-26
Arm A:	Hang Tau Road NB			
Arm B:	Existing Local Track			
Arm C:	Hang Tau Road SB			



GEOMETRY

Major Road Width (m)	W	7.80	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.50
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.90
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	100	Calculated	D	0.6257
	Vl(b-a)	100	Parameters	E	0.9682
	Vr(b-c)	100		F	0.9867
	Vr(c-b)	80		Y	0.7309

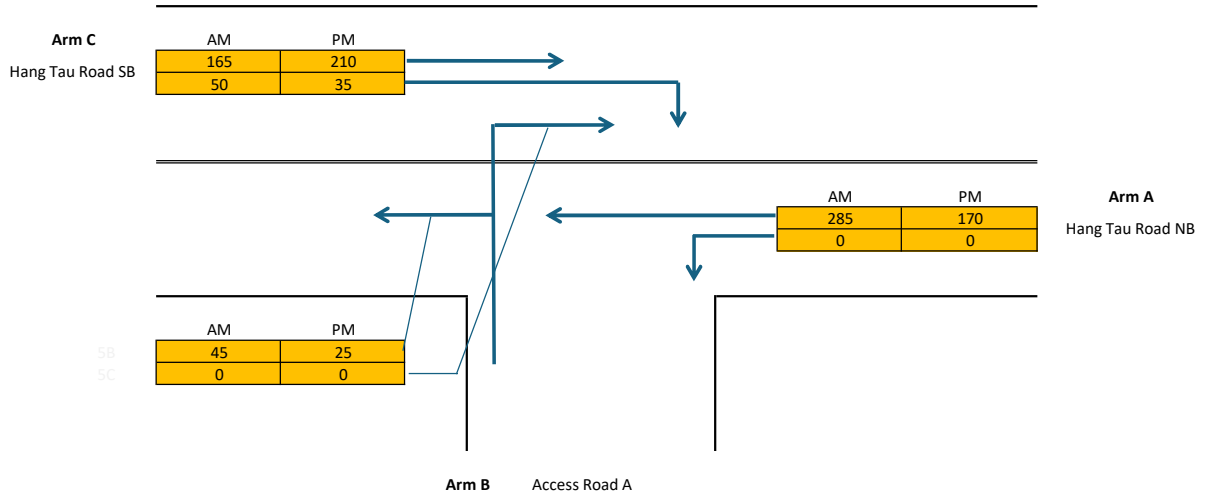
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	215	245
	q(c-b)	5	0
	q(a-b)	0	0
	q(a-c)	330	195
	q(b-a)	0	0
	q(b-c)	5	5
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	636.275	671.05
	Q(c-a)	1786.12	1800
	Q(c-b)	648.433	683.87
RFC's	c-a	0.12	0.14
	c-b	0.01	0.00
	b-ac	0.01	0.01
RFC		**0.12**	**0.14**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South			
Junction:	(J4) Hang Tau Road / Access Road A		Designed by:	TCW
Scheme:	Design		Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310	Date:	Mar-26
Arm A:	Hang Tau Road NB			
Arm B:	Access Road A			
Arm C:	Hang Tau Road SB			



GEOMETRY

Major Road Width (m)	W	7.00	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.30
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.30
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	30	Calculated Parameters	D	0.5573
	Vl(b-a)	22		E	0.8888
	Vr(b-c)	30		F	0.8888
	Vr(c-b)	30		Y	0.7585

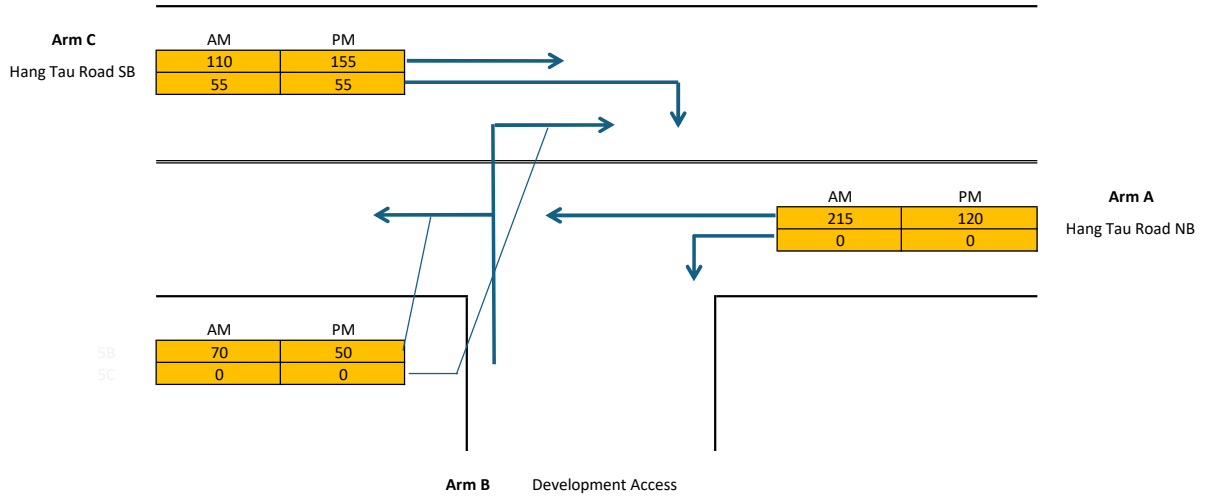
ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	165	210
	q(c-b)	50	35
	q(a-b)	0	0
	q(a-c)	285	170
	q(b-a)	0	0
	q(b-c)	45	25
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	592.196	620.41
	Q(c-a)	1648.02	1698.5
	Q(c-b)	592.196	620.41
RFC's	c-a	0.10	0.12
	c-b	0.08	0.06
	b-ac	0.08	0.04
RFC		**0.10**	**0.12**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Simplified Priority Junction Capacity Calculation

Job Title:	Section 16 Planning Application For Proposed Minor Relaxation of Plot Ratio and Building Height Restriction For Comprehensive Development in Hang Tau Tai Po, Kwu Tung South			
Junction:	(J5) Hang Tau Road / Proposed Development Access		Designed by:	TCW
Scheme:	Design		Checked by:	CHC
Design Year:	2034	Job No.: CHK50808310	Date:	Oct-26
Arm A:	Hang Tau Road NB			
Arm B:	Development Access			
Arm C:	Hang Tau Road SB			



GEOMETRY

Major Road Width (m)	W	7.30	Lane widths (m)	w(b-a)	0.00
Central Reserve Width (m)	Wcr	0.00		w(b-c)	3.65
Blockage of major road right turn	Y/N?	Y		w(c-b)	3.20
Combined stream on minor arm	Y/N?	Y			
Visibility Distances (m)	Vr(b-a)	55	Calculated	D	0.5999
	Vl(b-a)	100	Parameters	E	0.9415
	Vr(b-c)	55		F	0.9318
	Vr(c-b)	90		Y	0.7482

ANALYSIS		**AM PEAK**	**PM PEAK**
TRAFFIC FLOWS (pcu/hr)	q(c-a)	110	155
	q(c-b)	55	55
	q(a-b)	0	0
	q(a-c)	215	120
	q(b-a)	0	0
	q(b-c)	70	50
	f	1.00	1.00
CAPACITIES (pcu/hr)	Q(b-ac)	646.292	670.65
	Q(c-a)	1645.23	1650.9
	Q(c-b)	639.663	663.77
RFC's	c-a	0.07	0.09
	c-b	0.09	0.08
	b-ac	0.11	0.07
RFC		**0.11**	**0.09**

Where Vl and Vr are visibility distances to the left or right of the respective streams
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))
E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))
F = (1+0.094(wc-b)-3.65))(1+0.0009(Vr(c-b)-120))
Y = 1-0.0345W
f = proportion of minor traffic turning left
Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a) Capacity of combined streams

All the above formulas are in accordance to T.P.D.M. Volume 2 Chapter 4 Appendix 1

Annex 5

Revised Visual Impact Assessment

S16 Planning Application for Proposed Residential Development cum RCHE and Shop and Services at various lots in D.D. 92 and 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South

Visual Impact Assessment

23rd September 2026

Prepared By:

SCENIC Landscape Studio Limited

Project Title	S16 Planning Application for Proposed Residential Development cum RCHE and Shop and Services at various lots in D.D. 92 and 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South.
Report Title	**Visual Impact Assessment**

Revision	Date	Complied by:	Checked by:	Approved by:	Description
-	20250528	Various	J Charters	Chris Foot	Draft to Client
A	20250529	Various	J Charters	Chris Foot	Final to Client
B	20251022	Various	J Charters	Chris Foot	Draft to Client
C	20260126	Various	J Charters	Chris Foot	Final to Client
D	20260227	Various	J Charters	Chris Foot	Revision
E	20260303	Various	J Charters	Chris Foot	Revision
F	20260612	Various	J Charters	Chris Foot	Revision
G	20260923	Various	J Charters	Chris Foot	Revision

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6.0 Visual Mitigation Measures
7.0 Appraisal of Visual Change
8.0 Conclusion

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Figure 4.1 – 4.3 Visual Elements

Figure 4.4 – 4.5 Visual Envelope and Visually Sensitive Receivers

Figures 7.1 Location of Photomontage Viewing Points

Figures 7.2 - 7.14 Photomontages

1.0 Introduction

1.1 SCENIC Landscape Studio Limited have been commissioned to undertake a Visual Impact Assessment ("VIA") for a S16 planning application for a Proposed Residential Development cum RCHE and Shop and Services at various lots in D.D. 92 and 94 and Adjoining Government Land, Hang Tau Tai Po, Kwu Tung South, New Territories (hereafter referred to as the Application Site).

1.1 A Section 12A planning application (Application No. Y/NE-KTS/13) for Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories was approved by Town Planning Board (TPB) at their meeting on 10th December 2021. The current application outlines development of this indicative scheme proposal, including a further relaxation of BH restrictions and increases to Plot Ratio and GFA of around 20%.

1.3 The visual impact assessment (VIA) aims to assess the potential visual impacts of the proposed scheme under application. This report will demonstrate that the proposals can be accommodated within the existing landscape and visual context without generating significant adverse visual impacts on this part of the River Beas valley.

1.4 The VIA assesses the source and magnitude of the proposed development on the existing visual character and amenity within the context of the site and its environs. The baseline scheme for the assessment is the scheme approved under application Y/NE-KTS/13. The report concludes by making specific recommendations for alleviating any potential visual impact caused by the proposed development. The report is prepared in accordance with TPB PG-No. 41A 'Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board'.

2.0 Existing Site Description

2.1 The site, with an area of 17,990.9 m^2, is located to the western side of Hang Tau Road, and to the north-west of the village of Hang Tau Tai Po. The site is an irregular shape, bounded by Hang Tau Road to the east, an existing access road to the north and existing low-density village and storage type uses along the other boundaries. The site is relatively level, sloping gently up from +12.4mPD in the north to +13.3mPD in the south and +12.20mPD on the eastern side adjacent to Hang Tau Road.

2.2 A total of 4 tree groups containing approx. 37 nos. existing trees were identified within the Application boundary, where most of the trees are growing around the edge of the site area. The trees generally comprise common fruit trees and amenity species, with some native trees also present.

3.0 Description of the Proposed Scheme

3.1 Under the current application, the proposed residential development consists of 4 nos. of residential towers, an ancillary clubhouse and aboveground car park at the central area of the site, a one-storey shop development at the eastern corner of the site and a four-storey RCHE facility at the north-eastern part of the site.

3.2 Within the application site the proposed residential blocks are located towards the western boundary of the site, set back from Hang Tau Road at the eastern boundary. The four blocks are set out in a staggered formation with 9-10 -storey block heights. An aboveground carpark and clubhouse with roof top outdoor swimming pool is also proposed in the central area of the site, incorporating and contained by the residential towers to the south and west and the RCHE to the east. The proposals also include improvements to local infrastructure at Hang Tau Road, where local road widening and a new GMB bus lay-by are provided at a proposed Surrender Area at the eastern

corner of the site. Land fronting Hang Tau Po Road is also set aside for a small supermarket / retail unit for the convenience of the local community.

3.3 The site is accessed from Hang Tau Road with an EVA cum driveway extending into the site as an internal route addressing the frontage to the proposed residential blocks. A single storey basement car park is proposed below the central area of the site with direct access to the residential tower and accessed via a ramp close to the site entrance at the eastern side of the site. Parking and loading and unloading areas for the proposed one-storey shop are also located in the eastern part of the site.

3.4 The disposition of the proposed tower blocks is designed to maximize the setback distance from Hang Tau Road, with Towers 1, 2 and Tower 3, set back around 107m, 100m and 70m respectively from this main public road frontage adjacent to the site. Whilst Tower 4, at the southern portion of the site is only set back around 35m from Hang Tau Road, the building is orientated to present its narrow end façade towards the road, thereby minimizing its impact. The building massing on the site also aims to enhance the landscape and visual integration of the proposals and create a more visually interesting built form by the adoption of different building footprints and block orientations for each of the towers. The proposed tower heights of 42.10mPD, is also stepped down at the corners of Towers 1 and 4 to 38.10mpd, and from 45.25mPD to 41.25mPD at Tower 3, in order to add visual interest and enhance visual compatibility with the lower-rise surroundings.

3.5 The site is accessed from Hang Tau Road with an EVA cum driveway extending into the site as an internal route addressing the frontage to the proposed residential blocks. A single storey basement car park is proposed below the central area of the site with direct access to the residential tower and accessed via a ramp close to the site entrance at the eastern side of the site. Parking and loading and unloading areas for the proposed one-storey shop are also located in the eastern part of the site.

3.6 The architectural layout also includes setbacks of the residential blocks from the site boundary allowing the creation of planting buffers around the perimeter of the development. The periphery of the site will be landscaped with tree and shrub planting to soften the visual mass of the buildings and enhance the sense of integration with the existing landscape context. Communal outdoor spaces will include external areas near the clubhouse with its associated hard and soft landscape proposals and several pocket spaces for resident's enjoyment among the boundary landscape areas.

3.7 The indicative 6 storey Residential Development for the adjacent site (Site (b), which formed part of the approved Application No. Y/NE-KTS/13, is adopted for the current analysis. This adjacent site forms part of the overall CDA zone, and this indicative scheme is included to facilitate direct comparison with the development scheme under the previously approved visual impact assessment at the rezoning stage.

3.8 The urban design considerations for the proposed scheme are shown on Figure 3.1.

4.0 Baseline Conditions

Visual Envelope

4.1 To identify the visual impacts of the Proposed Development, it is necessary to establish the existing baseline visual conditions of the surrounding environment. For these purposes, the project Study Area / assessment area is defined with reference to the project's Visual Envelope (VE). The Initial Assessment Area Boundary for the VIA is normally delineated according to TPB PG NO. 41A, as being around three times the overall BH of the Proposed Development Scheme. The overall VE is then determined with regard to the size of the proposed development, the distance of the development and its potential visibility from the selected viewing points, and the actual site and surrounding topographical conditions. The visual envelope covers the fields of views from all sensitive viewers in direct sight of the proposed development. The visual assessment area of the Project is identified through a combination of detailed field surveys, desktop study and review of aerial photographs.

4.2 The visual envelope (VE), the area from which the proposed development would be seen at this locality, is shaped primarily by a combination of the existing landform and the mature tree growth and the existing built development immediately adjacent to the Application Site. The extent of the VE is presented as **Figure 4.4** and **Figure 4.5** – Visual Envelope and Visually Sensitive Receivers. In addition to the requirements under TPB PG NO. 41A, Zones of Visual Influence (ZVI) have also been mapped, with the objective of illustrating the degree of visibility of the Proposed Scheme and the nature of views within the boundary of the visual envelope.

4.3 To the east the VE is contained initially by wooded knolls and existing development and vegetation growth along Hang Tau Road as well as outbuildings and tree planting within the compound of the Jockey Club Beas River Country Club which filter views further to the east across the Fanling Golf Course. Isolated views from elevated areas from the far east from the ridges of Kei Lak Tsai (+256 mPD) are also noted, although due to the distance the proposed development would comprise a small component of the view.

4.4 To the south the immediate VE is contained by the edges of Hang Tau Tai Po Village where intermittent vegetation and village type development filters views towards the site. Wooded knolls to the south of the village play an important role in limiting views from a southerly direction. Vegetation and development on the valley floor also filter these more distant views towards the site. Further south the VE extends to the uplands associated with the peaks of Kai Kung Leng (+572 mPD) and Pak Tai To Yan (+566 mPD) within Lam Tsuen Country Park. Owing to the distance and panoramic nature of these elevated views the proposed scheme would comprise a very small component of the view.

4.5 To the west and north-west the VE is formed by a combination of the existing landform and vegetation associated with the foothills of Hadden Hill (+222 mPD) and ridges surrounding Kwu Tung Reservoir which define the western extent of the River Beas Valley. The VE is contained by scattered development including warehouses and light industrial land uses to the immediate west of the Beas River Channel. This development in combination with vegetation along the edges of the channel also function to filter more distant views from low lying areas to the west of the river.

