
Appendix E
Traffic Impact Assessment

**Section 16 Planning Application for Proposed Commercial Use at
Phase IIa Development of an Approved Master Layout Plan (MLP)
with Minor Relaxation of Plot Ratio Restriction (Proposed
Amendments to the Approved MLP for Comprehensive Residential,
Commercial, Social Welfare Facility and Public Vehicle Park
Development; with Minor Relaxation of Plot Ratio Restriction
Approved at Phase III)**

Traffic Impact Assessment

May 2026

AECOM

Table of Contents

	Page
1 INTRODUCTION.....	1
1.1 Background	1
1.2 Objectives.....	1
1.3 Report Structure	2
2 PROPOSED DEVELOPMENT	3
2.1 Development Schedule.....	3
2.2 Development Access	3
2.3 Internal Transport Facilities	3
3 EXISTING TRAFFIC CONDITIONS	6
3.1 Existing Road Network.....	6
3.2 Traffic Survey.....	6
3.3 Junction Assessment	6
3.4 Existing Public Transport Facilities.....	7
4 FUTURE TRAFFIC CONDITIONS	10
4.1 Design Year	10
4.2 Traffic Forecast.....	10
4.3 Planned / Potential Future Developments.....	11
4.4 Comparison of Traffic Generation of the Approved Scheme and Proposed Commercial Development	13
4.5 2033 Traffic Forecasts	15
5 TRAFFIC IMPACT ASSESSMENT	16
5.1 Junction Capacity Assessment	16
5.2 Pedestrian Traffic Assessment.....	17
5.3 Review on Traffic Impact During Construction Stage	20
6 SUMMARY AND CONCLUSION.....	21
6.1 Summary	21
6.2 Conclusion.....	22

List of Tables

	Page
Table 2.1 Development Schedule (Phase IIa).....	3
Table 2.2 Provision of Car Parking and Servicing Facilities	4
Table 2.3 Summary of Parking Facilities.....	5
Table 3.1 Critical Junctions.....	6
Table 3.2 Existing Junction Performance.....	7
Table 3.3 Public Transport Services	7
Table 4.1 Historical Annual Average Daily Traffic (AADT) Flows from ATC	10
Table 4.2 2021-based TPEDM Planning Data	11
Table 4.3 Planned / Potential Future Developments in the Vicinity	11
Table 4.4 Estimated Trip Generation for the Planned / Potential Future Developments ...	12
Table 4.5 Adopted Trip Rate for the Subject Site under Approved Scheme	13
Table 4.6 Estimated Trip Generation and Attraction for the Subject Site under Approved Scheme	14
Table 4.7 Adopted Trip Rate for the Proposed Commercial Development	14
Table 4.8 Estimated Trip Generation and Attraction for the Proposed Commercial Development.....	14
Table 4.9 Comparison of Estimated Traffic Flows of Approved Scheme and Proposed Commercial Development.....	15
Table 5.1 Junction Performance in 2033	16
Table 5.2 LOS for Walkway	17
Table 5.3 Year 2025 Pedestrian Operational Performance	18
Table 5.4 Adopted Pedestrian Trip Rate	19
Table 5.5 Pedestrian Generation of Proposed Development	19
Table 5.6 Year 2033 Pedestrian Operational Performance	19

List of Figures

- Figure 1.1 Site Location Plan
- Figure 2.1 Master Layout Plan
- Figure 2.2 Planned Vehicular Access Arrangement
- Figure 3.1 Existing Road Network and Critical Junctions
- Figure 3.2 Existing Layout for Junction of Castle Peak Road – Yuen Long / Long Yat Road (J1)
- Figure 3.3 Existing Layout for Junction of Castle Peak Road – Yuen Long / Fung Cheung Road (J2)
- Figure 3.4 Existing Layout for Junction of Fung Cheung Road / Fung Yau Street North (J3)
- Figure 3.5 Existing Layout for Junction of Fung Cheung Road / Ma Tong Road (J4)
- Figure 3.6 Existing Layout for Junction of Ma Tong Road / Fung Ki Road (J5)
- Figure 3.7 Existing Layout for Junction of Ma Tong Road / Ma Tong Road (J6)
- Figure 3.8 Existing Layout for Junction of Fung Yau Street / Fung Kwan Street / Yuen Lung Street (J7)
- Figure 3.9 Existing Layout for Junction of Yuen Lung Street / Access Road to YOHO Midtown (J8)
- Figure 3.10 2025 Observed Traffic Flows
- Figure 3.11 Existing Public Transport Facilities
- Figure 4.1 Future Potential Developments in Vicinity of the Application Site
- Figure 4.2 2033 Reference Traffic Flows
- Figure 4.3 2033 Design Traffic Flows
- Figure 4.4 2033 Development Traffic Flows
- Figure 5.1 2025 Observed Pedestrian Flow
- Figure 5.2 2033 Design Pedestrian Flow

Appendix

- Appendix A Development Schedule and Layout Plans of the Proposed Development
- Appendix B Prior Approval from Transport Department on the Proposed Vehicular Access
- Appendix C Swept Path Analysis of the Vehicular Access
- Appendix D Junction Capacity Calculation Sheets

1 INTRODUCTION

1.1 Background

- 1.1.1 The Application Site is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north. It is currently zoned “Comprehensive Development Area” (“CDA”) on the Draft Yuen Long Outline Zoning Plan (OZP) No. S/YL/28, which is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. The Application Site is also the subject of a previous planning application No. A/YL/298 approved by the Town Planning Board (TPB) on 31 March 2023.
- 1.1.2 According to the latest planning application No. A/YL/298 for the subsidized sale flats (SSF) and social welfare facility (SWF) development approved on 31.3.2023 (hereafter referred to as the “Approved CDA Development”) for the subject “CDA” site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and flats development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion).
- 1.1.3 While the Application Site includes all phases within the subject “CDA” zone, it should be emphasized that the subject matter of the current planning application is only the Proposed Commercial Development at the Phase IIa development site of the “CDA” zone, which is therefore the focus of this report. No change is proposed for Phases I, IIb and III developments.
- 1.1.4 Under the Approved CDA Development, Phases IIa was proposed for hotel development. However, in order to contribute to creating a mixed-use neighbourhood in Yuen Long District, Phase IIa is now proposed for a commercial/office development with supporting retail facilities.
- 1.1.5 AECOM Asia Co. Ltd was commissioned by the Applicant to prepare a Traffic Impact Assessment (TIA) report in support of the Section 16 planning application.

1.2 Objectives

- 1.2.1 The main objectives of this report are as follows: -
- Outline the Proposed Commercial Development parameters and internal transport facilities;
 - Review the current traffic condition in the vicinity of the Phase IIa Development Site;
 - Estimate the potential traffic generations and attractions of the Phase IIa Development Site;
 - Produce traffic forecasts on the surrounding road network at the adopted design year;
 - Assess traffic impact on the surrounding road network induced from the Proposed Commercial Development; and
 - Develop traffic improvement proposal(s) if necessary

1.3 Report Structure

1.3.1 Following this introductory chapter, the TIA is structured as follows:

- Chapter 2: Proposed Commercial Development, describes the development schedule of the Phase IIa Development Site and its internal traffic facilities provisions, access arrangement, etc.;
- Chapter 3: Existing Traffic Conditions, reviews the current traffic conditions in the vicinity;
- Chapter 4: Future Traffic Conditions, describes the traffic forecasting methodology and presents the estimated traffic flows in design year;
- Chapter 5: Traffic and Pedestrian Impact Assessment, assesses the traffic and pedestrian impact induced on the surrounding road network and recommends improvement schemes, if considered necessary; and
- Chapter 6: Summary and Conclusion, summarizes the findings of the study and presents the conclusion of this TIA.

2 PROPOSED DEVELOPMENT

2.1 Development Schedule

2.1.1 The development schedule of the Proposed Commercial Development at the Phase IIa Development Site in the comparison to the approved planning application is presented in **Table 2.1**. The proposed indicative Master Layout Plan (MLP) under the current application is presented in **Figure 2.1** for reference. The full development schedule and layout plans are enclosed in **Appendix A** for reference.

Table 2.1 Development Schedule (Phase IIa)

Development Parameters	Approved Hotel Development (A/YL/298)	Proposed Commercial Development
Phase IIa Development Site Area	1,285m ²	1,230m ²
<i>Non-Domestic Portion</i>		
Total Plot Ratio	9.5	9.93
Total GFA	12,207 m ²	12,207m ²

2.2 Development Access

2.2.1 The vehicular run-in/out of the Proposed Commercial Development would be located at Yau Tin East Road with run-in/out type as presented in **Figure 2.2**. Transport Department had expressed their no objection in principle to the design of the vehicular access of the proposed development under previous approved application. The relevant email is enclosed in **Appendix B**. The detailed design of the vehicular access and associated road works will be further provided to TD and relevant departments (i.e. HyD and DSD) for review and approval in detail design stage.

2.2.2 The Applicant would be responsible for the construction of the vehicular bridge access over the existing nullah for the use of the Proposed Commercial Development. Upon completion of construction, the vehicular bridge will be handed back to Government for management and maintenance. The vehicular access would be completed prior to the population intake of the development.

2.2.3 The existing access arrangements for adjacent developments including the adjoining Government, Institution or Community (GIC) site and Phase IIb will remain unchanged. For future access arrangements, the Proposed Commercial Development will make use of the new vehicular bridge for both ingress and egress. The swept path analysis of the vehicular run-in/out is presented in **Appendix C** for reference.