4.6 To the north views are contained by development on the valley sides, including low rise Private Residential developments including Goodwood Park to the immediate north of the site and the Royal Oaks, Casa Domingo and Valais developments further to the north and north-east. Views are also filtered by existing mature vegetation aligned to roads and the riverside areas that pass through the Beas River valley. The northerly extent of the VE is defined by the road corridor and slip roads of the Fanling Highway, with embankments and mature roadside planting screening more extensive views towards the site.

4.7 Within the VE (defined in accordance TPB PG NO. 41A), it is also considered instructive to further discern Zones of Visual Influence (ZVIs), which represent areas from which there are different degrees of visibility of the proposals. These are as follows:

- Primary Zone of Visual Influence – Area from which the majority of the development can be seen is largely contained within the Application Site boundary and the immediate margins of Hang Tau Road and village roads surrounding the site, owing to roadside boundary structures, mature tree growth and elements of built development.

- Secondary Zone of Visual Influence – Area with more limited visibility of the Proposed Scheme due to intervening obstacles including a combination of existing built development and vegetation. As such the visible part of the Proposed Scheme is largely limited to the central and upper portions of the residential blocks.

- Tertiary Zone of Visual Influence – For the most part views of the Proposed Scheme are obscured or screened by intervening visual obstacles including landform, mature tree growth and built development including industrial concerns and village houses. Any views are limited to glimpsed views of the upper portion of the residential blocks.

- Quaternary Zone of Visual Influence – Area with elevated, long distance, partial and glimpsed views of the Proposed Scheme, mainly from the uplands to the west and south. The visible part of the Proposed Scheme will range from being fragmentary views to being more widespread open views however from these locations the proposals form a small part of a large, panoramic view. The degree of visibility of the Proposed Scheme is determined by the elevation of the viewing position and the viewing angle.

4.8 The importance of identifying the ZVIs is that this provides a clearer picture of the actual visibility of the Proposed Scheme and demonstrates that given the nature of the existing landscape there are few locations where the whole development would be visible and for the most part views are limited to the upper sections and roofs of the proposed buildings. The extent of the VE and the ZVIs are presented as **Figures 4.4** to **4.5 – Visual Envelope and Visually Sensitive Receivers**.

Visual Elements

4.9 **Figures 4.1** to **4.3** show the visual elements which shape the visual outlook and amenity of the area. These include attractors such as the Beas River and its valley setting, the mature tree growth associated with wooded knolls within the valley and the grassy hill slopes and mountainous terrain to the west and south of the Application site. Recreational Landscapes such as the Fanling Golf Course and the Jockey Club Beas River Country Club are also noted.

4.10 Visually detracting elements include the scattered elements of small-scale industrial development on the fringes of village areas, particularly to the west of the Application Site. Other prominent built elements within the landscape include the Fanling Highway and high-rise development at Sheng Shui New Town.

4.11 An important consideration in determining the potential visual impacts is the degree of visibility and as has been described above this is largely controlled by visual obstacles within the valley and immediately adjacent to the Application Site boundary. Whilst the site occupies a portion of the open valley floor this area is punctuated by a number of wooded knolls which have an influence on the extent of the visual envelope of the proposed development. Low-level views from within the Beas River Valley are often obscured by the existing landform, mature vegetation and scattered development. There are several areas of low-rise development, including the village of Hang Tau, Tai Po to the south and large private residential estates such as the Valais development to the north where the close-nit nature of the housing screens views from within these built-up areas. Where

there are views from the adjacent villages, owing the density of the development these are often limited to the dwellings at the periphery of the settlement and interrupted by adjacent tree growth.

4.12 The ability of the local landscape to accommodate development and obscure views is an important consideration in assessing the potential impacts of the Proposed Scheme and its effect (if any) on the local landscape and visual context.

Other Planned and Committed Developments

Proposed Residential Developments

4.13 The future landscape and visual setting for the proposed Scheme will also include a number of planned and committed private residential developments in the River Beas valley to the south of the Fanling Highway. These including the following:

- Approved private housing development (Application No. A/NE-KTS/506) with maximum BH +75 mPD.
- Approved private housing development (Application No. Y/NE-KTS/14) with maximum BH +75 mPD.
- Approved private housing development (Application No. Y/NE-KTS/15) with maximum BH +70 mPD.

Other planned/committed low rise residential developments in the near vicinity include approved Application Nos. A/NE-KTS/466, A/NE-KTS/525, A/NE-KTS/528, A/NE-KTS/538 and A/NE-KTS/541. Although these are typically small housing lots for 2- 3 storey house development some of these are near to the application site, and despite their small scale they may have an impact on the assessment from selected viewing points.

Viewing Points

4.14 The Viewing Points (VPs) are identified as views from key strategic and popular local viewing points, as well as viewing locations from the village areas adjacent to the Application Site. For the purposes of this assessment and in accordance with current approaches the VPs are based on publicly accessible and popular locations. Priority is given during the selection to public viewpoints, open spaces and key pedestrian routes.

4.15 Based on the targeting of publicly accessible locations the representative VPs are listed below with a brief description of the existing view and their locations presented as **Figure 7.1 Location of Photomontage Viewing Points**.

- **Viewing Point 01**: View looking southwest from public open space at junction of Kam Tsin South Road and Kam Tsin Road (VSR 1);
- **Viewing Point 02**: View looking southeast from Kwu Tung Hang Village Rest Area (VSR 2);
- **Viewing Point 03:** View looking south from access road leading to riverside footpath and pedestrian bridge (VSR 3);
- **Viewing Point 04**: View looking northeast from pedestrian bridge and riverside footpath (VSR 4);
- **Viewing Point 05**: View looking southwest from entrance of HKJC Beas River Country Club (VSR 5);
- **Viewing Point 06**: View looking southwest from roadside public footpath along Hang Tau Road, opposite Hang Tau Road Public Toilets (VSR 6);
- **Viewing Point 07**: View looking north from minibus stop adjacent to Golf View Gardens (VSR 7);
- **Viewing Point 08**: View looking north from Hang Tau Tsuen Village Hall (VSR 8);
- **Viewing Point 09**: View looking southwest from access road to Fanling Lodge at Fanling Golf Course (VSR 9);
- **Viewing Point 10**: View looking east towards the site from Hadden Hill (VSR 10);
- **Viewing Point 11**: View looking north from Riverside footpath near Cheung Lek Village (VSR 11); and
- **Viewing Point 12**: View looking southeast from Kwu Tung South Road (VSR 12).
- **Viewing Point 13**: View looking southeast from Bridge over the Beas River (VSR 13).

4.16 Some of these locations are over a relatively short distance from the Application Site owing to the screening effect of the existing development, landform and mature vegetation in the immediate surroundings. More distant viewing points from popular public areas are also illustrated to help define the nature of impacts (if any) on the wider visual context of the site.

5.0 Visual Impact Assessment

Sources of Visual Impact

5.1 The primary source of visual impact will be due to the introduction of a new development within a relatively sub-urban location.

5.2 The key issues to be addressed by the visual impact assessment will include:

- The introduction of new development within a sub-urban landscape although the proposal will be bounded by existing village development.
- Development of a responsive architectural design and the associated mitigation measures to minimise potential visual impacts as far as possible which responds to both the existing context and the future planning context. This includes the creation of setbacks and buffer areas along key facades of the development and the adoption of stepped height profiles to respond to the visual context.
- Landscape and visual mitigation for the vehicular access from Hang Tau Road.
- Sensitive design of the site formation works particularly and design of structures along the site boundary.

5.3 The predicted visual impact for each of the VPs is described in section 7.0 together with the proposed mitigation measures in accordance with PG-No. 41A.

6.0 Visual Mitigation Measures

6.1 The proposed mitigation measures during the construction and operational phases of the project are described below and shown on **Figure 3.1 – Proposed Scheme: Urban Design Considerations**.

6.2 Landscape and visual mitigation measures include two key levels of approach, the primary and secondary mitigation. The primary mitigation measures are based on the design, disposition, orientation and overall form of the proposed development whilst the secondary mitigation measures look to how the proposed development can be treated to mitigate any potential impacts. It is the primary mitigation measures which shape the form of the architectural scheme and have the biggest effect on the mitigation of the potential visual impacts. The proposed mitigation measures include the following:

Primary Mitigation Measures

- Incorporation of sensitive architectural layout which seeks to maximise setbacks from existing road frontage along Hang Tau Road.
- Adoption of stepped height principle with a combination of stepping down of one storey at the ends of Towers 1, 2 and 4 to create a more subtle transition between the existing landscape and the development proposals.
- Building orientation and massing to create an offset / staggered building footprint arranged around the central courtyard with building separations between adjacent blocks to help breakdown the visual scale of the development and avoid creation of wall effects.
- Articulation of the residential blocks to create a smaller scale composition which also serves to create areas of light and shade on the building façade breaking up the visual mass of the development.
- Creation of a responsive development platform design which follows the existing site contours as closely as possible to create a more visually complex development form and ensure better integration with the immediate landscape and visual context. This approach also serves to reduce the scale of the proposed site formation works.

Secondary Mitigation Measures

- Other measures include the use of colour and finishes for the architectural façade for the structures to minimise the prominence of the scheme. This includes the use of colour blocking working with the massing and articulation of the structures.
- Landscaping including tree planting for the Application Site particularly at its periphery to create landscape buffers planted with trees and shrubs which serves to screen views of the proposals as far as possible while also serving soften the architectural form of the visible portions of the Proposed Scheme. The measures also serve to enhance the sense of visual and landscape integration with its immediate context.
- Adoption of greening measures together with landscape buffer planting to minimise the potential visual impact of the boundary wall structures.
- Utilisation of a combination of heavy standard trees and palms creating a more mature landscape with an immediate effect.
- Introduction of comprehensive urban design parameters as part of the detailed design stage of the project to establish the future character of the development from an architectural and landscape perspective. This includes the use of high quality hard and soft landscape measures including water features, sculpture, site furniture, lighting and seating.

6.3 It should be noted that the final architectural design and the appearance of the buildings is subject to detailed design stage of the project.

7.0 Appraisal of Visual Changes

7.1 The visual change is defined as the impact remaining after all practical methods of mitigation have been implemented. A series of computer-generated images or photomontages from the viewing points indicated on **Figure 7.1** are presented as **Figures 7.2** to **7.12**. The locations have been selected to demonstrate the range of viewing angles and viewing distances in relation to identified VPs, demonstrate the schemes 'fit' into the existing and future sub-urban context; and also demonstrate the degree of visibility from surrounding locations.

7.2 The photomontages show the existing situation, the baseline scheme (as per approved S12A) and the Proposed Scheme following the implementation of the proposed mitigation measures. Where the proposals are not visible, or views partially obscured a red dashed line is used to indicate their approximate location.

7.3 The text below provides a brief description of each of the views selected for the photomontages and provides an appraisal of visual changes (visual composition, visual obstruction, the effect on public viewers and the effect on visual resources) in accordance with TPB PG-No. 41A.

7.4 **Viewing Point 01: View looking south from public open space at junction of Kam Tsin South Road and Kam Tsin Road (VSR 1)** (**Figures 7.2** refers). This viewing point is at an elevation of approximately +17.0mPD and located at a distance of approximately 890m from the proposed development. The view is selected to illustrate that views from the north of proposed development at this distance are screened by existing low-rise development, landform and woodland vegetation bordering the site and illustrates that the proposed project would have no impact on public views from one of the few designed public open spaces in the vicinity. The existing view is in the direction of Kam Tsin Road and is framed by roadside vegetation and private residential developments such as Royal Oaks and Ascot Park set against a backdrop of mountain peaks including Kai Kung Leng (+584mPD).

7.5 *Sensitivity of Public Viewers: Medium*
This viewing point is available to local residents and public using the open space and travellers on the surrounding roads. Existing views along Kam Tsin Road are largely contained within the road corridor due to roadside vegetation and roadside development and this open space represents one of the few areas where a more expansive view is available. The sensitivity would therefore be considered medium.

7.6 *Visual Composition*: Not apparent
Views of the proposed development (both baseline and proposed scheme) from this location will be obscured by intervening low rise development, roadside tree planting and more distant landform and wooded knolls.

7.7 *Visual Obstruction*: None
The proposed development will not be visible from this location and therefore there will be no visual obstruction.

7.8 *Effect on Public Viewers*: Negligible
With the implementation of the proposed development there will be no impact on public viewers.

7.9 *Effect on Visual Resources*: None
The visual resources apparent in this view will not be affected by the proposals.

7.10 *Overall visual Impact*: Negligible
Due to the screening effect of the existing landform and low-rise development there remains no impact on this view.

7.11 **Viewing Point 02: View looking south-east from Kwu Tung Hang Village Rest Area (VSR 2) (Figures 7.3 refers)** This viewing point, at an elevation of approximately +12.0mPD and located at a distance of approximately 230m, is available to residents and the public using the rest area facilities and travelers on the riverside access road on the western bank of the Beas River. The view is selected to illustrate that the proposed development would be largely screened by existing vegetation and development along the riverside and illustrates that the proposed project would have very limited visibility in public views along the attractive river corridor. The existing view is relatively enclosed by riverside vegetation, with glimpsed views of the backdrop of mountain peaks including Tai To Yan (+566mPD) and Kai Keng Leng (+584mPD) and the spurs and ridgelines associated with these upland formations.

7.12 *Sensitivity of Public Viewers:* Medium
This viewing point is available to residents and users of this riverside access road. The existing riverside setting with a mountain backdrop is an attractive composition. The degree of visibility towards the Application Site is partial / glimpsed and there are alternative views along the river channel to the north and south and as such the sensitivity would be considered medium.

7.13 *Visual Composition*: Not entirely apparent
Similar to the Base Scheme, the visual composition of the Proposed Scheme would not be entirely apparent from this location owing to the screening effect of the existing riverside tree belts on the eastern side of the Beas River. As with the base scheme, the top part of Tower 1 would be glimpsed through vegetation, however the other parts of the development would be screened by the existing riverside vegetation.

7.14 *Visual Obstruction*: Slight
Similar to the base scheme, only a small portion of Tower 1 is glimpsed through the riverside tree belt and obstructs a small part of the distant mountain backdrop.

7.15 *Effect on Public Viewers*: Negligible
The proposed development is largely screened from view, where the scene is dominated by the riverside and its greenery and largely unencumbered by views of development, with only glimpsed views through vegetation of development on the east side of the river such as the rooftops of the Goodwood Park development.

7.16 *Effect on Visual Resources*: Slight
As noted above, from this viewing point the proposed building obstructs glimpsed views to a distant mountain backdrop, with a very small loss of view of this visual resource within the context of the overall view.

7.17 *Overall Visual Impact*: Negligible
The overall visual impact at the viewing point was originally assessed as slight, since only a small portion of Tower 1 is glimpsed through the riverside tree belt where the scene is dominated by the riverside and its greenery and largely unencumbered by views of development. Whilst the view of Tower 1 in the proposed scheme is comparatively slightly taller than the approved scheme, the built form is more articulated in terms of roofline and facade. The change is therefore considered to have negligible impact in comparison to the base scheme.

7.18 **Viewing Point 03: View looking south from access road leading to riverside footpath and pedestrian bridge (VSR 3)** (**Figures 7.4** refers). This viewing point, at an elevation of approximately +13.0mPD and located at a distance of approximately 280m, is available to residents and the public using the riverside access road on the eastern bank of the Beas River. The view is selected to illustrate that views from the north of proposed development at this distance are screened by existing vegetation and development in views along the floodplain from the north. The existing view is relatively enclosed by riverside vegetation to the west with glimpsed views of the backdrop of mountain peaks and to the east the roadside development along Hang Tau Road frames the edge of the view.

7.19 *Sensitivity of Public Viewers:* Medium
This viewing point is available to residents and users of this riverside access road. The existing riverside setting with a mountain backdrop is an attractive compositional although existing shacks and structures lower the quality of the view such that the sensitivity would be considered medium.

7.20 *Visual Composition*: Not apparent
Views of the proposed development (both baseline and proposed scheme) from this location will be obscured owing to the screening effect of the existing tree belts aligned to an existing drainage channel.

7.21 *Visual Obstruction*: None
The proposed development (both baseline and proposed scheme) will not be visible from this location and therefore there will be no visual obstruction.

7.22 *Effect on Public Viewers*: Negligible
With the implementation of the proposed development (both baseline and proposed scheme) there will be no impact on public viewers.

7.23 *Effect on Visual Resources*: None
The visual resources apparent in this view will not be affected by the proposals.

7.24 *Overall visual Impact*: Negligible
Due to the screening effect of the existing vegetation and low-rise development there will be no impact on this view. There is therefore no change to the assessed visual impact when comparing the baseline and proposed scheme.

7.25 **Viewing Point 04: View looking north-east from pedestrian bridge and riverside footpath (VSR 4)** (**Figures 7.5** refers). This viewing point at an elevation of approximately +12mPD is located to the south-west of the site at a viewing distance of around 295m. The view is available to pedestrians crossing a bridge over the Beas River. The view is selected to illustrate that the proposed development would be screened by existing vegetation and development along the riverside and illustrates that the proposed project would have limited visibility in public views along the attractive river corridor. The existing view is a little enclosed by riverside vegetation, with framed views along the river channel to the backdrop of the foothills of Ki Lun Shan.

7.26 *Sensitivity of Public Viewers: Medium*
This viewing point is available to users of riverside footpaths. The existing riverside setting with a mountain backdrop is an attractive composition. The degree of visibility towards the Application Site is limited by intervening vegetation and built development and there are alternative views along the river channel to the north and south and as such the sensitivity would be considered medium.

7.27 *Visual Composition*: Not entirely apparent
The visual composition of the Proposed Scheme (both baseline and proposed scheme) would not be entirely apparent from this location owing to the screening effect of the existing riverside tree belts on the eastern side of the Beas River. The measures adopted for both the baseline and proposed scheme to minimize their impact, including stepped height profile, have an impact on their visibility as viewed from this viewing point. The more complex height profiles of both schemes are evident and help reduce the scale of the development relative to existing built structures visible in the view.

7.28 *Visual Obstruction*: Slight
Whilst the uppermost portion of all three Towers may be visible above the riverside tree belt, from this viewing point the proposed building obstructs views to the open sky rather than any part of the visible mountain backdrop.

7.29 *Effect on Public Viewers*: Negligible
Whilst the scene comprises several attractive elements including the riverside and its greenery and views to the foothills of Hadden Hill, there are also glimpsed views through the vegetation on the east side of the river towards some low-rise storage sheds and other riverside developments. Since only partially filtered views of the upper portions of the development would be visible the effect on public viewers is considered small.

7.30 *Effect on Visual Resources*: Slight
As noted above, from this viewing point the proposed building obstructs glimpsed views through vegetation of the open sky rather than any part of the visible mountain backdrop, with a small loss of open sky view within the context of the overall view.

7.31 *Overall Visual Impact*: Negligible
Whilst only the upper portions of the development would be glimpsed through vegetation the scene is dominated by the riverside and its greenery and largely unencumbered by views of existing development. Since there are alternative views along the river channel to the north and south the overall impact was originally assessed as Slight. Whilst the view of proposed development is comparatively slightly taller than the approved scheme, the built form is a little more articulated in terms of roofline and views are heavily filtered through vegetation. The change is therefore considered to have negligible impact in comparison to the base scheme.

7.32 **Viewing Point 05: View looking southwest from entrance of HKJC Beas River Country Club (VSR 5)** (**Figures 7.6** refers). This view looks southwest towards the site from the entrance to the Country Club at a distance of approximately 350m from the Application Site. The scheme is screened by intervening landform and tree planting belts and would not be visible from the publicly accessible roadside access to the Club.

7.33 *Sensitivity of Public Viewers: Medium*
This viewing point is available to members of the public accessing the club facilities. The sensitivity of public viewers in this location is considered to be medium. Whilst the view demonstrates an attractive wooded quality in the direction of the Application Site and provides a wooded backdrop to the club facilities, the development would be screened by intervening landform and vegetation and the carparks, roads and buildings in the foreground of the view reduce the sensitivity of the view to other forms of development.

7.34 *Visual Composition*: Not apparent
Views of the proposed development (both baseline and proposed scheme) from this location will be obscured by intervening tree planting and more distant landform and wooded knolls.

7.35 *Visual Obstruction*: None
The proposed development (both baseline and proposed scheme) will not be visible from this location and therefore there will be no visual obstruction.

7.36 *Effect on Public Viewers*: Negligible
With the implementation of the proposed development (both baseline and proposed scheme) there will be no impact on public viewers.

7.37 *Effect on Visual Resources*: None
The visual resources apparent in this view will not be affected by the proposals.

7.38 *Overall visual Impact*: Negligible
Due to the screening effect of the existing landform and vegetation there will be no impact on this view. There is therefore no change to the assessed visual impact when comparing the baseline and proposed scheme.

7.39 **Viewing Point 06: View looking southwest from roadside public footpath along Hang Tau Road, opposite Hang Tau Road Public Toilets (VSR 6)** (**Figures 7.7** refers). This view looks south-west towards the site from Hang Tau Road at a distance of approximately 105m from the Application Site. In this view, from a close viewing point, the scheme is relatively prominent in the centre of the view. However, the view also demonstrates the effectiveness of the building setback from Hang Tau Road and the mitigating effect of the stepped height profile and building separations proposed for the development. For both the Proposed and Base schemes Tower 1 has a long length of visible façade, with the stepping down at the end of this block helping to reduce the building mass visible above the existing tree line. Tower 2 and Tower 3 are also visible in the background, with the proposed building separation between them partially apparent above the RCHE. The upper portions of the potential six storey development at Site(b) would also be visible in this view, functioning to screen part of the proposed development from view. Setting back the buildings from Hang Tau Road maintains a low-rise, small-scale setting to the road corridor for the Base scheme, however the lesser setback of Tower 4 in the Proposed Scheme does temper this effect.

7.40 *Sensitivity of Public Viewers:* Medium
This viewing point is available to residents and travellers along Hang Tau Road. The existing tree lined setting with a mountain backdrop is an attractive scene however existing roadside shacks and structures lower the quality of the view such that the sensitivity would be considered medium.

7.41 *Visual Composition*: Largely apparent
The visual composition of both the Base Scheme and the Proposed Scheme would be largely apparent from this location, with only the lower floors of the towers and RCHE screened by the existing foreground roadside development and tree clusters. As noted above, the measures adopted to minimize the impact of the scheme, including stepped height profile and building setback from Hang Tau Road have a beneficial impact on the visibility of the both schemes as viewed from this viewing point, although the positioning of Tower 4 and the RCHE under the Proposed Scheme does contribute to a sense of a larger scale development and a less visually open road corridor.

7.42 *Visual Obstruction*: Moderate
In this view the development schemes appear as two connected clusters which largely obstruct views to the mountain backdrop from this viewing point. The cluster to the southeastern side of the view is relatively larger in the Proposed Scheme as a result of the visibility of both Tower 4 and the RCHE block within the view. Both the Base and Proposed Scheme obstruct a wide extent of the overall ridge line and also obstruct views to areas of open sky for what is otherwise a relatively open panoramic view of the mountain backdrop and skyline. The degree of visual obstruction is therefore considered medium for both schemes.

7.43 *Effect on Public Viewers*: Moderate
Whilst much of the middle and upper portions of the development would be visible there are existing roadside developments which lower the quality of the view. Whilst the development is set back from the public road it would however represent a prominent new element on the skyline and its effect on public viewers is therefore considered Moderate for both the Base and Proposed Schemes.

7.44 *Effect on Visual Resources*: Moderate
As noted above, from this viewing point the proposed building obstructs views of open sky and portions of the visible mountain backdrop, with a moderate loss of these visual resources.

7.45 *Overall Visual Impact*: Slight
For both the Base and Proposed Schemes upper and middle portions of the development would be visible and would displace part of the visible skyline and mountain backdrop. Whilst the existing scene is well vegetated and offers views to distant mountain peaks there are also elements of development prominent within the view. The proposed primary mitigation measures help in lessening the impact of the scheme on the local landscape and the overall impact is therefore assessed as Moderate. Owing to

the increased height of the towers and extension of the RCHE to the north, the Proposed Scheme does have a slightly greater comparative impact than the Base Scheme, and therefore overall impact is assessed as Slight, relative to the previously approved scheme.

7.46 **Viewing Point 07: View looking north from minibus stop adjacent to Golf View Gardens (VSR 7)** (**Figures 7.8** refers). This VP represents the view available to north bound vehicle travellers and pedestrians on Hang Tau Road from the viewing point of an informal minibus stop within the village. The view at an elevation of approximately +15mPD and at a distance of 100m extends north towards the application site and is largely channelled through the village development along the road corridor. The view is also selected to demonstrate the effectiveness of the setback of the building blocks from Hang Tau Road and the mitigating effect of the stepped height profile of the buildings. Owing to this setback in both the base scheme and proposed scheme, Towers 1 and 2 do not impede the direct vista along this section of road but are partially screened by village development along the western side of the view. In the base case (with the approved scheme) the approved low-rise residential development under Application Nos. A/NE-KTS/466 screens much of the lower and middle parts of the proposed development from view.

7.47 *Sensitivity of Public Viewers: Low*
Whilst Hang Tau Road is the main transport artery through the village the nature of the view is highly developed and urban; with the view dominated by hard elements and only isolated views of trees and soft landscape elements. As such the visual sensitivity of this VP is considered to be low.

7.48 *Visual Composition*: Not entirely apparent
The visual composition of both the Base and Proposed Schemes would not be entirely apparent from this location owing to the screening effect of the existing foreground roadside development and the approved low-rise residential development under Application Nos. A/NE-KTS/466. However, as noted above, the measures adopted to minimize the impact of the scheme, including stepped height profile and building setback from Hang Tau Road have an impact on the visibility of the schemes as viewed from this viewing point. In comparing the base scheme and the proposed scheme there are, however, differences in the composition which are perceived from this viewing point. In particular the upper portions of Tower 4 now occupy the central portion of the view, whilst in the base scheme only the edge of Tower 3 was partially visible, towards the edge of the road corridor.

7.49 *Visual Obstruction*: Slight
In the base scheme, the uppermost and outer portions of Tower 3 are visible along the edge of the street, but the degree of obstruction was deemed slight, as the central vista of the view remained unobstructed. In the proposed scheme, although the height of Tower 3 is a little increased the tower is also further set back from the roadside, where it is obscured behind existing roadside furniture and future low-rise development. Tower 4 occupies the central portion of the view, with view corridors channeled to its sides. However, the lower and middle parts of tower 4 are screened by the approved low-rise residential development under Application Nos. A/NE-KTS/466. As such, for the proposed scheme, the degree of visual obstruction is deemed a Slight increase, relative to the Approved scheme.

7.50 *Effect on Public Viewers*: Slight
Whilst a greater portion of the development would be visible in the Proposed Scheme, as compared to the Base Scheme, it is also noted that owing to the greater distance from the viewing point the visible blocks appear as a similar height to the existing development lining the roadsides of this view. These existing roadside developments lower the quality of the view whilst increasing the capacity of the surroundings to absorb such change without significant effects. As such the effect on public viewers is considered slight.

7.51 *Effect on Visual Resources*: Moderate
From this viewing point the base scheme obstructed a small portion of the views to the open sky, where the effect on visual resources was judged as Slight. However, this blockage is more apparent

in the Proposed Scheme, as Tower 4 occupies a central part of the open sky view along the road corridor. Although Tower 3 is set back and partially screened behind existing foreground structures, the minor increase in height does nevertheless result in a small increase in the loss of open sky within the view. The distance of the scheme from this viewing point and the fact that the site sits at a slightly lower elevation means the towers present a blockage at the lower portion of the view, whilst views are also retained in corridors either side of Tower 4. Nevertheless, the degree of openness is more affected as compared to the Base Scheme and the effect of Visual Resources is therefore judged as Moderate.

7.52 *Overall Visual Impact*: Slight
The existing view is a low-rise urban scene and the additional visible development that the scheme represents is in keeping with the existing built character. The Base scheme was deemed to have limited impact on the overall scene. Tower 3 is a little taller however it is further setback from the road, where it is more effectively screened by existing and proposed foreground structures. Nevertheless, the overall impact of the Proposed Scheme is comparatively slightly greater, owing to the modified block arrangements and greater visibility of Tower 4, which occupies part of the previous footprint of Tower 3. Overall, owing to the developed nature of the existing scene and corresponding low sensitivity of the public views the overall impact remains deemed as Slight.

7.53 **Viewing Point 08: View looking north from Hang Tau Tsuen Village Hall (VSR 8)** (**Figures 7.9** refers). At an elevation of approximately +15mPD and at a distance of 270m this viewing point represents views from village areas to the south of the Application Site, with particular reference to the public facility of the Village Hall at the centre of the village of Hang Tau Tsuen. As described previously, owing to the density of the development, views from within such village areas are often limited to the dwellings at the periphery of the settlement. The view illustrates this point, where the dense housing development within the village channels views along access roads and the dense housing development beyond these access routes screens views to the proposed development beyond. In this view the tight cluster of three storey houses at the Regent Garden Development effectively screens views towards the Application site.

7.54 *Sensitivity of Public Viewers: Low*
Whilst Hang Tau Road is the main transport artery through the village and the Village Hall is an important public node within the settlement the nature of the view is highly developed and urban; with the view dominated by hard elements and only isolated views of trees and soft landscape elements. As such the visual sensitivity of this VP is considered to be low.

7.55 *Visual Composition*: Not apparent
Views of the proposed development (both baseline and proposed scheme) from this location will be obscured by intervening low rise roadside development.

7.56 *Visual Obstruction*: None
The proposed development (both baseline and proposed scheme) will not be visible from this location and therefore there will be no visual obstruction.

7.57 *Effect on Public Viewers*: Negligible
With the implementation of the proposed development there will be no impact on public viewers.

7.58 *Effect on Visual Resources*: None
The visual resources apparent in this view will not be affected by the proposals.

7.59 *Overall visual Impact*: Negligible
Due to the screening effect of the existing low-rise development there will be no impact on this view. There is therefore no change to the assessed visual impact when comparing the baseline and proposed scheme.

7.60 **Viewing Point 09: View looking south-west from access road to Fanling Lodge at Fanling Golf Course (VSR 9)** (**Figures 7.10** refers). At an elevation of approximately +11mPD and at a distance of 1425m vehicle travellers and pedestrians accessing the lodge have views towards the Application Site screened by intervening landform and vegetation. The view is selected as one of the few public viewing points in the vicinity of the golf course with open views across the course towards the site. Whilst the more heavily trafficked Fan Kam Road traverses the golf course at a similar distance from the application site, the road margins are densely planted and offer no such open views. The view is characterized by glimpses of background hills Kai Kung Leng Hill (+584mPD) between the tree lined periphery and across the manicured fairways of the golf course.

7.61 *Sensitivity of Public Viewers: Medium*
This viewing point is available to a limited number of people who may need to access the Fanling Lodge, as the road is not a through road and therefore serves no other purpose. The sensitivity of public viewers in this location is considered to be medium. Whilst the view exhibits good landscape quality the view towards the Application Site is screened by intervening landform and vegetation and there are alternative views of a similar nature to the south and east, whilst the views are likely to be experienced by relatively few members of the public.

7.62 *Visual Composition*: Not apparent
Views of the proposed development (both baseline and proposed scheme) from this location will be obscured by intervening tree planting belts within the golf course, intervening low rise residential development and more distant landform and wooded knolls.

7.63 *Visual Obstruction*: None
The proposed development (both baseline and proposed scheme) will not be visible from this location and therefore there will be no visual obstruction.

7.64 *Effect on Public Viewers*: Negligible
With the implementation of the proposed development there will be no impact on public viewers.

7.65 *Effect on Visual Resources*: None
The visual resources apparent in this view will not be affected by the proposals.

7.66 *Overall visual Impact*: Negligible
Due to the screening effect of the existing landform and vegetation there will be no impact on this view. There is therefore no change to the assessed visual impact when comparing the baseline and proposed scheme.

7.67 **Viewing Point 10: View looking east from Hadden Hill (VSR 10)** (**Figures 7.11** refers). At an elevation of approximately +180mPD and at a distance of 1250m hikers using a seasonal trail to summit of Hadden Hill enjoy panorama views over the Beas River and Long Valley towards Sheng Shui. Whilst this view is likely to be experienced by a limited number of members of the public, the elevated and panoramic view over this area provides a good overview of the development context of the current proposals. Whilst the Beas River Valley has moments of tranquil and natural quality the view of the valley from this elevated viewing point illustrates that this is a developed landscape in close proximity to the existing high rise urban centre of Sheng Shui. The future development of Kwu Tung North and the approved development under s12A Applications No.A/NE-KTS/506 (up to +81.5mPD), No.Y/NE-KTS/14 and No.Y/NE-KTS/15 (up to +75mPD) will add to this extent of high-rise development within the landscape. The current proposal is described as a middle rise development and the difference in scale between these development proposals of 8-9 storeys at the Application site and the approved development of between 19 and 16 storey blocks under the above-mentioned approved developments are evident in the photomontage. Approved private housing development (Application No. Y/NE-KTS/525) with maximum BH +22.5 mPD and other planned/committed low rise residential developments in the near vicinity including approved Application Nos. A/NE-KTS/466 and A/NE-KTS/538 would also be visible from this viewing point. The

proposed offset tower configurations and stepped building profiles help to reduce the scale of the proposed development (both base and proposed schemes) as viewed from this viewing point and better blend with the predominantly low-rise surroundings.

7.68 *Sensitivity of Public Viewers: Medium*
Whilst the surrounding mountain scenery is an attractive element of the view there is already significant development in the lowland areas. There would be small change in the visual character of the valley environment owing to the introduction of new middle rise development on the margins of existing lower rise settlements. There are alternative panoramic views to the south-east, and west. Given the availability to relatively few hikers the visual sensitivity of this VP is considered to be Medium.

7.69 *Visual Obstruction*: Small blockage of view
The panoramic view over the valley would be largely unaffected by the imposition of this development on the valley floor some distance away from the viewing point. The development proposal would obscure views of some roadside development and vegetation which would have a limited effect on the character of the view and the sense of openness of the view would not significantly change.

7.70 *Effect on Public Viewers*: Slight
There would be small change in the visual character of the valley environment owing to the introduction of new middle rise development on the margins of existing lower rise settlements. However, it should be noted that this elevated view from a remote hillside overlooking the valley would be experienced by relatively few public viewers.