2.2.4 The existing access arrangements for adjacent sites via Yau Tin East Road would be maintained.

2.3 Internal Transport Facilities

2.3.1 The parking and loading/unloading facilities of the Proposed Development will be provided in accordance with the requirements as stipulated in the Hong Kong Planning Standards and Guidelines (HKPSG) to cater for the transport demand. The respective requirements for all sites are summarized in **Table 2.2** and **Table 2.3** respectively.

Table 2.2 Provision of Car Parking and Servicing Facilities

Type of Development	Parking/ Servicing Facilities	HKPSG Requirements	Phase IIa		
			GFA (m ²)	No. of Internal Transport Facilities required by HKPSG	Proposed Internal Transport Facilities ⁽¹⁾
Office	Parking Spaces	For the 1 st 15,000m ² GFA: 1 space per 150m ² - 200m ² GFA Above 15,000m ² GFA: 1 space per 200 - 300m ² GFA	12,207m ²	62 - 82	54
	Loading / Unloading Bays	1 space per 2000m ² - 3000m ² GFA		5 - 7	4
	Motorcycle Parking Spaces	5% -10% of the total number of carparking spaces		3 - 8	3
Retail	Parking Spaces	1 space per 150m ² - 300m ² GFA	600m ²	2 - 4	2
	Loading / Unloading Bays	1 space per 800m ² - 1200m ² GFA		1	1
	Motorcycle Parking Spaces	5% -10% of the total number of carparking spaces		1	1

Notes:
 (1) Figures are rounded up to nearest number.

Review on Carparking Provision on the Proposed Development (Phase IIa)

2.3.2 As illustrated in **Figure 2.1**, Phase IIa Development Site has an irregular shape. Despite incorporating two car lifts and a turntable to optimize vehicle maneuvering space, the car parking provision for the office development under the Proposed Development (i.e. Phase IIa) remains approximately 13% below the minimum requirements set by the HKPSG. The carparking provision at Phase IIa is primarily limited by the constraints imposed by the site's unique shape and the need to maximize usable space for other essential functions.

Review on Carparking Provision at the Vicinity of the Development

2.3.3 There are numerous parking facilities in vicinity of the development, including YOHO Mall I & II, YOHO Mix and YOHO Plus, offering over 2,000 nos. of carparking spaces. According to the conducted carparking survey, the peak occupancy hour for these retail developments differ from those of the office development, it is anticipated that there will be sufficient surplus of parking spaces to address the carparking provision for the proposed development.

2.3.4 The parking facilities as well as the available carparking spaces during the office peak hour as observed in the conducted carparking survey is summarised in **Table 2.3**.

Table 2.3 Summary of Parking Facilities

Developments	Total Carparking Spaces	Total Carparking Spaces Available during Office Peak Period⁽²⁾
YOHO Mall I & II	1,246	470
YOHO Mix	45	15
YOHO Plus	880	320
Grand Total	2,171	805

Notes:

- (1) The carparking survey was conducted in a typical weekday on September 2024.
- (2) Office Period refers to 09:00 – 19:00 in weekday.

2.3.5 As presented in **Table 2.3**, there are over 800 nos. of parking spaces available during the office peak period, which should be well sufficient to cover the parking provision for the proposed development.

3 EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

- 3.1.1 The existing road network in the vicinity of the Application Site is shown in **Figure 3.1**.
- 3.1.2 The subject development is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north.
- 3.1.3 Castle Peak Road – Yuen Long is a 3-lane dual carriageway connecting with Long Lok Road to the east and Long Yat Road to the west.
- 3.1.4 The section of Yau Tin East Road between Castle Peak Road – Yuen Long and Yuen Lung Street along the subject development is a local road with approximately 4.2m wide. The road only allows entry of vehicles (with permit) from Castle peak Road – Yuen Long.

3.2 Traffic Survey

- 3.2.1 Total of 8 critical junctions have been identified for assessment and listed in **Table 3.1** and shown in **Figure 3.1**.

Table 3.1 Critical Junctions

Ref.	Junction	Type	Fig. No.
J1	Castle Peak Road – Yuen Long / Long Yat Road	Signal	3.2
J2	Castle Peak Road – Yuen Long / Fung Cheung Road	Signal	3.3
J3	Fung Cheung Road / Fung Yau Street North / Kin Lok Street	Priority	3.4
J4	Fung Cheung Road / Hop Yick Road	Priority	3.5
J5	Fung Chueng Road / Fung Kam Street	Priority	3.6
J6	Fung Cheung Road / Ma Tong Road	Signal	3.7
J7	Fung Yau Street / Fung Kwan Street / Yuen Lung Street	Priority	3.8
J8	Yuen Lung Street / Access Road to YOHO Midtown	Priority	3.9

- 3.2.2 The existing layout of the above junctions is shown in **Figure 3.2** to **Figure 3.9**.
- 3.2.3 Series of manual classified traffic counts surveys were carried out to establish the current traffic condition in the vicinity. The surveys were undertaken on a typical weekday on June 2025 at 07:30 - 09:30 and 17:00 - 19:00 to appraise the existing traffic conditions of the above junctions.
- 3.2.4 The survey results indicated that the commuting morning (AM) and evening (PM) peak hours were at 08:30 – 09:30 and 17:45 – 18:45 respectively.
- 3.2.5 The 2025 observed AM and PM peak hour traffic flows are shown in **Figure 3.10**.

3.3 Junction Assessment

- 3.3.1 Junction capacity analysis was carried out for the above surveyed junctions which are located in the vicinity of the Phase IIa Development Site to appraise the existing traffic condition based on the 2025 observed peak hour traffic flows.

3.3.2 Based on the turning flows at the above junctions, capacity assessments were carried out in accordance with the methodology documented in the appendices of Transport Planning and Design Manual (TPDM) Vol.2 Ch.4 on priority junction and roundabout capacity assessment. Signal junction assessments were based on TPDM Vol.4.

3.3.3 The existing junction performances of the critical junctions are summarized in **Table 3.2**. Capacity calculation sheets are attached in **Appendix D**.

Table 3.2 Existing Junction Performance

Ref.	Junction	Indicator ⁽¹⁾	2025 Observed	
			AM Peak	PM Peak
J1	Castle Peak Road – Yuen Long / Long Yat Road	RC	29%	29%
J2	Castle Peak Road – Yuen Long / Fung Cheung Road	RC	44%	38%
J3	Fung Cheung Road / Fung Yau Street North / Kin Lok Street	DFC	0.67	0.70
J4	Fung Cheung Road / Hop Yick Road	DFC	0.48	0.86
J5	Fung Chueng Road / Fung Kam Street	DFC	0.52	0.59
J6	Fung Cheung Road / Ma Tong Road	RC	57%	38%
J7	Fung Yau Street / Fung Kwan Street / Yuen Lung Street	DFC	0.66	0.78
J8	Yuen Lung Street / Access Road to YOHO Midtown	DFC	0.71	0.72

Note:

(1) RC = Reserve Capacity for signal junction; DFC = Design Flow / Capacity ratio for priority junction or roundabout

3.3.4 At present, all critical junctions are operating within capacity.

3.4 Existing Public Transport Facilities

3.4.1 Currently, there are existing bus and minibus stops travelling along Castle Peak Road. The respective servicing schedules are listed in **Table 3.3** and the locations of various public transport services are indicated in **Figure 3.11**.

Table 3.3 Public Transport Services

Route No.	Origin – Destination	Frequency (min.)
Franchised Bus		
53	Yoho Mall (Yuen Long) – Tsuen Wan (Nina Tower)	25 - 35
54	Yuen Long (West) – Sheung Tsuen (Circular)	20 – 30
68	Park Yoho – Yoho Mall (Circular)	30
64K	Yuen Long (West) – Tai Po Market Station	8 – 20
68E	Yuen Long Park – Tsing Yi Station	15 – 30
68F	Park Yoho – Yuen Long Park (Circular)	30
68M	Tsuen Wan Station – Yuen Long (West)	5 – 20
68X	Hung Shui Kiu (Hung Fuk Estate) – Mongkok (Park Avenue)	10 - 25