7.71 *Effect on Visual Resources*: Slight
The implementation of both the Base Scheme and the Proposed Scheme would marginally increase the visible proportion of development, replacing a very small part of the view previously formed by the tree planting along the edge of Hang Tau Road. However, owing to the localized and small scale of potential impact the effect on existing visual resources is considered small.

7.72 *Overall Visual Impact*: Negligible
The visible portion of the scheme is a small component of the view and it is viewed against a backdrop of existing high-rise development at Sheng Shui. The development is also seen as being of smaller height and scale that the approved developments under Applications Nos. A/NE-KTS/506, Y/NE-KTS/14 and Y/NE-KTS/15 located to the northern side of the view at a similar distance from this viewing point. As such the impact of the base scheme was originally assessed as Slight. Whilst the view of proposed development is comparatively slightly taller than the approved scheme, at this far distance the change is barely perceived, whilst the massing and articulation of the two schemes appears similar. The change is therefore considered to have negligible impact in comparison to the base scheme and the overall impact relative to the Base situation would remain as Slight.

7.73 **Viewing Point 11: View looking north from Riverside footpath near Cheung Lek Village (VSR 11)** (**Figures 7.12** refers). This viewing point is at an elevation of approximately +16.0mPD and located at a distance of approximately 970m from the proposed development. The view is selected to illustrate that views of proposed development from the south down the Beas River Valley are screened at this distance by existing landform and woodland vegetation and illustrates that the proposed project would have no impact on public views from the riverside footpath. In particular the wooded knoll to the south of Hang Tau Village is effective in screening the development from view. The existing view looks north along the course of the Beas River with glimpsed views over agricultural filed to backdrop of mountain peaks including Hadden Hill / Ki Lung Shan (+222mPD).

7.74 *Sensitivity of Public Viewers: Medium*
This viewing point is available to local residents and public using the riverside footpath. The sensitivity of public viewers in this location is considered to be medium. Whilst the view

demonstrates an attractive natural quality the view towards the Application Site is screened by intervening landform and vegetation and there are alternative views to the south, west and east.

7.75 *Visual Composition*: Not apparent
Views of the proposed development (both baseline and proposed scheme) from this location will be obscured by intervening riverside tree planting and more distant landform and wooded knolls.

7.76 *Visual Obstruction*: None
The proposed development (both baseline and proposed scheme) will not be visible from this location and therefore there will be no visual obstruction.

7.77 *Effect on Public Viewers*: Negligible
With the implementation of the proposed development there will be no impact on public viewers.

7.78 *Effect on Visual Resources*: None
The visual resources apparent in this view will not be affected by the proposals.

7.79 *Overall visual Impact*: Negligible
Due to the screening effect of the existing landform and vegetation there will be no impact on this view. There is therefore no change to the assessed visual impact when comparing the baseline and proposed scheme.

7.80 **Viewing Point 12: View looking southeast from Kwu Tung South Road (VSR 12)** (**Figures 7.13** refers). This viewing point is at an elevation of approximately +23.0mPD and located at a distance of approximately 600m from the proposed development. The view is selected to illustrate that views from the north-west of proposed development at this distance are screened by the close-knit nature of existing low-rise development, landform and woodland vegetation and illustrates that the proposed project would have no impact from this public road. The existing view is along the road corridor and is framed by roadside vegetation and low-rise structures associated with existing small holdings.

7.81 *Sensitivity of Public Viewers: Medium*
This viewing point is available to local residents and travellers on Kwu Tung South Road. Existing views along the road are largely contained within the road corridor due to roadside vegetation and roadside development. Whilst some of the roadside development is rather ramshackle the outlook is generally wooded and there are distant views towards the ridgeline of Pak Tai To Yan (+480mPD). The sensitivity would therefore be considered medium.

7.82 *Visual Composition*: Not apparent
Views of the proposed development (both baseline and proposed scheme) from this location will be obscured by intervening low rise roadside development and the wooded slopes of hills surrounding Kwu Tung Reservoir.

7.83 *Visual Obstruction*: None
The proposed development will not be visible from this location and therefore there will be no visual obstruction.

7.84 *Effect on Public Viewers*: Negligible
With the implementation of the proposed development (both baseline and proposed scheme) there will be no impact on public viewers.

7.85 *Effect on Visual Resources*: None
The visual resources apparent in this view will not be affected by the proposals.

7.86 *Overall visual Impact*: Negligible

Due to the screening effect of the existing landform and low-rise development there will be no impact on this view. There is therefore no change to the assessed visual impact when comparing the baseline and proposed scheme.

7.87 **Viewing Point 13: View looking south-east from Bridge over the Beas River (VSR 13) (Figures 7.14 refers)** This viewing point, at an elevation of approximately +9.5mPD and located at a distance of approximately 300m, is available to residents and the public crossing the Beas River by foot. The view is selected to illustrate that the proposed development would be partially screened by existing vegetation along the riverside and illustrates that the proposed project would have limited visibility in public views along the attractive river corridor. The existing view is relatively enclosed by riverside vegetation, with glimpsed views of the backdrop of mountain peaks. It is further noted that the riverside vegetation is relatively immature and we might therefore anticipate a taller and more effective vegetation screen in the future.

7.88 *Sensitivity of Public Viewers:* Medium
This viewing point is available to residents and users of this riverside access road. The existing riverside setting with a mountain backdrop is an attractive composition. The degree of visibility towards the Application Site is partial / glimpsed and there are alternative views along the river channel to the north and south and as such the sensitivity would be considered medium.

7.89 *Visual Composition*: Not entirely apparent
Similar to the Base Scheme, the visual composition of the Proposed Scheme would not be entirely apparent from this location owing to the screening effect of the existing riverside tree belts on the eastern side of the Beas River. Only the upper floors of Towers 1 and 2 would be apparent.

7.90 *Visual Obstruction*: Slight
Only the upper floors of Towers 1 and 2 would be visible above the riverside tree belt and obstruct a small part of the open sky view.

7.91 *Effect on Public Viewers*: Moderate
The proposed development is mostly screened from view, however the existing scene is dominated by the riverside and its greenery and largely unencumbered by views of development. The introduction of portions of visible development above the riverside trees is therefore considered to have a moderate impact on public viewers at this location.

7.92 *Effect on Visual Resources*: Slight
As noted above, from this viewing point the proposed building obstructs views to the open sky backdrop, with a small loss of view of this visual resource within the context of the overall view.

7.93 *Overall Visual Impact*: Slight
The overall visual impact at the viewing point was is assessed as slight for the base case, since only the upper portions of Towers 1 and 2 are glimpsed through the riverside tree belt and other parts of the proposed development largely screened from view. Whilst T1 and T2 appear taller in the proposed scheme, the built form is more articulated in terms of roofline and façade, with the stepping portion of Tower 1 helping to break down the visual mass. Nevertheless, the change is considered to have Slight impact in comparison to the base scheme.

8.0 Conclusion

8.1 In general, the existing landscape and visual amenity is characterised by a sub-urban context of the valley floor active and abandoned agricultural land, occasional wooded knolls, and light industrial uses bounded by 3-storey village development and some private residential developments. A detailed review of the Application Site and its immediate context have revealed that the visual envelope and the primary and secondary zones of visual influence are largely contained in close proximity to the Application Site. This is due to the low-lying nature of the valley floor, and a combination of the existing landform, the presence of wooded knolls and the density of the existing mature tree growth and the proximity of existing village development which serve to contain and, in some locations, obscure views.

8.2 The Proposed Scheme comprises some 4 nos. residential towers with building heights ranging from 9 to 10-storeys (38.1 to 45.25mPD) in height with a basement car-park level and a proposed clubhouse and above ground car park at the central area of the site. A four storey RCHE facility and a 1 storey shop development will be located to the southeast. The orientation and disposition of the blocks to form a staggered pattern is designed to create a more permeable development frontage and avoid potential wall effects. This includes a building separation between Towers 2 and 3 of approximately 17m. In addition to extensive internal landscaping the Application Site is surrounded by landscape buffers which will contain tree and shrub planting.

8.3 The disposition of the proposed residential blocks is designed to maximize setback distance and visibility from the Hang Tau Road to the west and the relatively more sensitive existing visually sensitive receivers from this direction. The selection of viewing points has been comprehensive covering all the potential viewing angles from publicly accessible locations. As is clearly demonstrated by the photomontages there are few locations from where the Proposed Scheme can be seen in its entirety. In the majority of locations views of the proposals are largely obscured by intervening landform, mature vegetation and built structures. In the few locations where there will be views of the proposals these are largely partial or glimpsed with a small part of the scheme being visible.

8.4 The photomontages show a scheme which although located within a sub-urban environment fits comfortably within its context. This 'comfortable fit' is in part due to the architectural enhancement measures designed into the Proposed Scheme which have been described above and partly due to its setting and the lack of visual access. It would be unrealistic to think that there would be no adverse impacts however this must also be considered in terms of the nature and extent of existing and future views.

8.5 The assessment makes a comparison with the approved development scheme for the site under Application No. Y/NE-KTS/13. For most of the selected viewing points the predicted visual impacts will represent negligible change as compared to this base case scheme. However, the relative assessed impacts from three nos. viewing points, in close proximity to the site, are considered to be slight, in comparative terms.

8.6 Given the factors described above together with the adoption of a responsive architectural design the implementation of the Proposed Scheme would not significantly detract from the existing landscape and visual amenity of the local area. Given the factors described above the proposals are considered to be visually compatible with their future context.

Visual Impact Assessment Figures

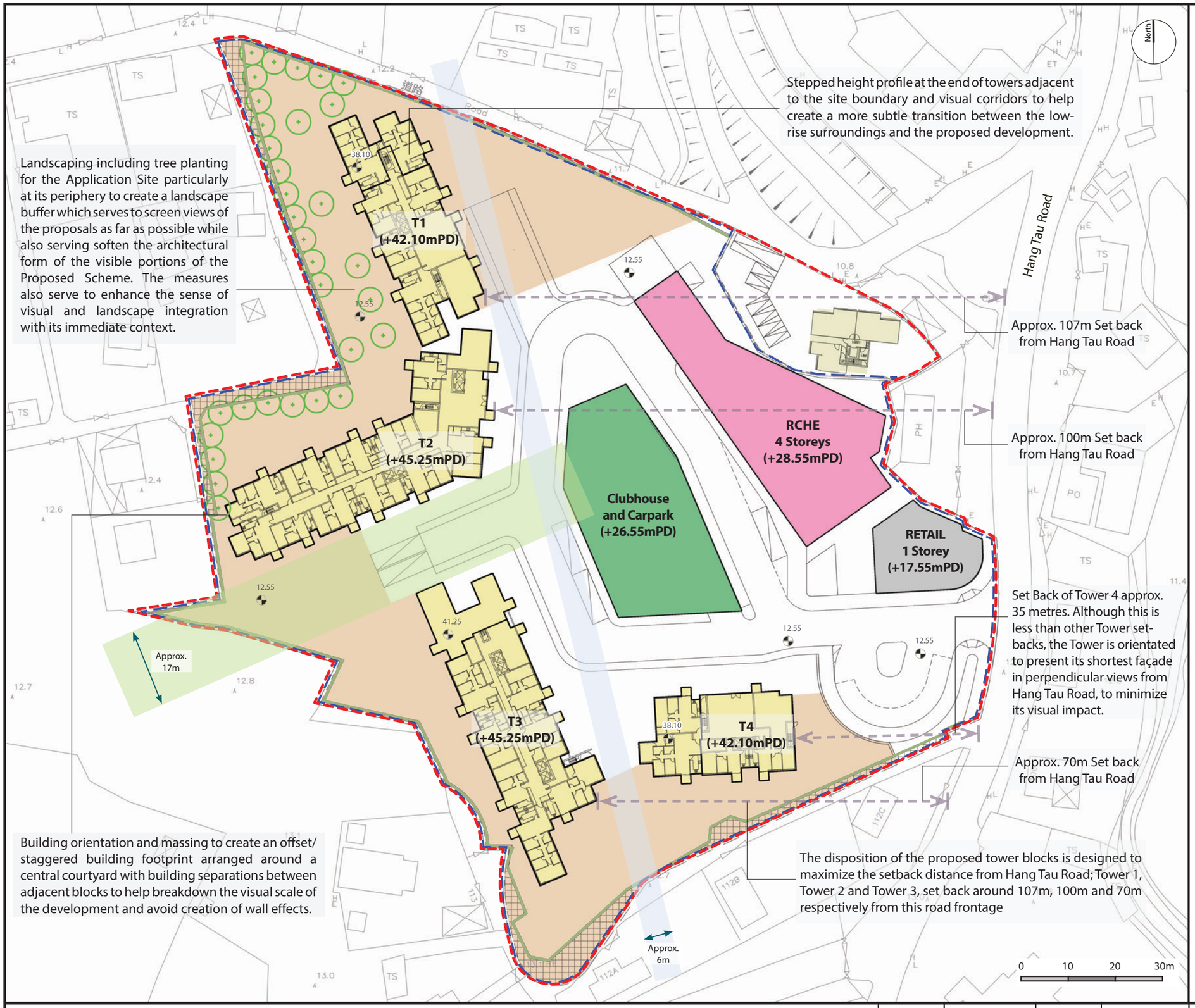


FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Proposed Scheme: Urban Design Considerations

SCALE	A.S.	DATE	Jun 2026
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 3.1	REV	C

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LEGEND

- Approximate Location of Application Site Boundary
- Proposed Scheme (Max building height +45.25mPD at R/F)
- Fields of View towards the Proposed Development
- VP — Key Public Viewing Points
- +5.4mPD — Height in mPD
- A — Location of photographs of Visual Elements
- Fanling Highway
- Village Type Development
- Private Residential Development
- Grassy Hillsides
- Valley floor Open Land Uses (Agricultural / Plantation)
- Riverside Plantation
- Hillside Secondary Woodland / Wooded Knolls
- Water Course / Water Body
- Recreational Landscapes
- Open Storage / Light Industrial Area

FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Elements

SCALE	A.S.	DATE	Feb 2026
CHECKED	JBC	DRAWN	JH

FIGURE NO. Figure 4.1 — REV B

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A The Beas Valley is defined by grassy hillsides including the Peaks of Kai Kung Leng (+572 mPD) and Tai To Yan (+566 mPD) within Lam Tsuen Country Park to the south and closer to the site in the west Hadden Hill (+222 mPD) and associated ridges surrounding Kwu Tung Reservoir. Although distant from the site, High rise developments of Sheng Shui and the skyline of Shenzhen are visible in elevated views down the valley.



B Whilst the site occupies a portion of the open valley floor this area is punctuated by a number of wooded knolls which have an influence on the extent of the visual envelope of the proposed development. Low-level views from within the Beas River Valley are often obscured by the existing landform, mature vegetation and scattered development.



C Recreational Landscapes are a prominent feature of the landscape, including the manicured landscapes of Fanling Golf Course and the Jockey Club Beas River Country Club



D E The Beas River and its floodplain offer tranquil moments of waterscape to be enjoyed within the landscape. The Kwu Tung Reservoir is another water element within the landscape forming an attractive upland feature within the grassy hill slopes and mountainous terrain to the west and south of the Application site.



FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Elements

SCALE	A.S.	DATE	Mar 2025
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 4.2	REV	-

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F G There are several areas of low-rise development, including the village of Hang Tau, Tai Po to the south and large private residential estates including Goodwood Park to the immediate north of the site and The Royal Oaks, Casa Domingo and Valais developments further to the north and north east. Typically in these settlements the close-nit nature of the housing screens views from within these built up areas. Where there are views from the adjacent villages, owing the density of the development these are often limited to the dwellings at the periphery of the settlement.



H A prominent linear built element within the landscape is the Fanling Highway.



I Visually detracting elements include the scattered elements of small-scale industrial development on the fringes of village areas, particularly to the west of the Application Site.

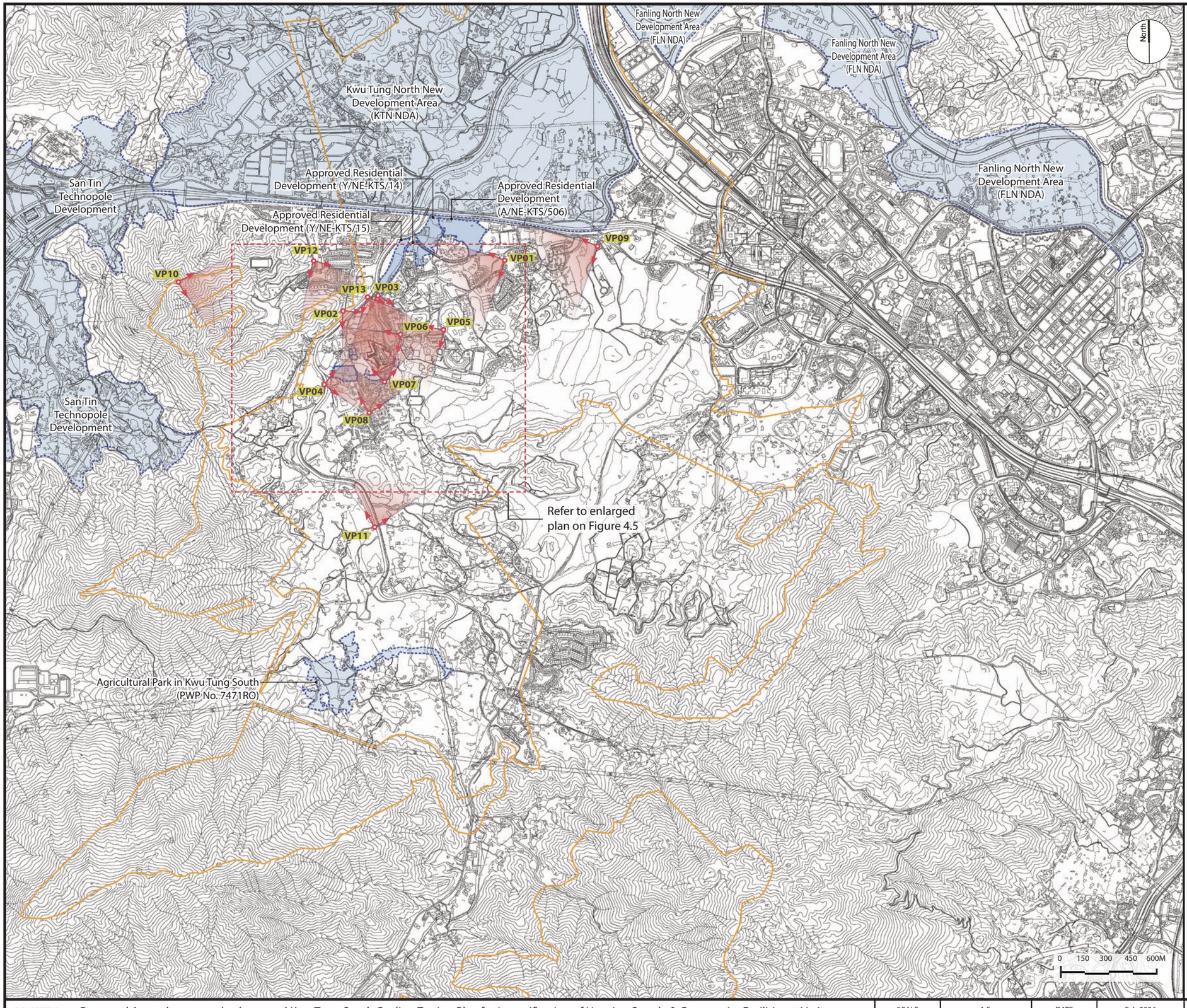
FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Elements

SCALE	A.S.	DATE	Mar 2025
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 4.3	REV	-

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LEGEND

- Application Site Boundary
- Visual Envelope (VE)
- VP — Representative viewing points (VPs) and angle of main view
- Approved Development (Yet to be developed)

Viewing Points

Viewing Point 01: View looking south west from public open space at junction of Kam Tsin South Road and Kam Tsin Road

Viewing Point 02: View looking south east from Kwu Tung Hang Village Rest Area

Viewing Point 03: View looking south from access road leading to riverside footpath and pedestrian bridge

Viewing Point 04: View looking north east from pedestrian bridge and riverside footpath

Viewing Point 05: View looking south west from entrance of HKJC Beas River Country Club

Viewing Point 06: View looking south west from roadside public footpath along Hang Tau Road, opposite Hang Tau Road Public Toilets

Viewing Point 07: View looking north from minibus stop adjacent to Golf View Gardens

Viewing Point 08: View looking north from Hang Tau Tsuen Village Hall

Viewing Point 09: View looking south west from access road to Fanling Lodge at Fanling Golf Course

Viewing Point 10: View looking east towards the site from Hadden Hill

Viewing Point 11: View looking north from Riverside footpath near Cheung Lek Village

Viewing Point 12: View looking south east from Kwu Tung South Road

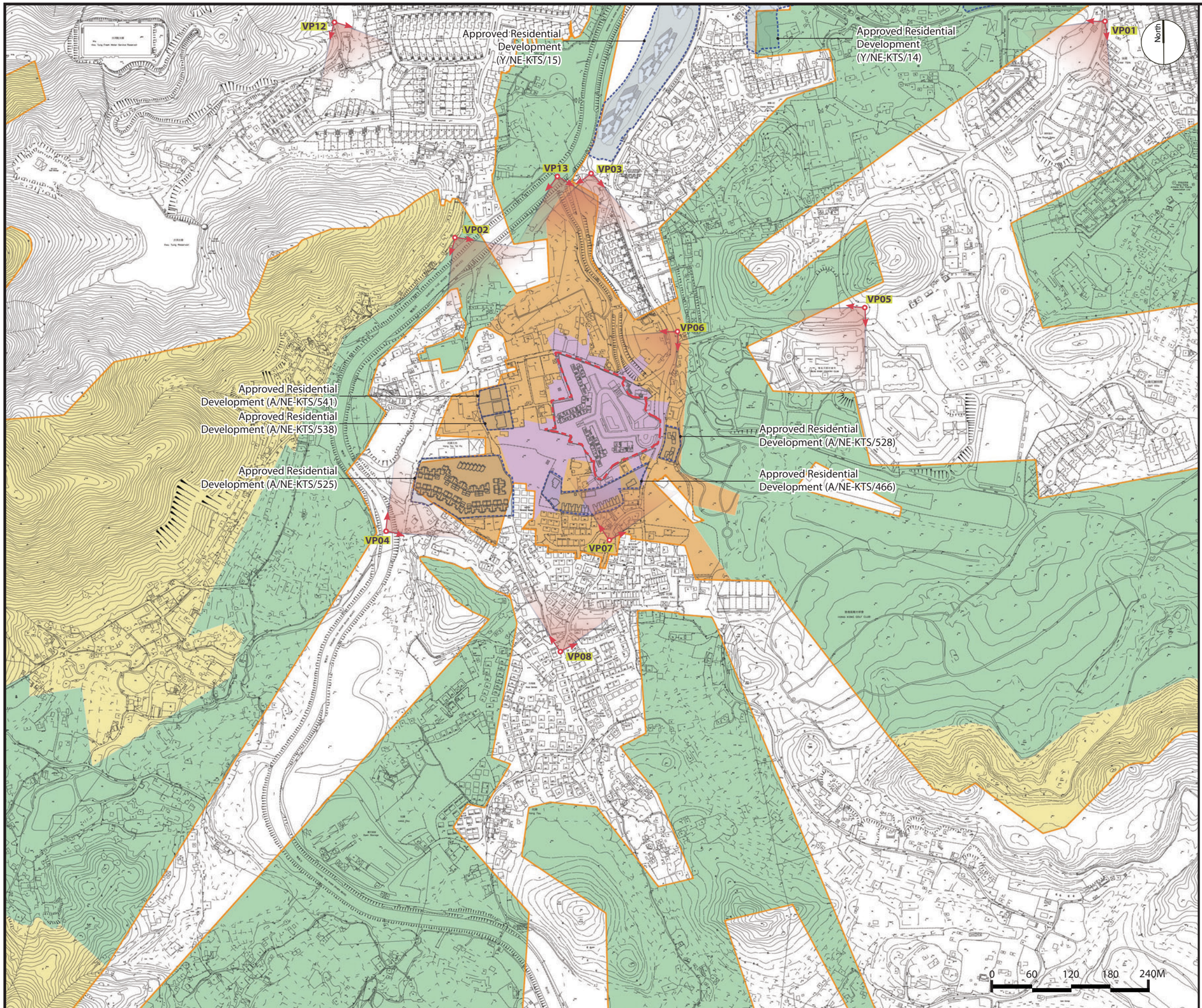
Viewing Point 13: View looking south-east from Bridge over the Beas River

FIGURE TITLE: Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Envelope and Visually Sensitive Receivers

SCALE	A.S.	DATE	Feb 2026
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 4.4	REV	B

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LEGEND

- Application Site Boundary
- Visual Envelope (VE)
- VP — Representative viewing points (VPs) and angle of main view
- Primary VE – Area from which the majority of the development can be seen is largely contained within the Application Site boundary and the immediate margins of Hang Tau Road and village roads surrounding the site, owing to roadside boundary structures, mature tree growth and elements of built development.
- Secondary VE – Area with more limited visibility of the Proposed Scheme due to intervening obstacles including a combination of existing built development and vegetation. As such the visible part of the Proposed Scheme is largely limited to the central and upper portions of the residential blocks.
- Tertiary VE – For the most part views of the Proposed Scheme are obscured or screened by intervening visual obstacles including landform, mature tree growth and built development including industrial concerns and village houses. Any views are limited to glimpsed views of the upper portion of the residential blocks.
- Quaternary VE – Area with elevated, long distance, partial and glimpsed views of the Proposed Scheme, mainly from the uplands to the west and south. The visible part of the Proposed Scheme will range from being fragmentary views to being more widespread open views however from these locations the proposals form a small part of a large, panoramic view. The degree of visibility of the Proposed Scheme is determined by the elevation of the viewing position and the viewing angle.

Viewing Points

Viewing Point 01: View looking south west from public open space at junction of Kam Tsin South Road and Kam Tsin Road
Viewing Point 02: View looking south east from Kwu Tung Hang Village Rest Area
Viewing Point 03: View looking south from access road leading to riverside footpath and pedestrian bridge
Viewing Point 04: View looking north east from pedestrian bridge and riverside footpath
Viewing Point 05: View looking south west from entrance of HKJC Beas River Country Club
Viewing Point 06: View looking south west from roadside public footpath along Hang Tau Road, opposite Hang Tau Road Public Toilets
Viewing Point 07: View looking north from minibus stop adjacent to Golf View Gardens
Viewing Point 08: View looking north from Hang Tau Tsuen Village Hall
Viewing Point 09: View looking south west from access road to Fanling Lodge at Fanling Golf Course
Viewing Point 10: View looking east towards the site from Hadden Hill
Viewing Point 11: View looking north from Riverside footpath near Cheung Lek Village
Viewing Point 12: View looking south east from Kwu Tung South Road
Viewing Point 13: View looking south-east from Bridge over the Beas River

FIGURE TITLE: Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Envelope and Visually Sensitive Receivers

SCALE	A.S.	DATE	Feb 2026
CHECKED	JBC	DRAWN	JH

FIGURE NO. Figure 4.5 — REV B

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LEGEND

- Application Site Boundary
- Visual Envelope (VE)
- VP — Representative viewing points (VPs) and angle of main view
- Proposed Scheme (Max building height +45.25mPD at R/F)

Viewing Points

Viewing Point 01: View looking south west from public open space at junction of Kam Tsin South Road and Kam Tsin Road

Viewing Point 02: View looking south east from Kwu Tung Hang Village Rest Area

Viewing Point 03: View looking south from access road leading to riverside footpath and pedestrian bridge

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Viewing Point 11: View looking north from Riverside footpath near Cheung Lek Village

Viewing Point 12: View looking south east from Kwu Tung South Road

Viewing Point 13: View looking south-east from Bridge over the Beas River

FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Location of Photomontage Viewing Points

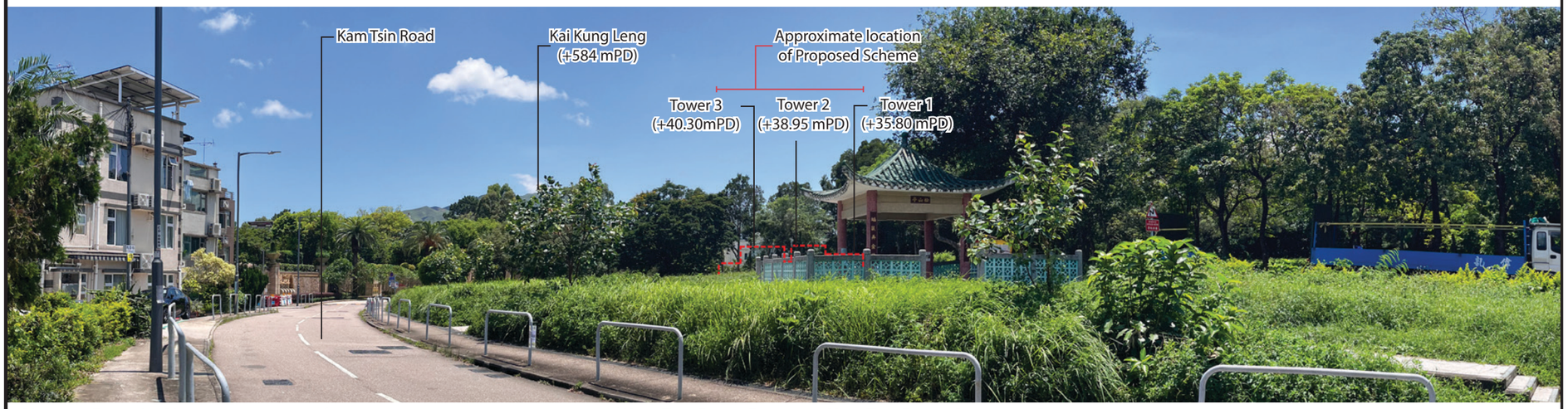
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CHECKED	JBC	DRAWN	JH

FIGURE NO. Figure 7.1 — REV B

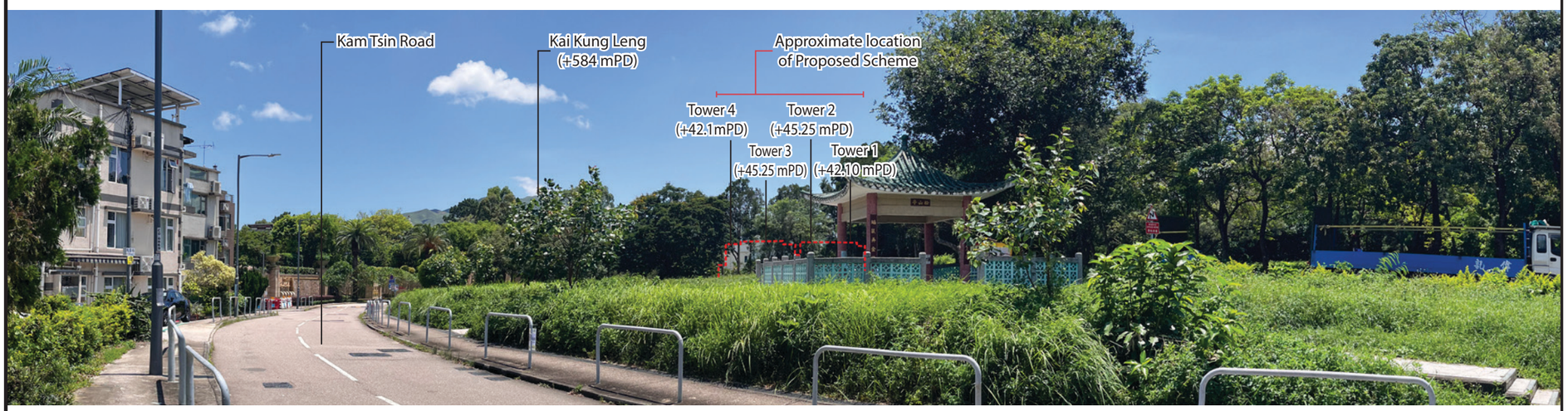
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Viewing Point 01: View looking south from public open space at junction of Kam Tsin South Road and Kam Tsin Road (Existing Situation)



Viewing Point 01: View looking south from public open space at junction of Kam Tsin South Road and Kam Tsin Road (Approved Scheme)



Viewing Point 01: View looking south from public open space at junction of Kam Tsin South Road and Kam Tsin Road (Proposed Scheme)



Viewing Point 01 (VP01)

Viewing point elevation: +17mPD
Viewing distance: 890m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Feb 2026
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FIGURE NO.	Figure 7.2	REV	A

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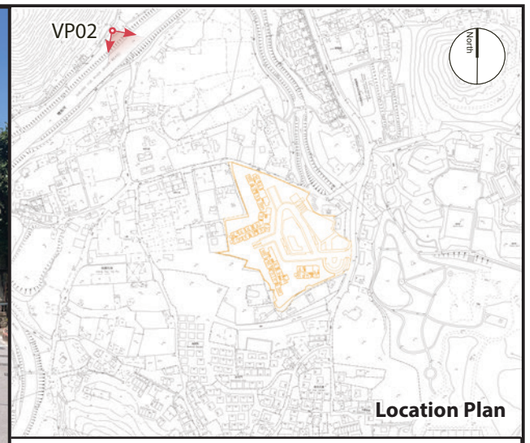
Viewing Point 02 : View looking south east from Kwu Tung Hang Village Rest Area (Existing Situation)



Viewing Point 02 : View looking south east from Kwu Tung Hang Village Rest Area (Approved Scheme)



Viewing Point 02 : View looking south east from Kwu Tung Hang Village Rest Area (Proposed Scheme)



Viewing Point 02 (VP02)

Viewing point elevation: +12mPD
Viewing distance: 230m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