Route No.	Origin – Destination	Frequency (min.)
76K	Sheung Shui (Ching Ho) – Long Ping Estate	20 – 30
77K	Sheung Shui – Yuen Long (Fung Cheung Road)	12 – 30
261X	Tuen Mun Central – Fanling (Cheung Wah)	06:55, 7:15, 17:45, 18:30
264R	Tin Yiu – Tai Po Market Station	30
265S	Tin Sui Wai Town Centre – Tai Po Industrial Estate	06:40, 07:15
268A	Long Ping Estate – Kwun Tong Ferry	07:05, 07:20
268B	Long Ping Estate – Hung Hom (Hung Luen Road)	20 – 30
268C	Long Ping Estate – Kwun Tong Ferry	5 – 20
268P	Ma Wang Road (San Shui House) – Kwun Tong Ferry	07:10, 07:20, 07:30
268X	Hung Fuk Estate – Jordan (West Kowloon Station)	10 – 30
269D	Tin Fu – Lek Yuen	7 – 25
276	Tin Tsz – Sheung Shui	15 – 20
276C	Tin Shui Wai Station – Sheung Shui	07:10, 07:20, 18:00, 18:30
276P	Tin Shui Wai Station – Sheung Shui	5 - 25
968	Yuen Long (West) – Causeway Bay (Tin Hau)	15 – 25
968A	Yuen Long (West) – Causeway Bay (Tin Hau)	07:30, 07:45
968X	Yuen Long (West) – Causeway Bay (Tin Hau)	07:10, 07:20, 07:30, 07:40, 07:50, 08:00
A36	Kam Sheung Road Station – Airport	15 – 60
B1	Tin Tsz – Lok Ma Chau Station	10 – 20
B2	Yuen Long Station – Shenzhen Bay Port	20 – 30
E36	Pat Heung Road – Airport	15 – 25
E36A	Yuen Long (Tak Yip Street) – Tung Chung (Yat Tung)	20 – 60
E36S	Yuen Long (Ma Wang road) – Airport	15 – 25
K65	Yuen Long Station – Lau Fau Shan	9 – 16
N269	Tin Tsz – Mei Foo (Overnight service)	20 – 25
N30	Yuen Long Station – Airport (Overnight Services)	03:25, 04:20
N368	Yuen Long Station – Central (Overnight Services)	20 – 25
NA36	Cathay Pacific City – Kam Sheung Rd Station (Overnight Services)	03:45, 04:15, 04:35, 04:55
P968	Yuen Long (West) – Causeway Bay (Tin Hau)	09:30, 10:30
Green Mini-Bus (GMB)		
31	Hong King Street – Tong Yan San Tsuen (Circular)	6 – 10
32	Yuen Long Station (North) PTI – Tan Kwei Tsuen	10 – 15
36	Yuen Long (Fook Hong Street) – Tai San Wai Rural Office	10 – 15
37	Yuen Long (Fook Hong Street) – Yau Tam Mei Village Office	12 – 15
38	Yuen Long (Fook Hong Street) – Yau Tam Mei West	10 - 15

Route No.	Origin – Destination	Frequency (min.)
39	Kung Um Road – Yuen Long Station	5 - 8
71	Yuen Long Tai Hang Street – Shek Wu Tong (Ho Pui)	15
72	Kam Sheung Road Station – Lui Kung Tin	10
75	Yuen Long (Fook Hong Street) – Ha Wan Tsuen	10 – 20
76	Yuen Long (Fook Hong Street) – Siu Hum Tsuen	15 – 20
601	Fung Cheung Road – Pak Wai Tsuen	10 – 20
601C	Fung Cheung Road – Kam Sheung Road Station (Circular)	20
602	Fung Cheung Road – Tai Kong Po	15 – 20
602C	Fung Cheung Road – Kam Sheung Road Station (Circular)	20
603	Fung Cheung Road – Fung Kat Heung	20 – 25
604	Shan Ha Tsuen – Yuen Long (Fau Tsoi Street) (Circular)	10 - 20
606S	Fung Cheung Road – Tsim Sha Tsui East (All-night service)	6 – 13
608	Wang Toi Shan – Kam Sheung Road Station (Circular Route)	10 - 13
609	Yuen Long Stadium – Pok Oi Hospital (Circular)	6 – 15
609B	Long Shin Estate – Yuen Long Station (Circular)	6
609S	Long Shin Estate – Yuen Long Town (Circular)	10
611	Shan Pui Road – Fau Tsoi Street (Circular)	8 – 15
611A	Yuen Long Station – Shan Pui Road (Circular)	5
611B	Kwan Lok Lane – Yuen Long Station (Circular)	15
623	Yuen Long (Fung Cheung Road) – Kong Tau Tsuen	15 - 30

4 FUTURE TRAFFIC CONDITIONS

4.1 Design Year

4.1.1 The proposed development is tentatively scheduled for completion in 2030. Year 2033 is selected as a design year in this TIA for assessment purpose (i.e. 3 years after the planned completion).

4.2 Traffic Forecast

4.2.1 The traffic forecast for the Reference Case (year 2033 with the Approved Scheme of subject development) were formulated by (i) applying the annual growth rate to the 2023 observed traffic flows to derive 2033 background traffic flows and (ii) superimposing the traffic flows generated from the Approved Scheme and other planned / potential future developments in the vicinity of the Site.

4.2.2 The traffic forecast for the Design Case (year 2033 with the Proposed Commercial Scheme of subject development) would be the traffic forecast in Reference Case plus the net changes of traffic generation due to the Proposed Commercial Scheme of subject development.

4.2.3 To obtain the aforesaid annual growth rate, two sets of data was referenced. The data include (i) the historical traffic data in Annual Traffic Census (ATC) and (ii) the planning data in "2021-based Territorial Population and Employment Data Matrix" (TPEDM) published by the Planning Department in the website.

Historical Traffic Data from ATC

4.2.4 The annual average daily traffic (AADT) flow and annual growths of the nearby counting stations from 2017 to 2023 as presented in the ATC reports published annually by Transport Department are summarized in below **Table 4.1**.

Table 4.1 Historical Annual Average Daily Traffic (AADT) Flows from ATC

ATC Stn. No.	Road Name	A.A.D.T. (veh/day)						
		2017	2018	2019	2020	2021	2022	2023
5208	Long Yip Street / Yuen Long On Lok Road	36,940	37,360	37,050	35,270	36,990	35,350	37,230
5233	Fung Cheung Road	25,880	24,600	24,280	23,280	24,210	23,470	23,230
5440	Yuen Long Main Rd	44,420	45,510	45,570	45,860	47,700	46,240	47,330
5650	Yuen Long Main Rd	23,320	23,900	23,730	23,440	24,970	24,210	24,780
6033	Yuen Long Main Rd	23,000	24,060	23,890	22,900	23,820	23,310	24,670
6059	Long Yip Road	24,030	25,480	26,500	25,230	26,460	24,450	23,240
Total		177,590	180,910	181,020	175,980	184,150	177,030	180,480
Average Traffic Growth Rate from 2017 to 2023 = 0.31% per annum								

4.2.5 As shown in **Table 4.1**, the average growth rate from 2017 to 2023 is about **0.31%** per annum according to the historical ATC data.

Population and Employment estimates from TPEDM

4.2.6 The traffic growth rate was also referred to 2021-based TPEDM data which is available in Planning Department's website. **Table 4.2** shows the years 2026 and 2031 population and employment planning data in Yuen Long district.

Table 4.2 2021-based TPEDM Planning Data

Planning Data District	Year 2026		Year 2031	
	Population	Employment	Population	Employment
Yuen Long	685,000	238,500	760,600	258,200
Total	923,500		1,018,800	
Annual Growth Rate = 1.98%				

Adopted Annual Growth Rate

4.2.7 Based on the results given by TPEDM estimates and AADT historical data, an annual growth rate of **+1.98%** per annum is adopted for projecting the peak hour traffic flows from 2025 to 2033 for conservative assessments.

4.3 Planned / Potential Future Developments

4.3.1 There are several planned / potential future developments adjacent to the Proposed Development. The development parameters of the planned / potential future developments and their location are shown in **Table 4.3** and **Figure 4.1** respectively.

Table 4.3 Planned / Potential Future Developments in the Vicinity

Ref.	Development Site	Land Use	Assumed Development Parameter
1	Grand YOHO (A/YL/139-1)	Residential	Total GFA of 225,915m ² with 2,508 flats
2	YOHO Hub (A/YL/209)	Residential	Total GFA of 126,455m ² with 1,876 flats
3	Sol City (A/YL/188-1)	Residential	Total GFA of 41,990m ² with 720 flats
4	Park YOHO Napoli (A/YL-KTN/118-2)	Residential	Total 712 flats for residential development
5	Kam Tin South Development ⁽¹⁾	Residential & Commercial	Total of 33,700 flats with 49,000m ² of office development
6	Wang Chau & YLIE Extension ⁽¹⁾ (DC 2016/80)	Residential & Industrial	Total of 16,975 flats with 291,545m ² of industrial development
7	Yuen Long South Development (PWSC(2025-26)3)	Residential, commercial & Industrial	Total of 31,750 residential flats (21,150 public, 10,600 private) including 229,000m ² of commercial development and 496,900m ² of industrial development

Ref.	Development Site	Land Use	Assumed Development Parameter
8	Proposed Conservation of Historic Building (Pun Uk) and Residential Care Homes for the Elderly (A/YL-NSW/292)	Heritage	Total GFA of 9,178.9m ² with 530 beds
9	Phase III of Approved CDA Development at "CDA" zone in Yuen Long Area 12 (A/YL/298)	Residential	Domestic GFA is not more than 34,190m ² with not more than 720 flats
10	CDA(1) Development at Cheung Chun San Tsuen (A/YL-KTN/604)	Residential	Total GFA of 179,838m ² with 3,891 flats
11	D.D. 115, Tung Shing Lei, Yuen Long (A/YL-NSW/274)	Residential	Total GFA of 70,328m ² with 1,518 flats
12	D.D. 115 at Chung Yip Road, Nam Sang Wai (A/YL-NSW/282)	Residential	Total GFA of 7,296m ² with 112 flats
13	Proposed Underground Public Vehicle Park Keung Yip Street, Tung Tau Industrial Area, Yuen Long (A/YL/290)	PVP & Sport Facilities	190 nos. of parking spaces
14	Phase II of Approved CDA Development at D.D. 107, Kam Tin, Yuen Long (A/YL-KTN/663)	Residential	Total GFA of 258,896m ² with 4,282 flats
15	Tung Shing Lei Phase 2 (LSPS/002)	Residential	Total GFA of 143579 sqm with 3129 flats (Public & Private portions combined)
16	Sha Po North Public Housing (S/YL-KTN/9)	Residential	Total of 16,300 flats

Note: (1) The information was available from the public domain.

4.3.2 Estimation of the traffic generation and attraction volume are derived from the trip rates as stipulated in Annex C of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3 published by Transport Department.

4.3.3 **Table 4.4** summarizes the estimated trip generations of the above Planned and Potential Future Developments.

Table 4.4 Estimated Trip Generation for the Planned / Potential Future Developments

Ref.	Development Site	Estimated Trips (pcu/hr)			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
1	Grand YOHO (A/YL/139-1)	49	29	20	27
2	YOHO Hub (A/YL/209)	90	64	58	70
3	Sol City (A/YL/188-1)	52	31	21	27

Ref.	Development Site	Estimated Trips (pcu/hr)			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
4	Park YOHO Napoli (A/YL-KTN/118-2)	12	7	5	6
5	Kam Tin South Development	2503	1552	1041	1304
6	Wang Chau & YLIE Extension(1) (DC 2016/80)	1003	954	796	817
7	Yuen Long South Development (PWSC(2025-26)3)	1221	1139	974	913
8	Proposed Conservation of Historic Building (A/YL-NSW/292)	5	5	5	5
9	Phase III of Approved CDA Development at "CDA" zone in Yuen Long Area 12 (A/YL/298)	60	38	26	37
10	CDA(1) Development at Cheung Chun San Tsuen (A/YL-KTN/604)	279	165	111	144
11	D.D. 115, Tung Shing Lei, Yuen Long (A/YL- NSW/274)	109	65	43	56
12	D.D. 115 at Chung Yip Road, Nam Sang Wai (A/YL-NSW/282)	763	434	521	647
13	Proposed Underground Public Vehicle Park Keung Yip Street, Tung Tau Industrial Area, Yuen Long (A/YL/290)	25	6	4	15
14	Phase II of Approved CDA Development at D.D. 107, Kam Tin, Yuen Long (A/YL-KTN/663)	307	182	122	158
15	Tung Shing Lei Phase 2	203	131	90	119
16	Sha Po North Public Housing	704	528	386	491

4.4 Comparison of Traffic Generation of the Approved Scheme and Proposed Commercial Development

4.4.1 Based on the approved application, the adopted trip rates as well as the estimated trip rates and traffic generation / attraction for the Subject Site under Approved Scheme is presented in **Table 4.5** and **4.6** respectively.

Table 4.5 Adopted Trip Rate for the Subject Site under Approved Scheme

Land Use	Adopted Trip Rates (pcu/hr/guest room)				Note
	AM Peak		PM Peak		
	Gen.	Att.	Gen.	Att.	
Hotel	0.1329	0.1457	0.1290	0.1546	(1)

Note:

(1) Extracted from TPDM Volume 1 Chapter 3 Annex C, Hotel (mean)

Table 4.6 Estimated Trip Generation and Attraction for the Subject Site under Approved Scheme

Subject Site (Approved Scheme)		Trip Generation and Attraction (pcu/hr)			
	Guest Room	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Hotel	324	44	48	42	51
Total		44	48	42	51

4.4.2 Based on the development schedule as mentioned in Section 2, the adopted trip rate extracted from Annex D of TPDM Volume 1 Chapter 3 and the development trip generation and attraction under the Proposed Commercial Development for the Subject Site are illustrated in **Table 4.7** and **4.8** respectively.

Table 4.7 Adopted Trip Rate for the Proposed Commercial Development

Land Use	Adopted Trip Rates (pcu/hr/flat)				Note
	AM Peak		PM Peak		
	Gen.	Att.	Gen.	Att.	
Retail	0.2296	0.2434	0.3100	0.3563	(1)
Office	0.1703	0.2452	0.1573	0.1175	(2)

Note:

- (1) Extracted from TPDM Volume 1 Chapter 3 Annex C, Retail / Shopping Complex (Office + Retail) (mean)
- (2) Extracted from TPDM Volume 1 Chapter 3 Annex C, Office (mean)

Table 4.8 Estimated Trip Generation and Attraction for the Proposed Commercial Development

Subject Site (Proposed Scheme)		Trip Generation and Attraction (pcu/hr)			
	GFA (m)	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Retail	600 m ²	2	2	2	3
Office	12,207 m ²	21	30	20	15
Total		23	32	22	18

4.4.3 By comparing the total development trip generated and attracted by the Subject Site under the Approved Scheme and Proposed Commercial Development, the net differences of the development trips are presented in **Table 4.9**.

Table 4.9 Comparison of Estimated Traffic Flows of Approved Scheme and Proposed Commercial Development

Subject Development	Estimated Trips (pcu/hr)			
	AM Peak		PM Peak	
	Gen.	Att.	Gen.	Att.
Approved Scheme	44	48	42	51
Proposed Commercial Development	23	32	22	18
Net Difference = Proposed Commercial Development – Approved Scheme in OZP	-21	-16	-20	-33

4.4.4 As shown in **Table 4.9**, 2-way traffic of the Proposed Commercial Development will be reduced by **-37** pcu/hr and **-53** pcu/hr during AM and PM peak hour respectively. Thus, it is anticipated that the Proposed Development would have no adverse impact to the road network.

4.5 2033 Traffic Forecasts

4.5.1 By applying the adopted growth rate +1.98% per annum to 2025 existing traffic flow and superimposing the planned / potential future developments trips as listed in **Table 4.4**, the 2033 background traffic forecast (without proposed development) has been obtained.

4.5.2 Based on the 2033 background traffic forecasts (without proposed development) as described in **Section 4.3**, the 2033 reference traffic flows were produced by adding the trips generated by the proposed development as approved in previous planning application as listed in **Table 4.5**. The 2033 reference traffic flows are shown in **Figure 4.2**.

4.5.3 The net difference of the Proposed Development as estimated in **Table 4.9** were superimposed to 2033 reference traffic flows to produce 2033 design traffic flows. The 2033 design traffic flows are shown in **Figure 4.3**. The 2033 development traffic flows are shown in **Figure 4.4**.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Junction Capacity Assessment

5.1.1 The operational performance of the 8 critical junctions based on year 2033 traffic forecasts as mentioned in **Section 4** have been assessed.

5.1.2 The results of junction capacity analysis are summarized in **Table 5.1**.

Table 5.1 Junction Performance in 2033

Ref.	Junction	Indicator ⁽¹⁾	Year 2033			
			Reference Case		Design Case	
			AM Peak	PM Peak	AM Peak	PM Peak
J1	Castle Peak Road – Yuen Long / Long Yat Road	RC	10%	12%	11%	14%
J2	Castle Peak Road – Yuen Long / Fung Cheung Road	RC	22%	18%	23%	20%
J3	Fung Cheung Road / Fung Yau Street North / Kin Lok Street	DFC	0.99	0.92	0.96	0.89
J4	Fung Cheung Road / Hop Yick Road	DFC	0.71	0.99	0.71	0.99
J5	Fung Cheung Road / Fung Kam Street	DFC	0.79	0.97	0.79	0.97
J6	Fung Cheung Road / Ma Tong Road	RC	27%	13%	27%	13%
J7	Fung Yau Street / Fung Kwan Street / Yuen Lung Street	DFC	0.84	0.94	0.81	0.91
J8	Yuen Lung Street / Access Road to YOHO Midtown	DFC	0.86	0.83	0.84	0.80

Note:

(1) RC = Reserve Capacity for signal junction; DFC = Design Flow / Capacity ratio for priority junction or roundabout

5.1.3 As shown in Table 5.1, all junctions would be operating at sufficient capacity in 2033.

5.1.4 As the improvement works at Pok Oi Interchange have significantly enhanced junction performance and alleviated traffic congestion in Yuen Long District, it is anticipated that the traffic impact from the subject development will be minimal and is considered acceptable in traffic viewpoint.

5.2 Pedestrian Traffic Assessment

5.2.1 To review the existing pedestrian situation, pedestrian head count surveys have been conducted at the footpath sections in the vicinity of the subject site on a normal weekday in June 2025 during morning and evening peak periods. The observed morning and evening peak hours fall within 07:30 – 08:30 and 17:50 – 18:50 respectively. The observed pedestrian flows are shown in **Figure 5.1**.

Existing Pedestrian Assessment

5.2.2 In order to address the performance of the surrounding pedestrian facilities, Level-of-Services (LOS) assessment of the critical footpaths have been conducted.

5.2.3 LOS assessment was carried out based on the definitions presented in Transport Design and Planning Guideline (TPDM) published by Transport Department (TD) and Highways Capacity Manual (HCM) 2000. The LOS definition is briefly described in **Table 5.2**. In general, LOS C is desirable for most designs on streets with dominant ‘living’ pedestrian activities.

Table 5.2 LOS for Walkway

LOS	Flow Rate (ped/min/m)	Description
A	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 - 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23 – 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33 – 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 – 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.

LOS	Flow Rate (ped/min/m)	Description
F	> 75	Walking speeds are severely restricted. Forward progress is made only by shuffling. There are frequent and unavoidable conflicts with other pedestrians. Cross- and reverse-movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristics of queued pedestrians than of moving pedestrian streams.

5.2.4 Footpaths with LOS A to C are considered desirable with sufficient space for the pedestrian to select normal walking speeds to bypass. For footpaths with LOS D represent freedom to select individual walking speeds and bypass other pedestrians is restricted. Unless there are any site constraints, improvement measures should be sought for footpath with LOS D or poorer.

5.2.5 Based on the existing morning peak hour pedestrian flows, the LOS of the surrounded footpaths were assessed, and the results are summarized in **Table 5.3**.