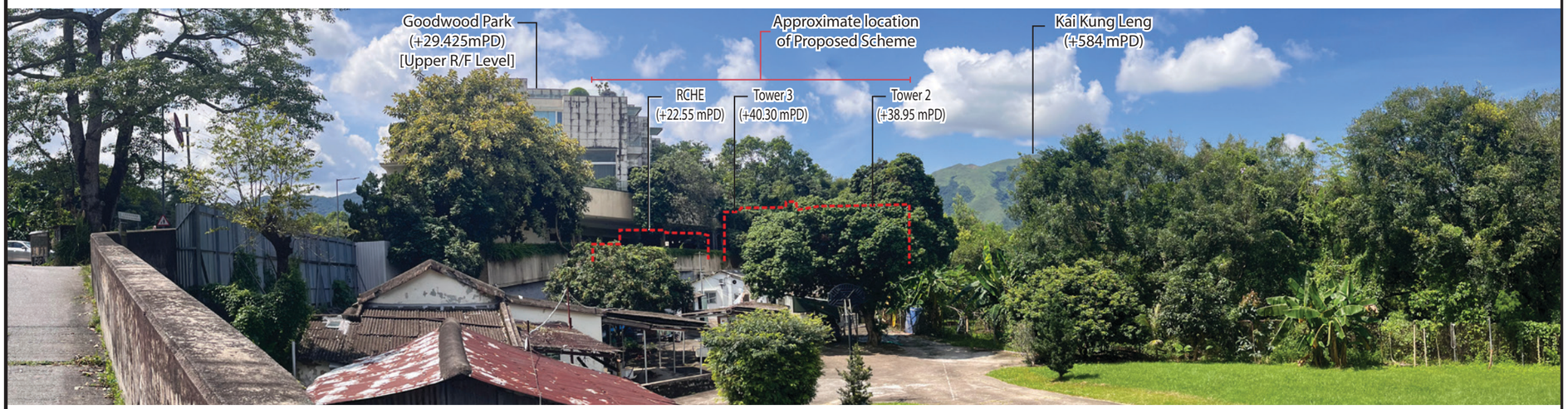
Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Feb 2026
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 7.3	REV	A

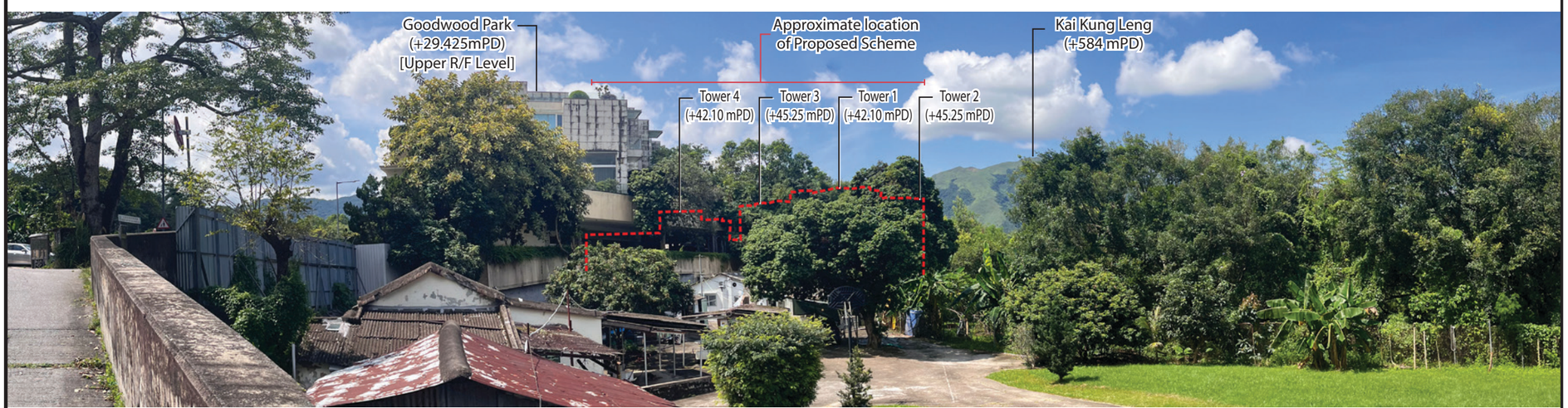
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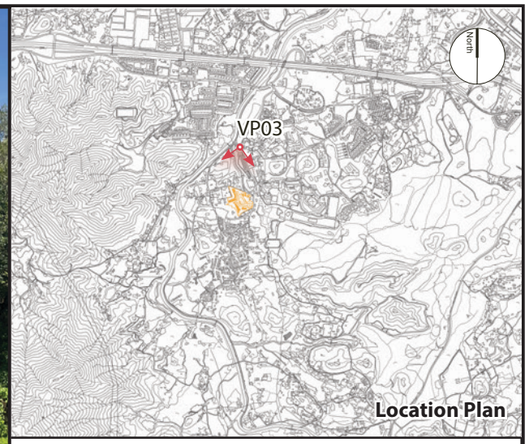
Viewing Point 03: View looking south from access road leading to riverside footpath and pedestrian bridge (Existing Situation)



Viewing Point 03: View looking south from access road leading to riverside footpath and pedestrian bridge (Approved Scheme)



Viewing Point 03: View looking south from access road leading to riverside footpath and pedestrian bridge (Proposed Scheme)



Viewing Point 03 (VP03)

Viewing point elevation: +13mPD
Viewing distance: 280m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

FIGURE TITLE: Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Impact Assessment: Photomontages

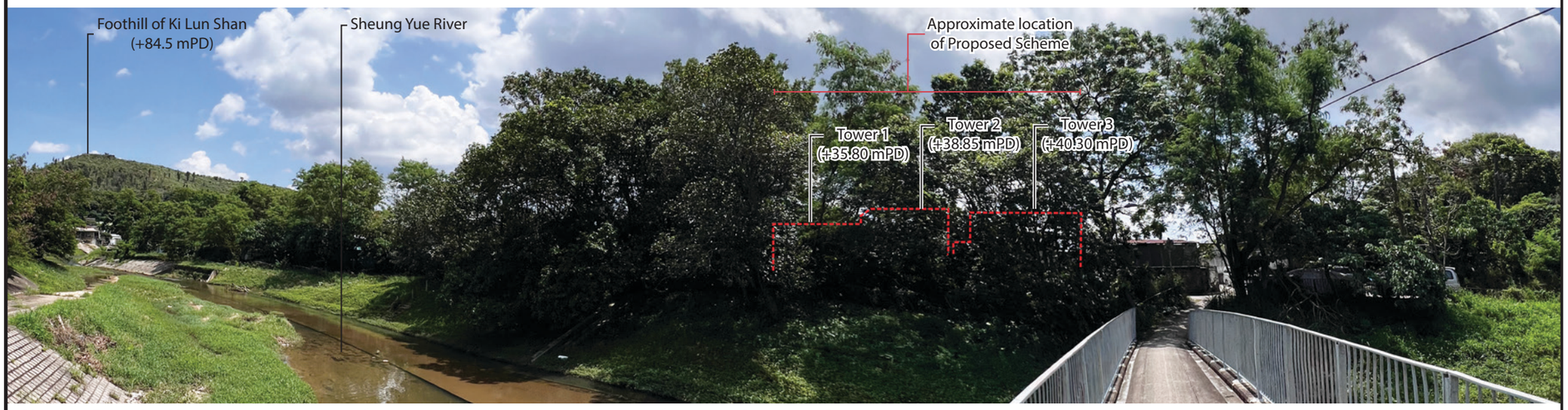
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CHECKED	JBC	DRAWN	JH

FIGURE NO. Figure 7.4 REV A

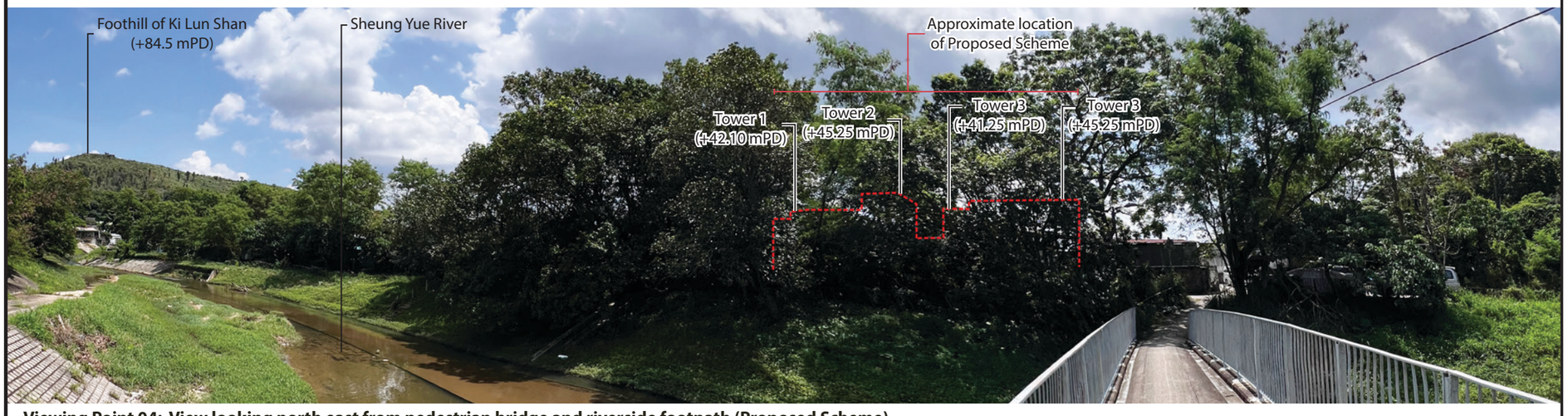
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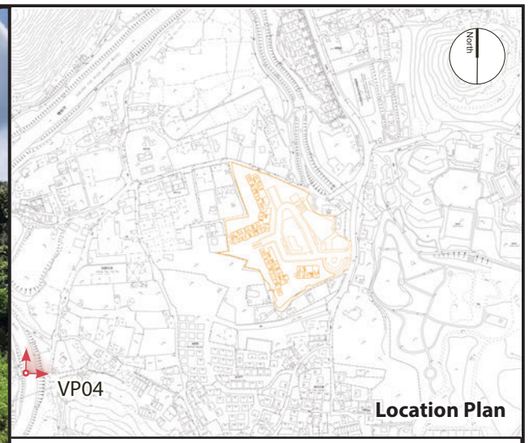
Viewing Point 04: View looking north east from pedestrian bridge and riverside footpath (Existing Situation)



Viewing Point 04: View looking north east from pedestrian bridge and riverside footpath (Approved Scheme)



Viewing Point 04: View looking north east from pedestrian bridge and riverside footpath (Proposed Scheme)



Viewing Point 04 (VP04)

Viewing point elevation: +12mPD
Viewing distance: 295m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Impact Assessment: Photomontages

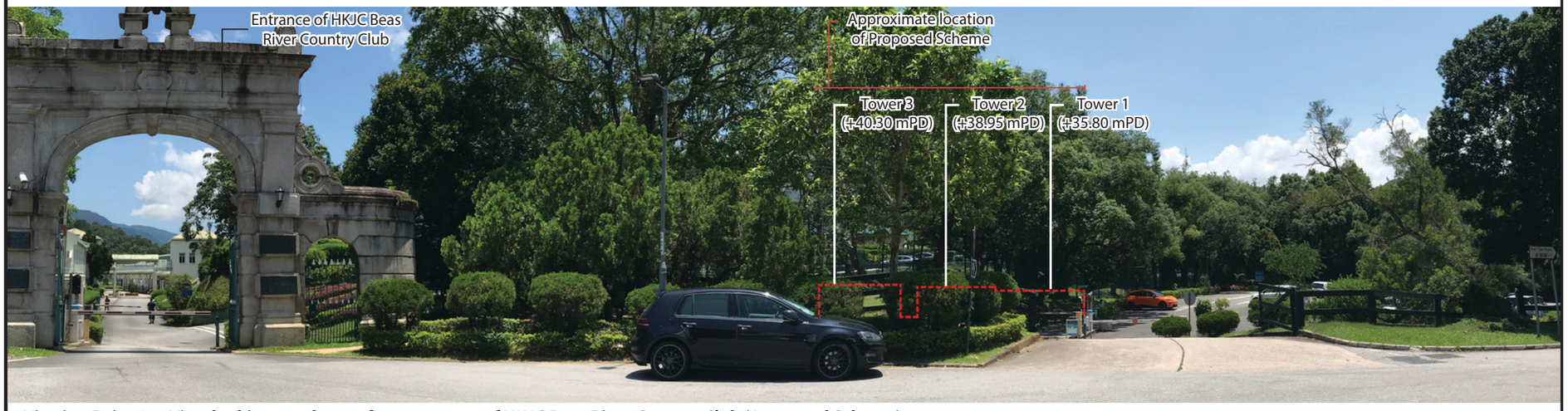
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FIGURE NO. Figure 7.5 REV A

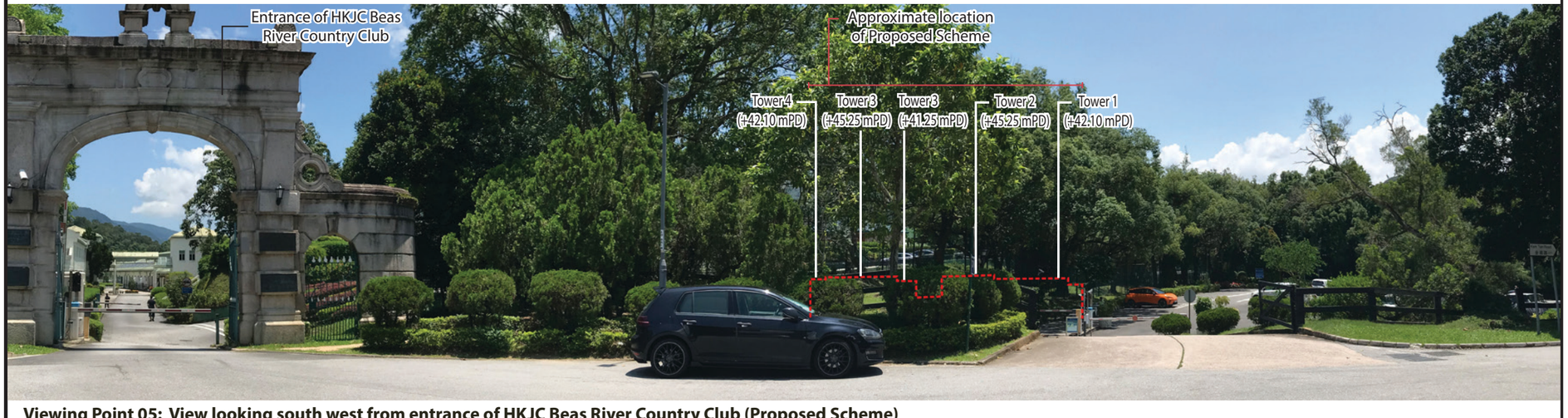
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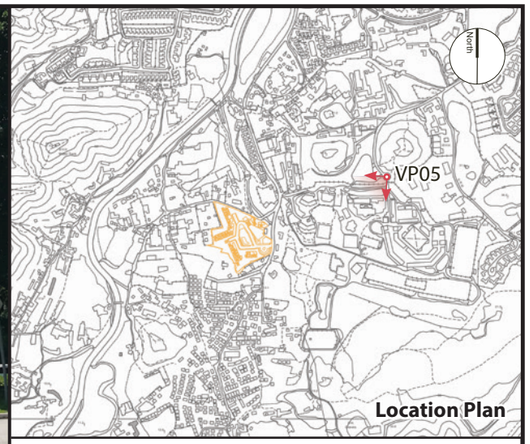
Viewing Point 05: View looking south west from entrance of HKJC Beas River Country Club (Existing Situation)



Viewing Point 05: View looking south west from entrance of HKJC Beas River Country Club (Approved Scheme)



Viewing Point 05: View looking south west from entrance of HKJC Beas River Country Club (Proposed Scheme)



Viewing Point 05 (VP05)

Viewing point elevation: +30mPD
Viewing distance: 350m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

FIGURE TITLE: Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Feb 2026
CHECKED	JBC	DRAWN	JH

FIGURE NO. Figure 7.6 REV A

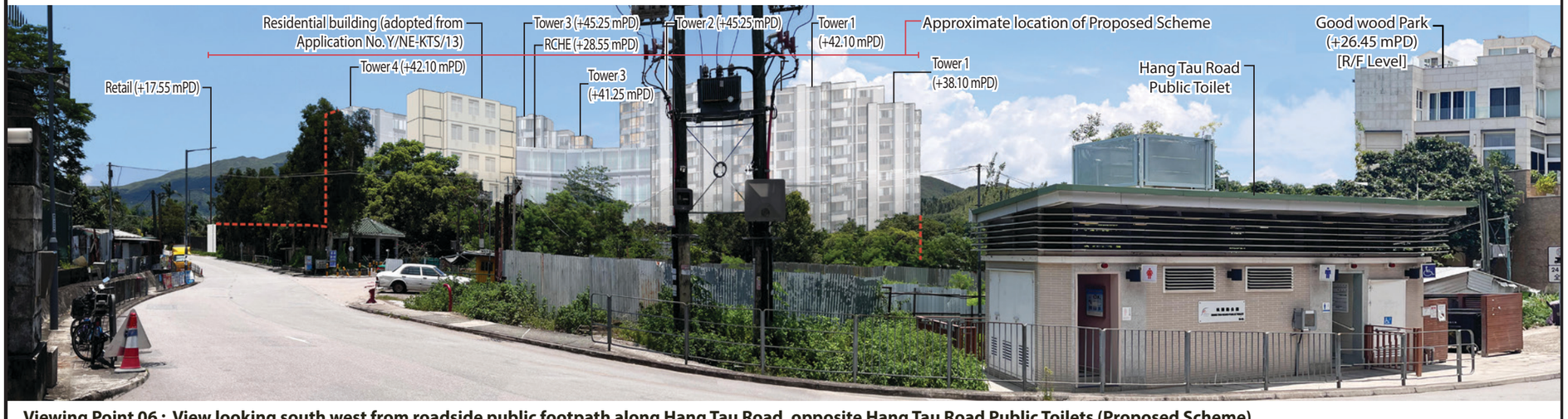
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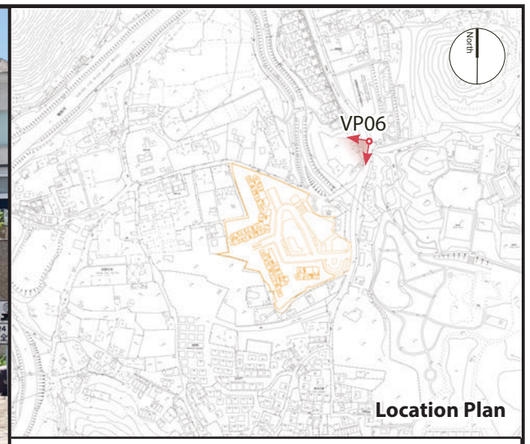
Viewing Point 06 : View looking south west from roadside public footpath along Hang Tau Road, opposite Hang Tau Road Public Toilets (Existing Situation)



Viewing Point 06 : View looking south west from roadside public footpath along Hang Tau Road, opposite Hang Tau Road Public Toilets Course (Approved Scheme)



Viewing Point 06 : View looking south west from roadside public footpath along Hang Tau Road, opposite Hang Tau Road Public Toilets (Proposed Scheme)



Viewing Point 06 (VP06)

Viewing point elevation: +13mPD
Viewing distance: 105m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

The facade of nearby future development is shown for context and indicative only.

FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Jun 2026
CHECKED	JBC	DRAWN	JH

FIGURE NO. Figure 7.7 REV B

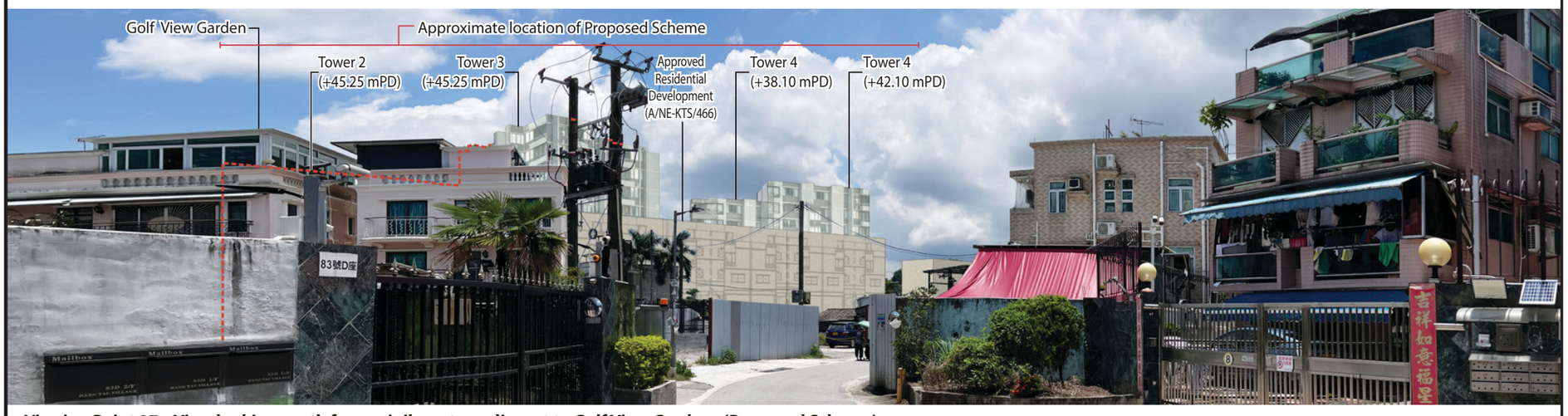
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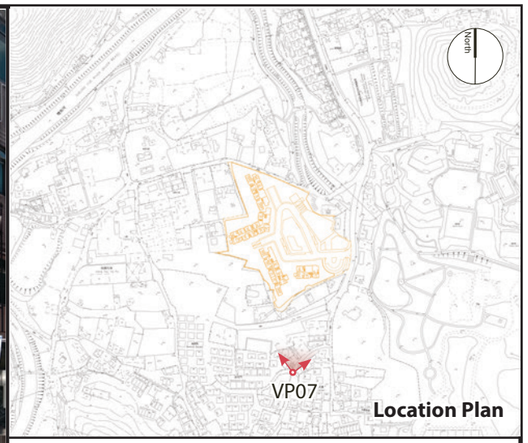
Viewing Point 07 : View looking north from minibus stop adjacent to Golf View Gardens (Existing Situation)



Viewing Point 07 : View looking north from minibus stop adjacent to Golf View Gardens (Approved Scheme)



Viewing Point 07 : View looking north from minibus stop adjacent to Golf View Gardens (Proposed Scheme)



Viewing Point 07 (VP07)

Viewing point elevation: +15mPD
Viewing distance: 100m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

The facade of the nearby future development is shown for context and indicative only.

FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

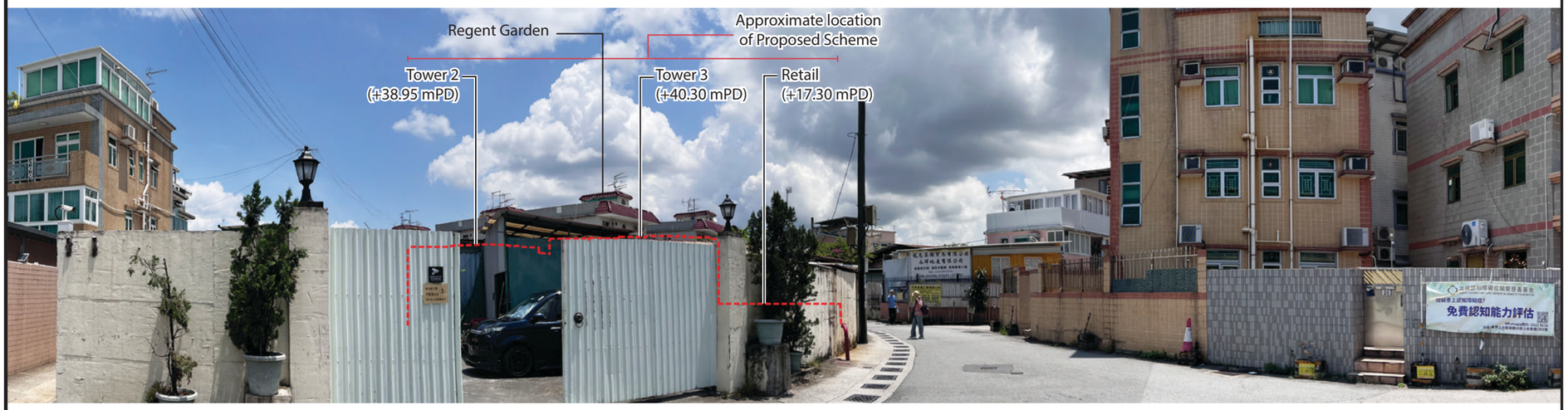
Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Jun 2026
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 7.8	REV	C

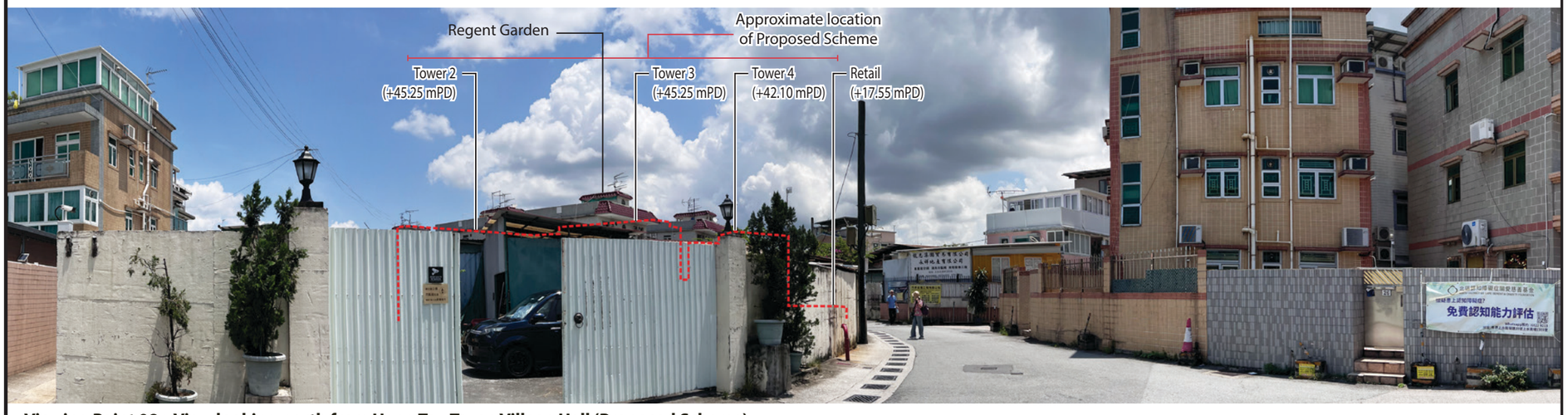
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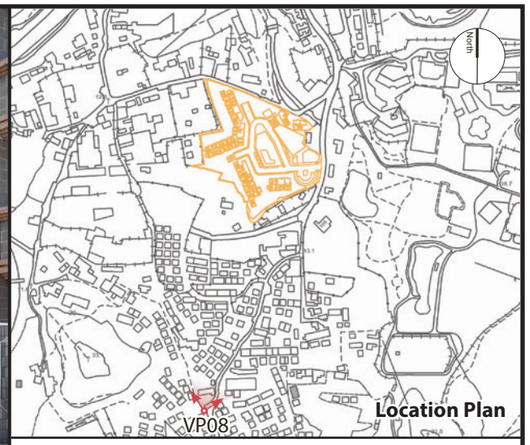
Viewing Point 08 : View looking north from Hang Tau Tsuen Village Hall (Existing Situation)`



Viewing Point 08 : View looking north from Hang Tau Tsuen Village Hall (Approved Scheme)



Viewing Point 08 : View looking north from Hang Tau Tsuen Village Hall (Proposed Scheme)



Viewing Point 08 (VP08)

Viewing point elevation: +15mPD
Viewing distance: 270m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

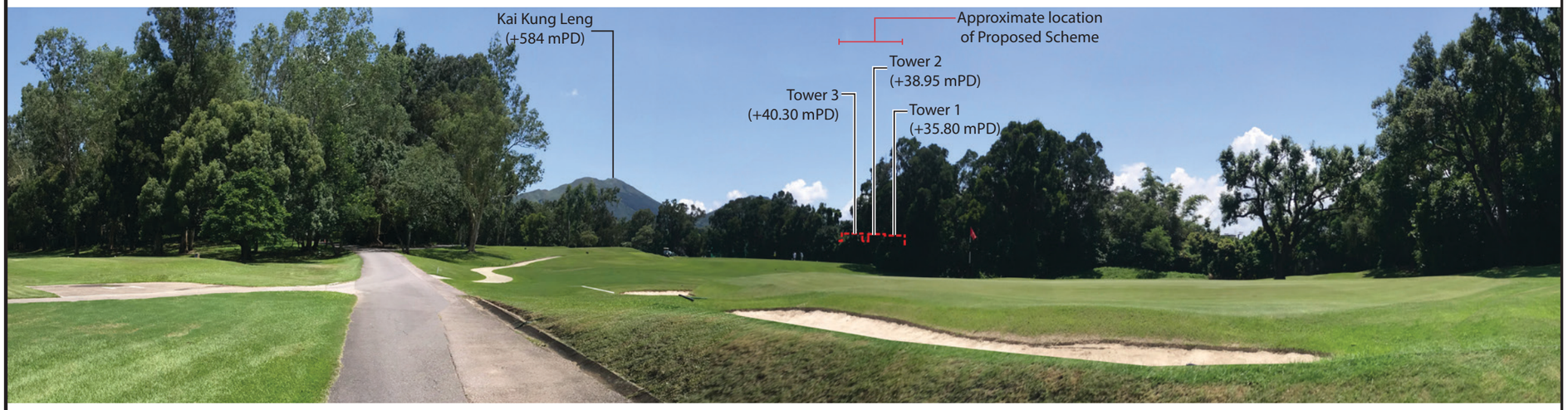
Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Feb 2026
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FIGURE NO.	Figure 7.9	REV	A

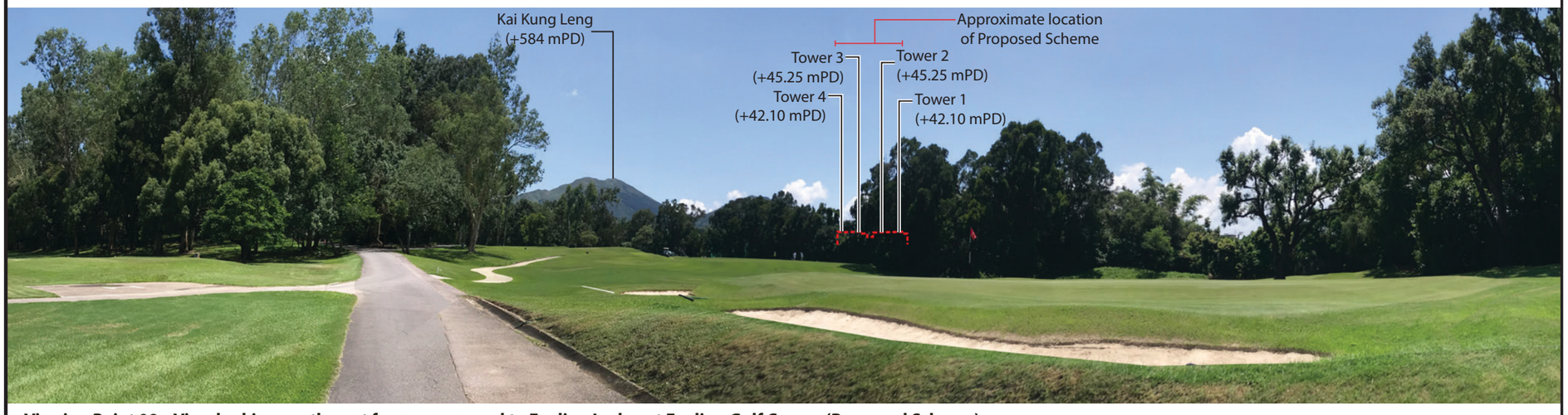
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Viewing Point 09 : View looking south west from access road to Fanling Lodge at Fanling Golf Course (Existing Situation)



Viewing Point 09 : View looking south west from access road to Fanling Lodge at Fanling Golf Course (Approved Scheme)



Viewing Point 09 : View looking south west from access road to Fanling Lodge at Fanling Golf Course (Proposed Scheme)



Viewing Point 09 (VP09)

Viewing point elevation: +11 mPD
Viewing distance: 1425m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