Table 5.3 Year 2025 Pedestrian Operational Performance

Location ⁽¹⁾	Observed 2-way Pedestrian Flow (ped/hr)		Actual Width (m)	Effective Width ⁽²⁾ (m)	Observed 2-way Pedestrian Flow Rate ⁽³⁾ (ped/m/min)		LOS	
	AM	PM			AM	PM	AM	PM
FP1	1870	1305	4.0	3.0	10.39	7.25	A	A
FP2	300	570	4.0	3.0	1.67	3.17	A	A
FP3	940	895	3.0	2.0	7.83	7.46	A	A
FP4	980	1250	4.0	3.0	5.44	6.94	A	A

Note:

- (1) Refer to **Figure No. 5.1**
- (2) Effective Width = Actual Width – Dead Width. Dead Width = 0.5m for clearance from kerb/structure.
- (3) Pedestrian Flow Rate (ped/m/min) = Peak Pedestrian Flows / 60 mins / Effective Width (m)

5.2.6 The assessment results revealed that all the footpath sections in the vicinity of the subject site are currently operating at acceptable LOS during both morning and evening peak periods.

Future Pedestrian Conditions

5.2.7 Estimates of pedestrian demand induced by the planned and committed developments are derived from the pedestrian generation and attraction rates in our in-house survey data base. **Table 5.4** summarizes the adopted pedestrian trip rates and **Table 5.5** presents the estimated pedestrian flows for the development.

Table 5.4 Adopted Pedestrian Trip Rate

Land Use	Pedestrian Flow (Ped / hr / 100sqm)			
	AM		PM	
	Gen	Att	Gen	Att
Office	0.058	3.111	2.08	0.148
Retail	0.330	0.320	3.67	4.77

Table 5.5 Pedestrian Generation of Proposed Development

Land Use	GFA	Pedestrian Flow (Ped / hr)					
		AM			PM		
		Gen	Att	Total	Gen	Att	Total
Office	12,207 m ²	7	380	387	254	18	272
Retail	600 m ²	2	2	4	22	29	51
Total		9	382	391	276	47	323

5.2.8 As discussed in **Section 3.4**, the development would be served by buses and GMBs travelling along Castle Peak Road. It should be noted that Yuen Long MTR station and GMBs located at Fung Cheung Road GMB Terminus are also in the vicinity of the development.

5.2.9 Therefore, a set of future pedestrian flows on the key routes to the nearby public transport in the design year 2033 are derived by applying a growth rate of 1.98% p.a. (refers to **Section 4.2**) onto the observed pedestrian flows up to the design year 2033 and superimposing the potential future public demand induced by the proposed development as derived in **Table 5.5** with the anticipated pedestrian routing as demonstrated in **Figure 5.2**.

5.2.10 The LOS assessments for design year 2033 pedestrian flows are conducted, and the results are summarized in **Table 5.6**.

Table 5.6 Year 2033 Pedestrian Operational Performance

Location ⁽¹⁾	Observed 2-way Pedestrian Flow (ped/hr)		Actual Width (m)	Effective Width ⁽²⁾ (m)	Anticipated 2-way Pedestrian Flow Rate ⁽³⁾ (ped/m/min)		LOS	
	AM	PM			AM	PM	A	P
FP1	2520	1860	4.0	3.0	14.00	10.33	A	A
FP2	740	1060	4.0	3.0	4.11	5.89	A	A
FP3	1160	1105	3.0	2.0	9.67	9.21	A	A
FP4	1205	1520	4.0	3.0	6.69	8.44	A	A

Note:

- (1) Refer to **Figure No. 5.2**
- (2) Effective Width = Actual Width – Dead Width. Dead Width = 0.5m for clearance from kerb/structure.
- (3) Pedestrian Flow Rate (ped/m/min) = Peak Pedestrian Flows / 60 mins / Effective Width (m)

5.2.11 The LOS assessment results suggests that all the footpath sections will still be operation at acceptable LOS in the design year 2033.

5.3 Review on Traffic Impact During Construction Stage

Anticipated Construction Traffic

5.3.1 Taking into consideration the site area of the application site as well as the proposed scale of the development, it is estimated that the construction to/from the application site would be approximately 4 vehicles (i.e. 4 veh x 2.5 pcu factor = 10 pcu/hr).

5.3.2 As compared to the existing traffic volume on Castle Peak Road – Yuen Long, this additional traffic is considered minimal. Therefore, the traffic impact during construction stage is anticipated negligible in traffic viewpoint.

6 SUMMARY AND CONCLUSION

6.1 Summary

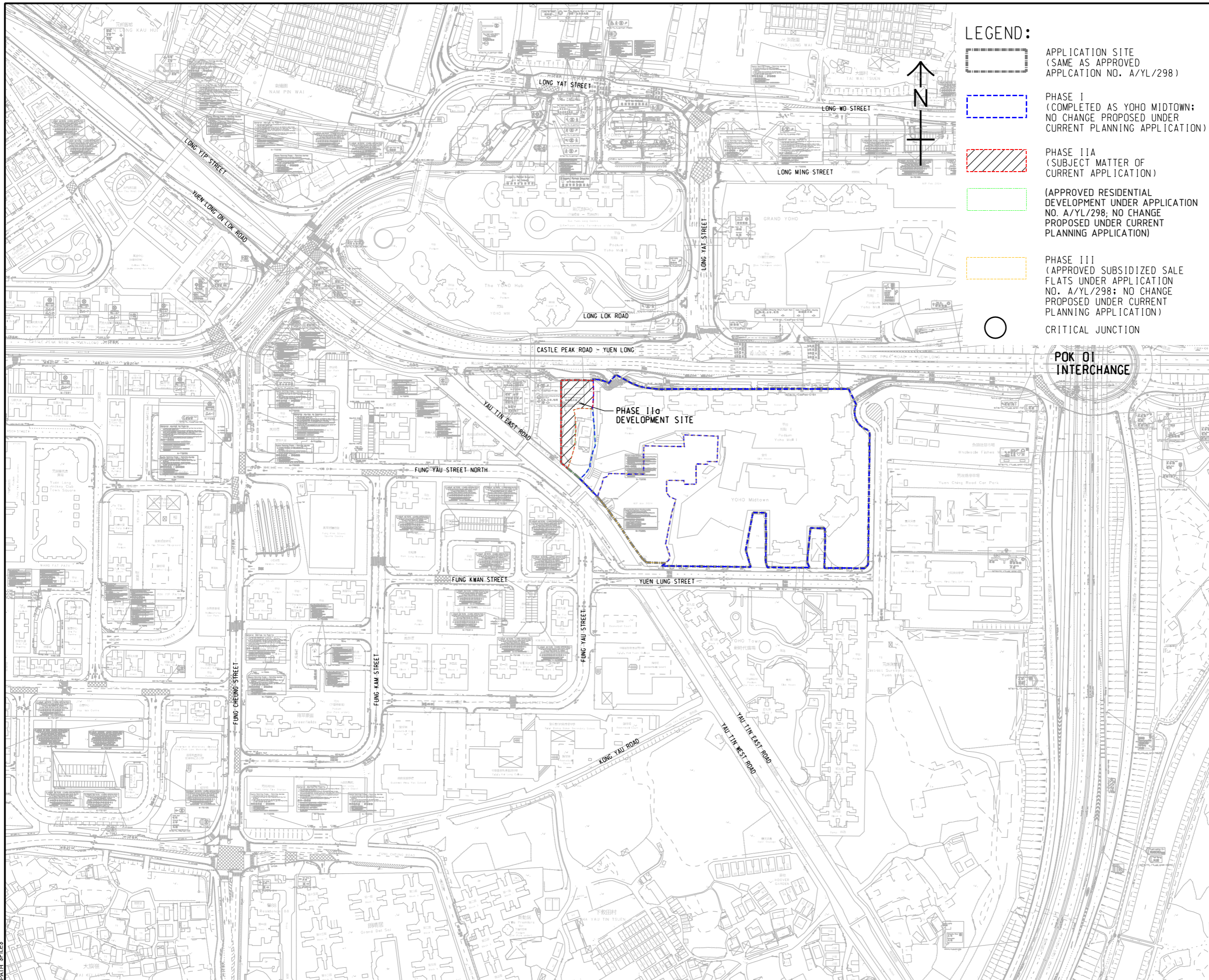
- 6.1.1 The Application Site is bounded by Yau Tin East Road to the south and Castle Peak Road – Yuen Long to the north. It is currently zoned CDA on the Draft Yuen Long OZP No. S/YL/28, which is subject to a maximum domestic plot ratio of 5 for a domestic building or a maximum non-domestic plot ratio of 9.5 for a non-domestic building. The Application Site is also the subject of a previous planning application No. A/YL/298 approved by the TPB on 31 March 2023.
- 6.1.2 According to the latest planning application No. A/YL/298 for proposed subsidized sale flats (SSF) and social welfare facility (SWF) development approved on 31.3.2023 for the subject “CDA” site, the Approved CDA Development is divided into three phases, including Phase I (i.e. the completed commercial/residential development known as the completed YOHO Midtown at the northern and eastern portions), Phases IIa & IIb (i.e. the approved hotel and flats development at the northwestern portion), and Phase III (i.e. the proposed SSF and SWF under the approved application at the southwestern portion).
- 6.1.3 AECOM Asia Co. Ltd was commissioned by the Applicant to prepare a TIA report in support of the Section 16 planning application for the Proposed Commercial Development at Phase IIa.
- 6.1.4 In order to review the existing traffic condition, traffic count surveys at identified critical junctions were conducted to investigate the peak hour traffic condition. The critical junctions include: -
- J/O Castle Peak Road – Yuen Long / Long Yat Road (J1)
 - J/O Castle Peak Road – Yuen Long / Fung Cheung Road (J2)
 - J/O Fung Cheung Road / Fung Yau Street North / Kin Lok Street (J3)
 - J/O Fung Cheung Road / Hop Yick Road (J4)
 - J/O Fung Cheung Road / Fung Kam Street (J5)
 - J/O Fung Cheung Road / Ma Tong Road (J6)
 - J/O Fung Yau Street / Fung Kwan Street / Yuen Lung Street (J7)
 - J/O Yuen Lung Street / Access Road to YOHO Midtown (J8)
- 6.1.5 Junction capacity analysis revealed that all the critical junctions are operating within capacity currently.
- 6.1.6 The Proposed Development is scheduled for completion in 2030 tentatively. Traffic forecast for design year 2033 was produced to assess the traffic impact arising from the Proposed Development.
- 6.1.7 Peak hour traffic forecasts in design year 2033 were established based on the growth rate determined by the Historical Traffic Data from ATC and 2021-based TPEDM data.

- 6.1.8 Traffic trip generation and attraction volumes for Proposed Scheme are estimated with reference to the latest TPDM and the respective development schedule. The difference in the total development trips generated/ attracted by the proposed development under the Approved Scheme and Proposed Scheme are compared in **Table 4.9**.
- 6.1.9 It is anticipated that the 2-way traffic of the Proposed Development will be reduced by about -37 pcu/hr and -53 pcu/hr during the AM and PM peak hour for the Proposed Scheme comparing to the Approved Scheme.
- 6.1.10 All junctions would be operating at capacity under both reference and design case in 2033, revealing that the traffic impact induced by the Proposed Development would be minimal.
- 6.1.11 The pedestrian assessment was conducted to assess the future performances of the surrounding footpaths, and the assessment results suggested that all the surrounding footpaths will be operating within capacity.
- 6.1.12 The traffic impact during the construction stage is also reviewed. Taking into consideration the site area of the application site as well as the proposed scale of the development, it is estimated that the construction vehicles to/from the application site would be approximately 10 pcu/hr (i.e. 4 vehicles). As compared to the existing traffic volume on Castle Peak Road – Yuen Long, the additional traffic induced during the construction stage is considered minimal, which the traffic impact is anticipated to be negligible.







6.2 Conclusion

- 6.2.1 In light of the findings of this TIA, it is concluded that the Proposed Development would be acceptable in traffic terms.

Figure



LEGEND:

-  APPLICATION SITE (SAME AS APPROVED APPLICATION NO. A/YL/298)
-  PHASE I (COMPLETED AS YOHO MIDTOWN; NO CHANGE PROPOSED UNDER CURRENT PLANNING APPLICATION)
-  PHASE IIA (SUBJECT MATTER OF CURRENT APPLICATION)
-  (APPROVED RESIDENTIAL DEVELOPMENT UNDER APPLICATION NO. A/YL/298; NO CHANGE PROPOSED UNDER CURRENT PLANNING APPLICATION)
-  PHASE III (APPROVED SUBSIDIZED SALE FLATS UNDER APPLICATION NO. A/YL/298; NO CHANGE PROPOSED UNDER CURRENT PLANNING APPLICATION)
-  CRITICAL JUNCTION

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SHEET TITLE

SITE LOCATION

SHEET NUMBER

FIGURE 1.1

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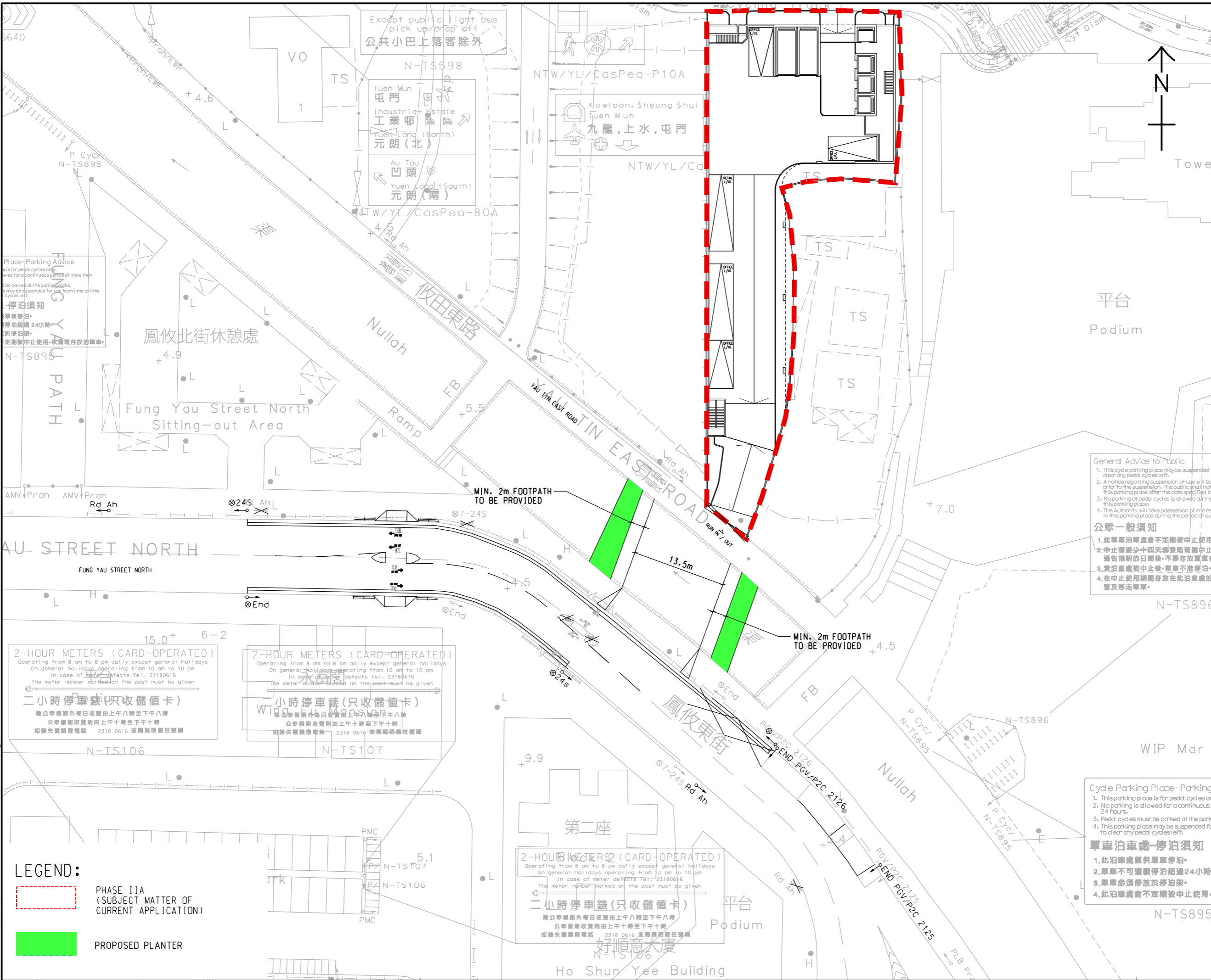
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MASTER LAYOUT PLAN

SHEET NUMBER

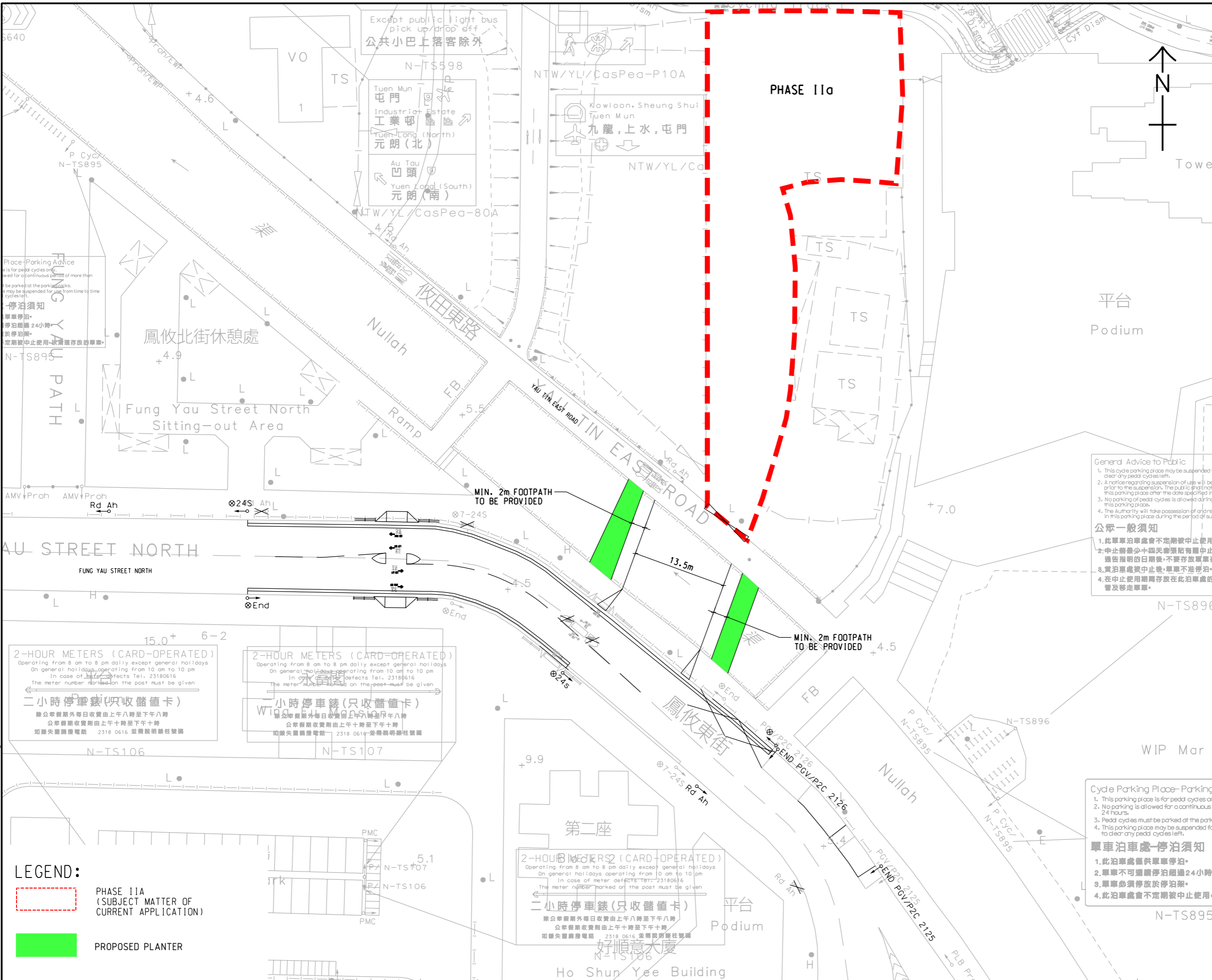
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FIGURE 2.1