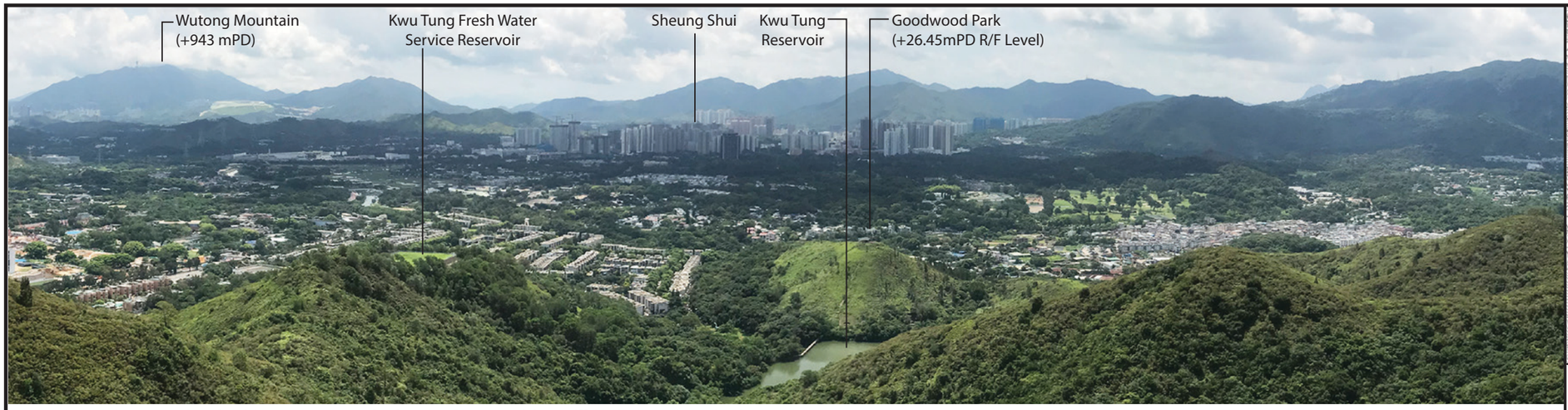
FIGURE TITLE

Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

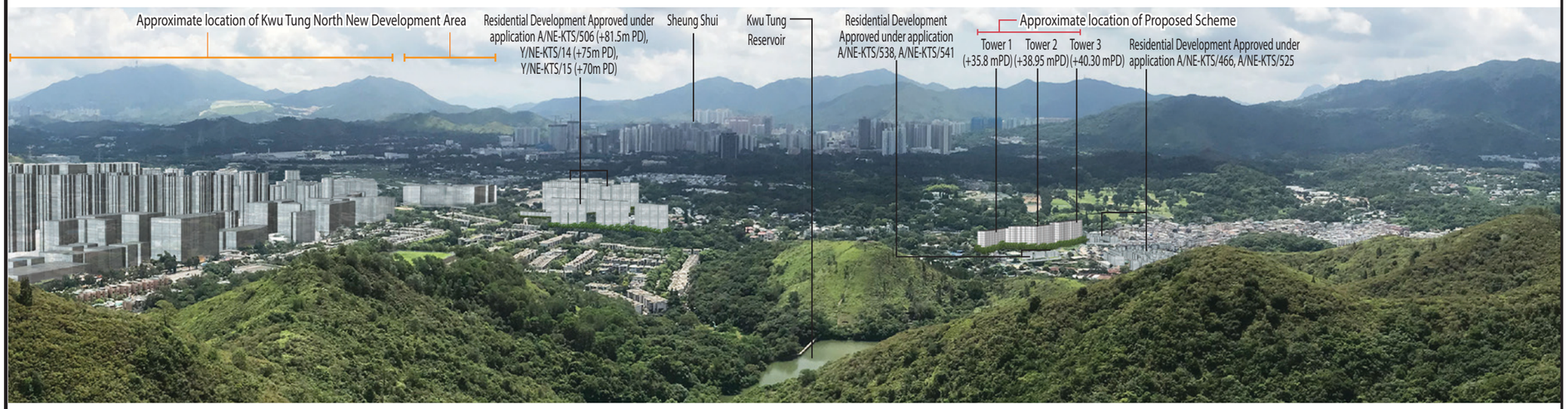
Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Feb 2026
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 7.10	REV	A

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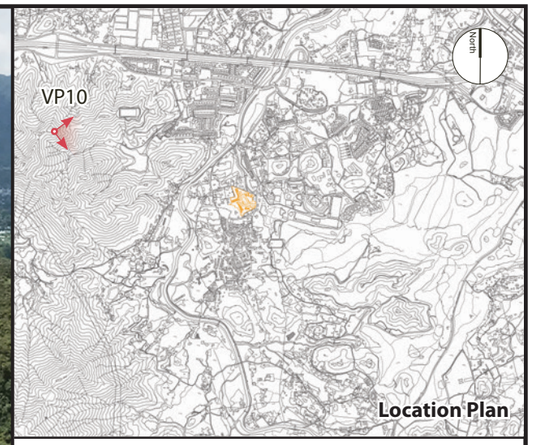
Viewing Point 10 : View looking east towards the site from Hadden Hill (Existing Situation)



Viewing Point 10 : View looking east towards the site from Hadden Hill (Approved Scheme)



Viewing Point 10 : View looking east towards the site from Hadden Hill (Proposed Scheme)



Viewing Point 10 (VP10)

Viewing point elevation: +178mPD
Viewing distance: 1250m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

The building layout for the Kwu Tung North New Development Area (KTN NDA) is based on the Recommended Outline Development Plan (RODP) contained in the approved EIA for Agreement No. CE 61/2007 (CE) North East New Territories New Development Areas Planning and Engineering Study - Investigation. The Building Heights are from Kwu Tung North Outline Zoning Plan (S/KTN/4) dated 19th September 2023.

FIGURE TITLE: Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Jun 2026
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FIGURE NO. Figure 7.11 | REV C

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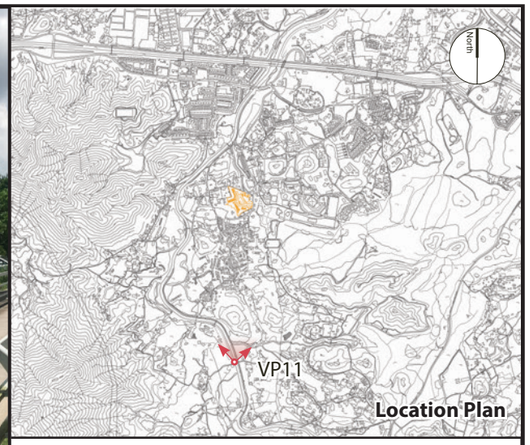
Viewing Point 11 : View looking north from Riverside footpath near Cheung Lek Village (Existing Situation)



Viewing Point 11 : View looking north from Riverside footpath near Cheung Lek Village (Approved Scheme)



Viewing Point 11 : View looking north from Riverside footpath near Cheung Lek Village (Proposed Scheme)



Viewing Point 11 (VP11)

Viewing point elevation: +16mPD
Viewing distance: 970m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

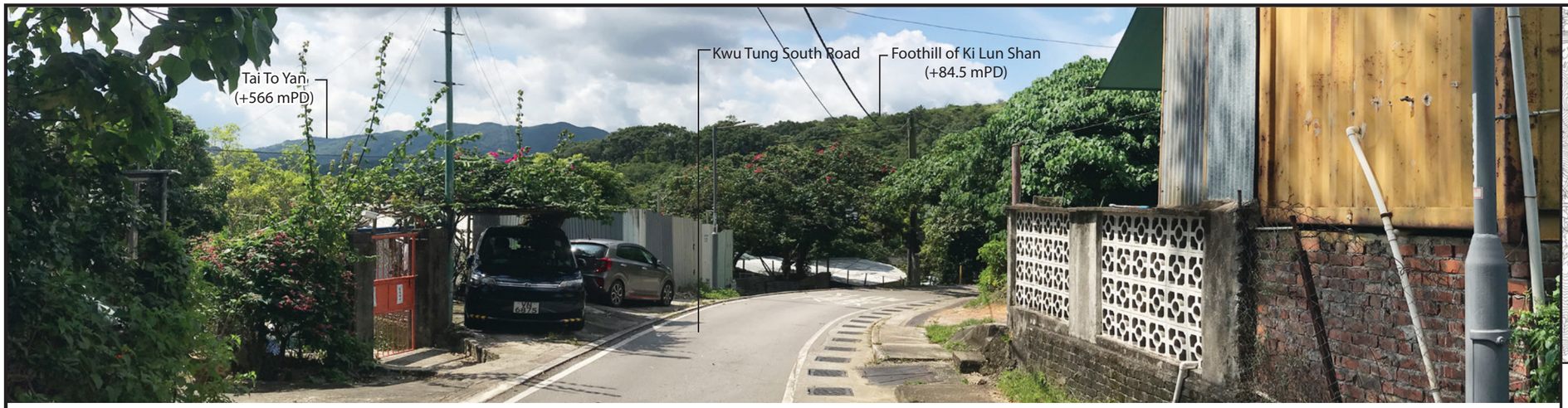
FIGURE TITLE: Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Impact Assessment: Photomontages

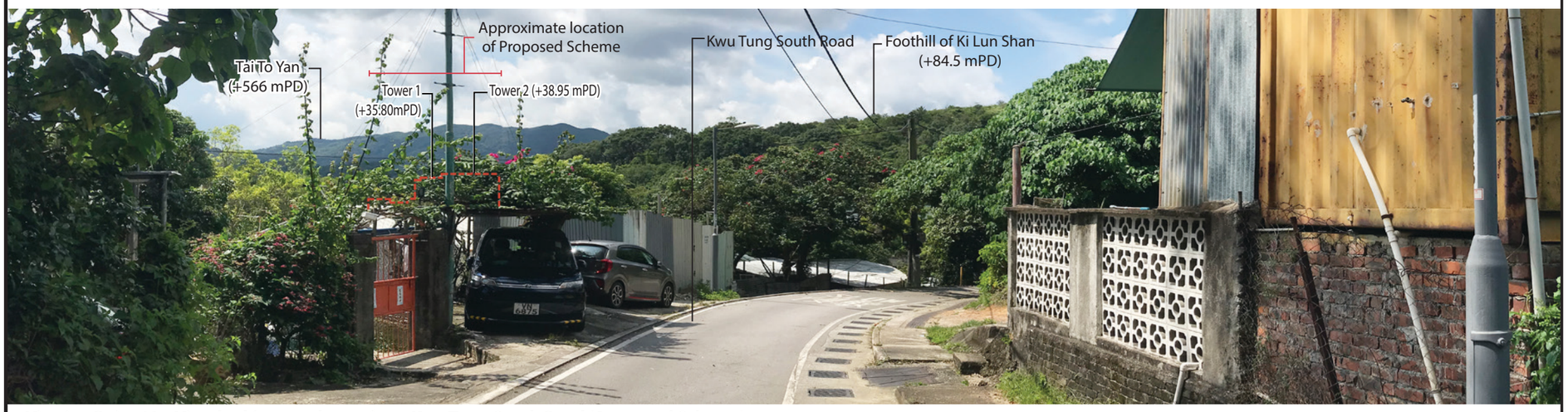
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FIGURE NO. Figure 7.12 | REV A

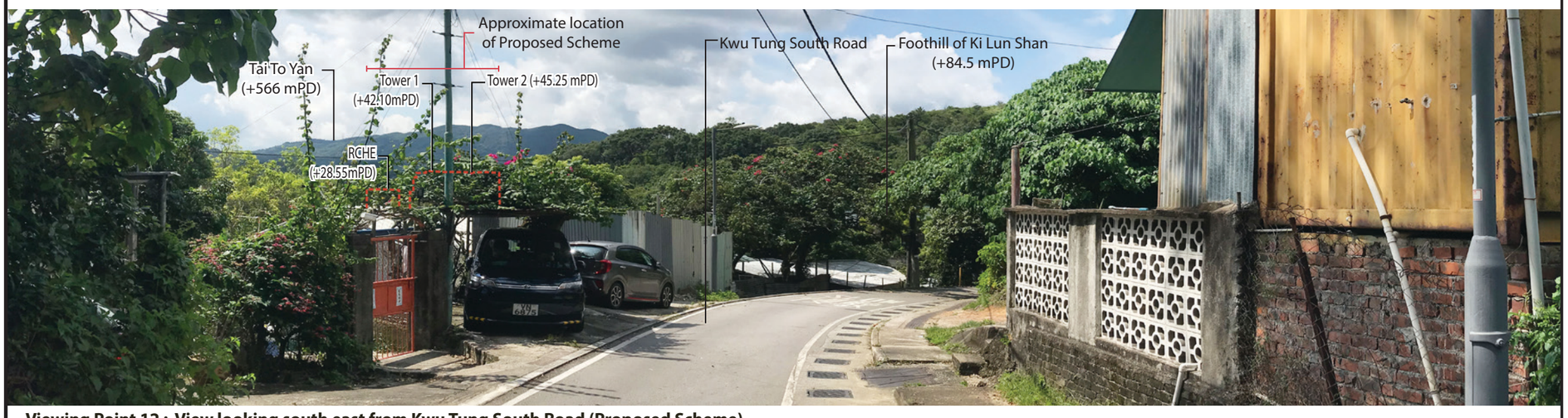
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Viewing Point 12 : View looking south east from Kwu Tung South Road (Existing Situation)



Viewing Point 12 : View looking south east from Kwu Tung South Road (Approved Scheme)



Viewing Point 12 : View looking south east from Kwu Tung South Road (Proposed Scheme)



Viewing Point 12 (VP12)

Viewing point elevation: +23mPD
Viewing distance: 600m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

FIGURE TITLE: Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

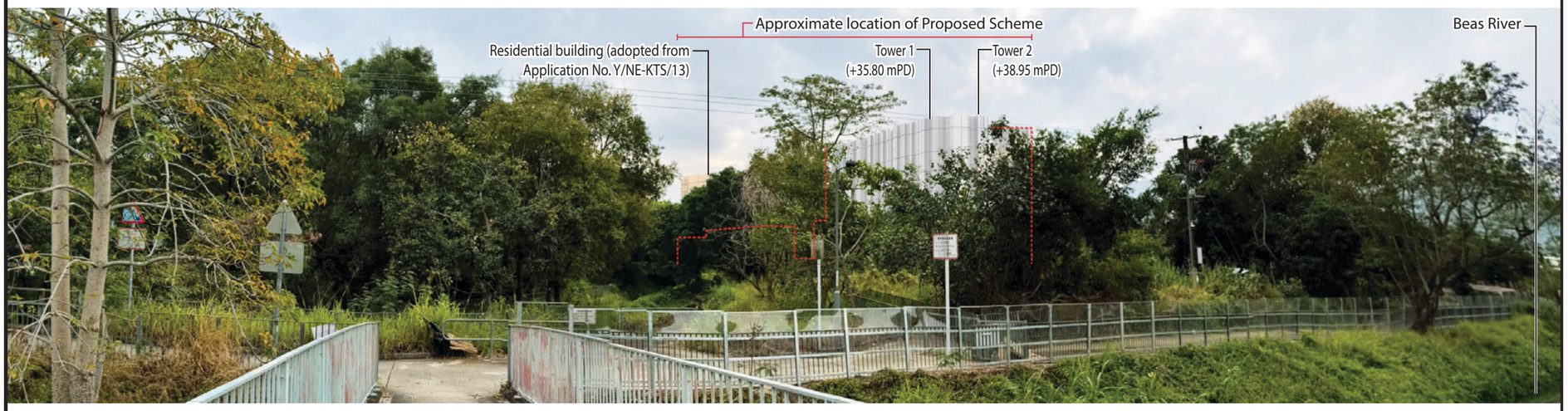
Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Jan 2026
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 7.13	REV	A

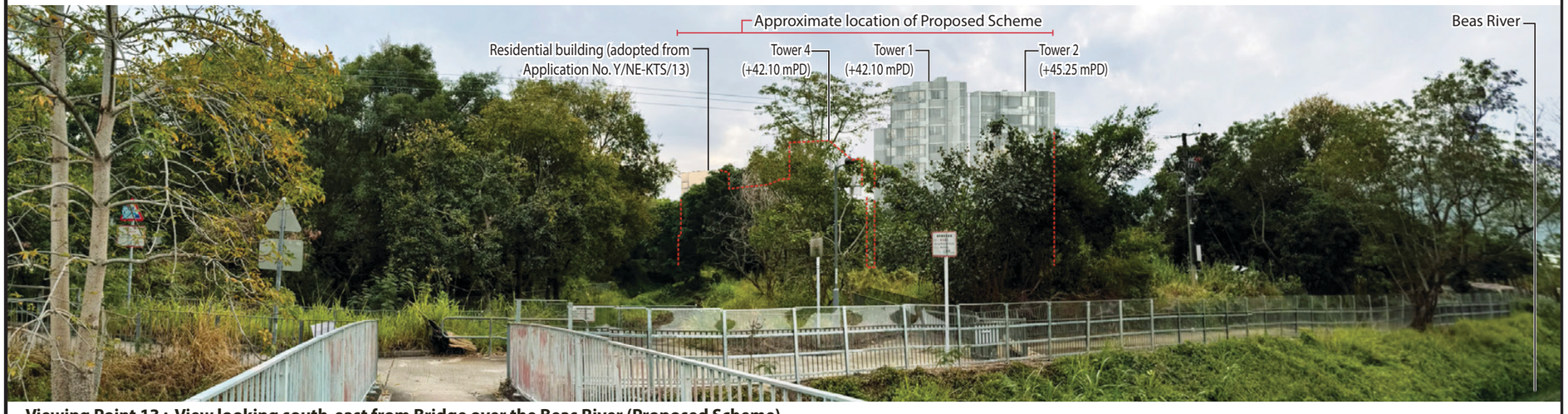
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Viewing Point 13 : View looking south-east from Bridge over the Beas River (Existing Situation)



Viewing Point 13 : View looking south-east from Bridge over the Beas River (Approved Scheme)



Viewing Point 13 : View looking south-east from Bridge over the Beas River (Proposed Scheme)



Viewing Point 13 (VP13)

Viewing point elevation: +9.5mPD
Viewing distance: 300m
Maximum building height of Proposed Scheme: +45.25mPD at R/F

Note:

A red dashed line is used to represent the extent of the Proposed Scheme where views are obscured by intervening visual objects.

FIGURE TITLE: Proposed Amendments to the Approved Kwu Tung South Outline Zoning Plan for Intensification of Housing Supply & Community Facilities at Various Lots in D.D. 92 and D.D. 94 and Adjoining Government Land in "CDA" Zone, Hang Tau Tai Po, Kwu Tung South, New Territories

Visual Impact Assessment: Photomontages

SCALE	NTS	DATE	Jun 2026
CHECKED	JBC	DRAWN	JH
FIGURE NO.	Figure 7.14	REV	A

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