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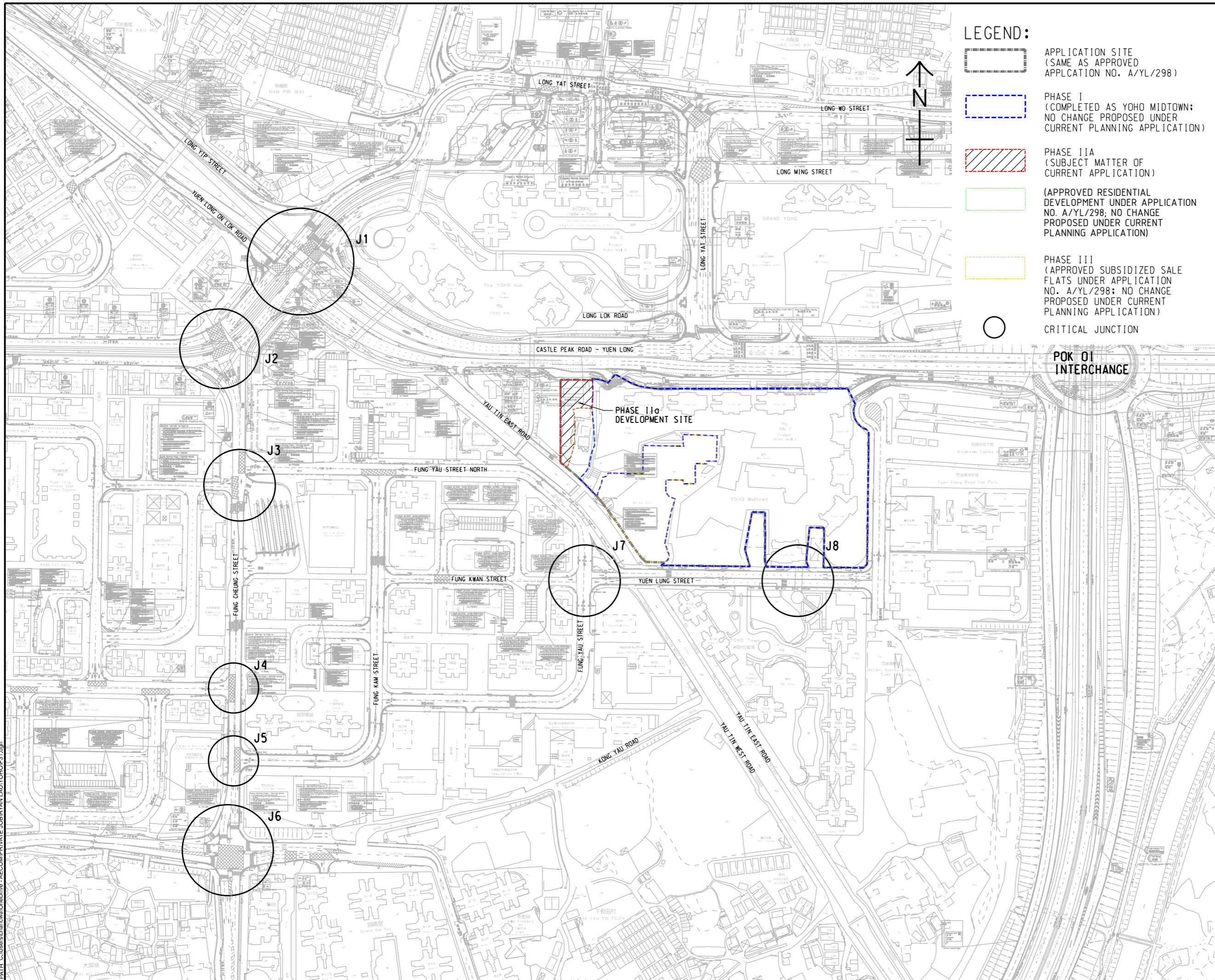
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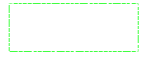


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 圖紙名稱
 PLANNED VEHICLE ACCESS ARRANGEMENT

SHEET NUMBER
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 FIGURE 2.2

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-  CRITICAL JUNCTION



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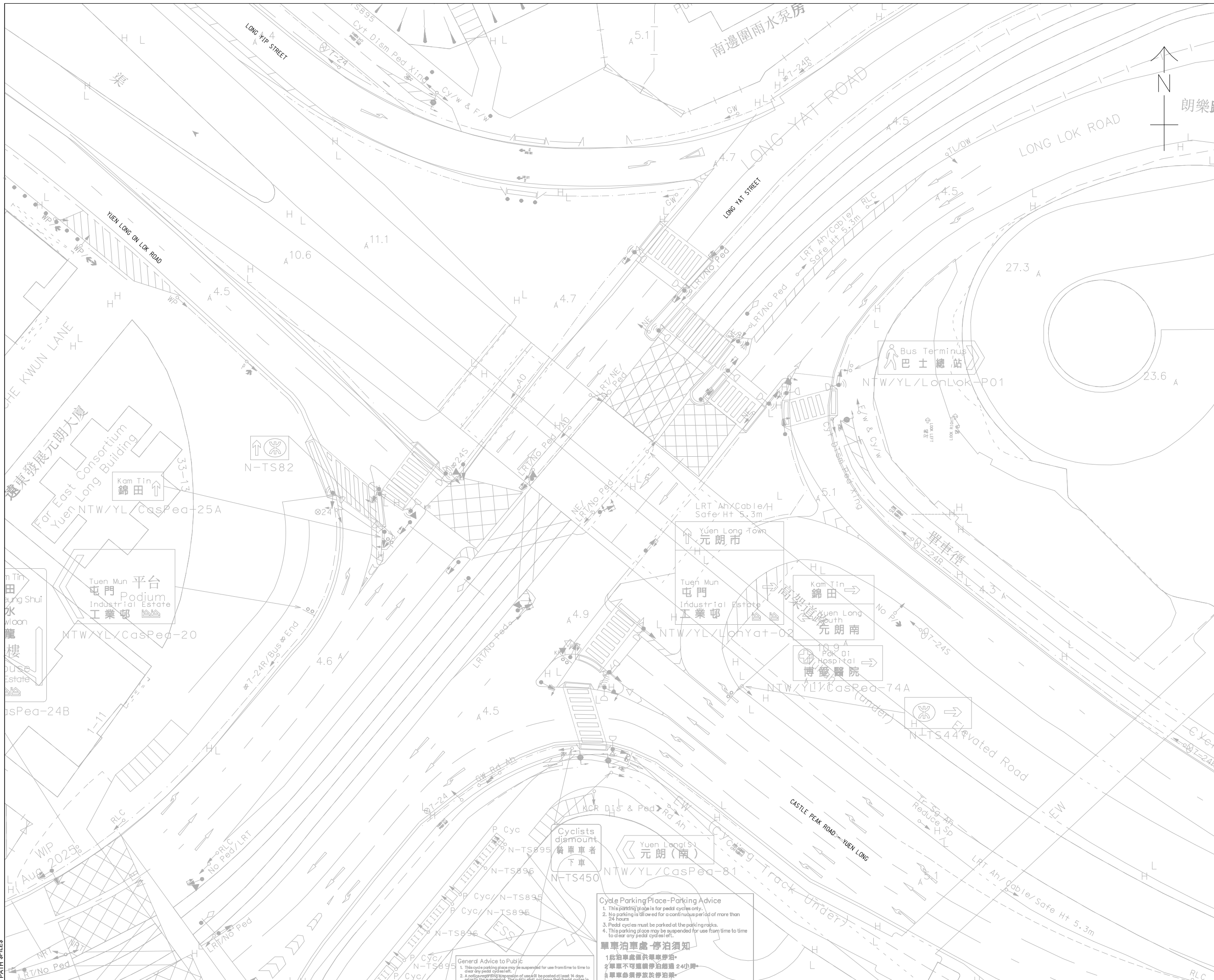
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SHEET TITLE
EXISTING ROAD NETWORK AND CRITICAL JUNCTIONS

SHEET NUMBER
FIGURE 3.1

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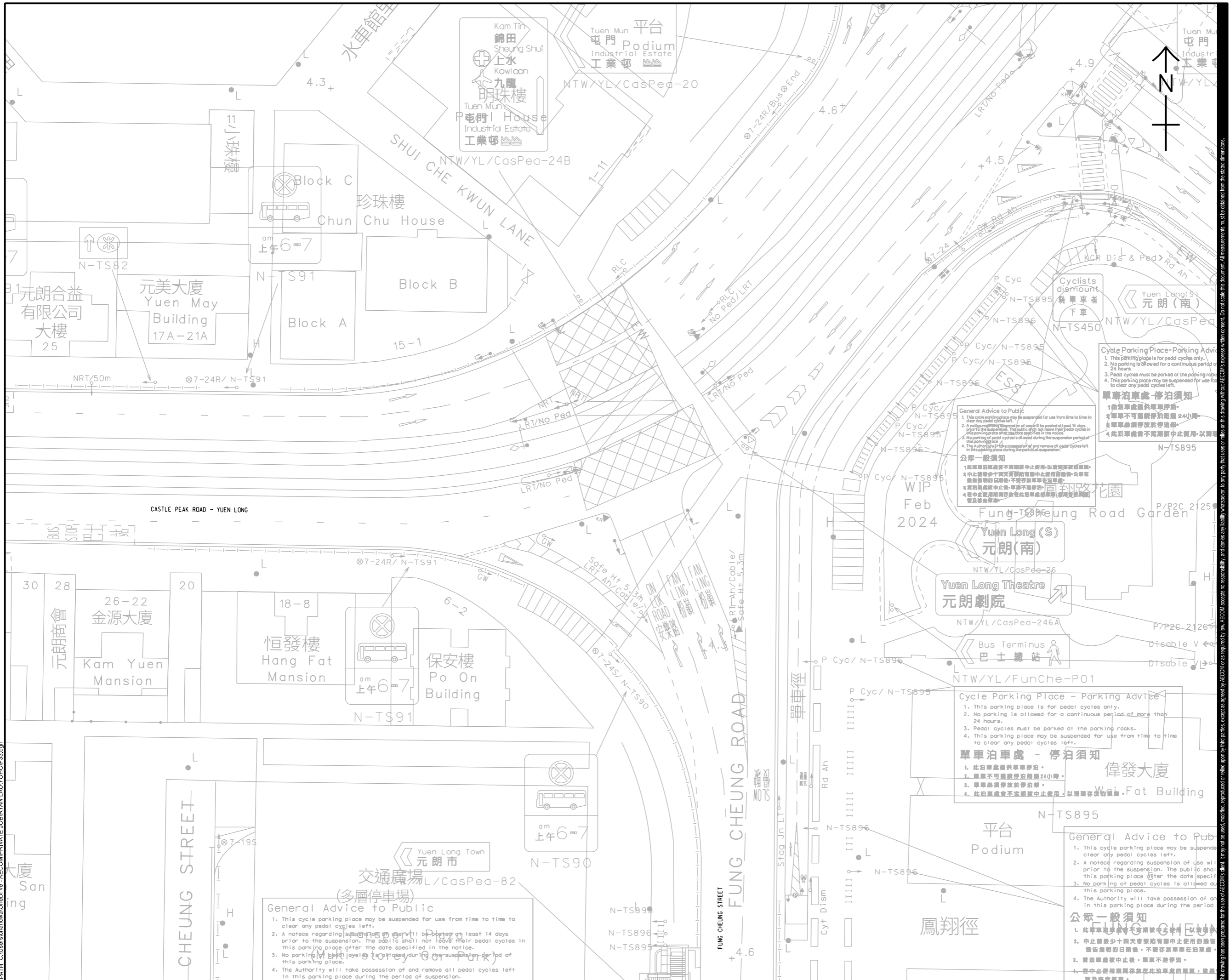
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 EXISTING LAYOUT FOR JUNCTION CASTLE PEAK ROAD - YUEN LONG / LONG YAT ROAD (J1)

SHEET NUMBER
 FIGURE 3.2

Cycle Parking Place - Parking Advice
 1. This parking place is for pedal cycles only.
 2. No parking is allowed for a continuous period of more than 24 hours.
 3. Pedal cycles must be parked at the parking racks.
 4. This parking place may be suspended for use from time to time for other any pedel cycles use.

單車泊車處 - 停泊須知
 1. 此泊車處僅供單車停泊。
 2. 單車不可連續停泊超過 24 小時。
 3. 單車必須停泊於停泊架。

General Advice to Public
 1. This cycle parking place may be suspended for use from time to time to clear any pedel cycles use.
 2. A notice regarding suspension of use will be posted at least 14 days prior to the suspension.
 3. The notice will be posted at all cycle parking places.



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 SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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SCALE
 比例
 A3 1:500

DIMENSION UNIT
 尺寸單位
 METRES

KEY PLAN
 索引圖

PROJECT NO.
 項目編號

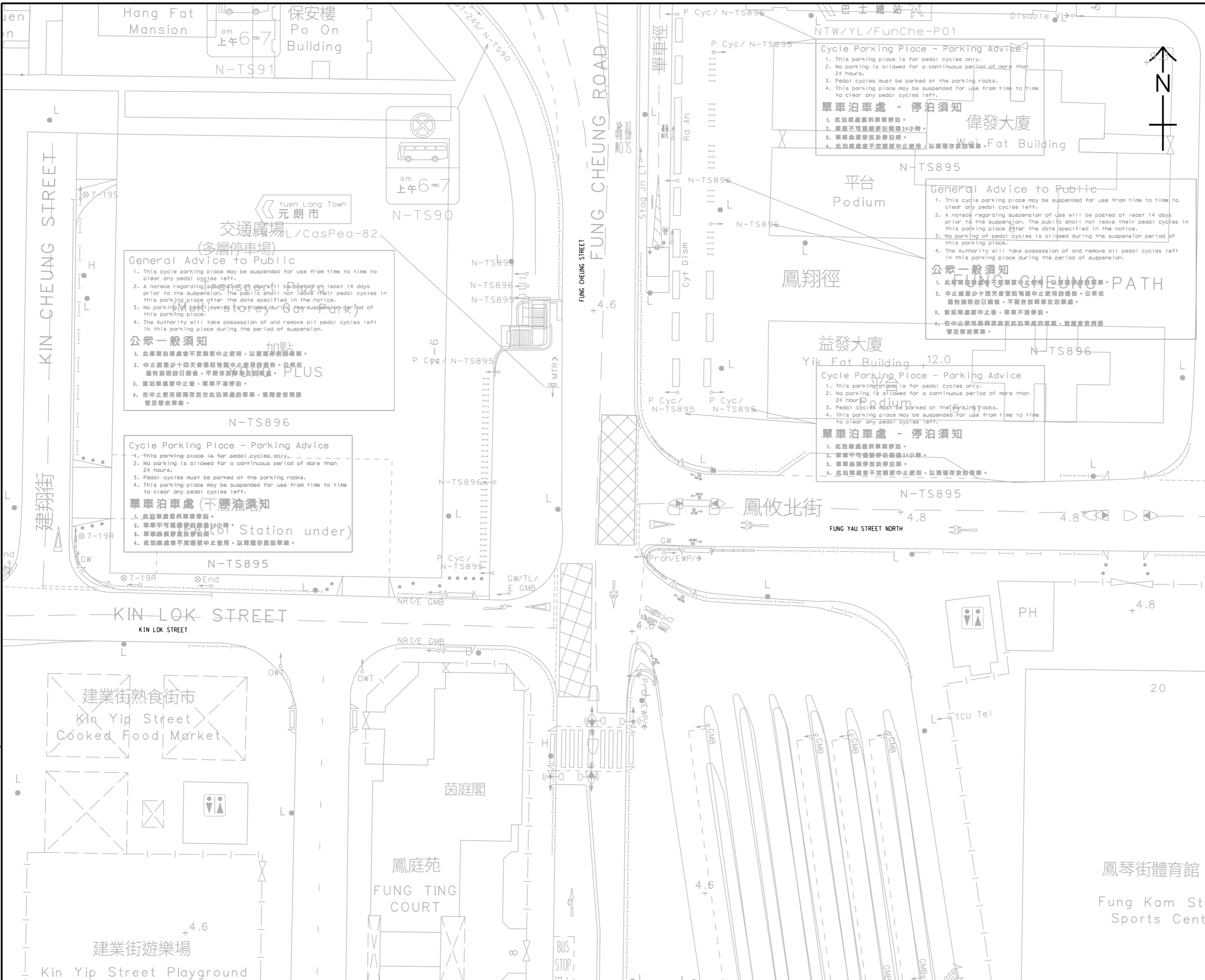
CONTRACT NO.
 合約編號

SHEET TITLE
 圖紙名稱
 EXISTING LAYOUT FOR JUNCTION CASTLE PEAK ROAD - YUEN LONG / FUNG CHEUNG ROAD (J2)

SHEET NUMBER
 圖紙編號

FIGURE 3.3

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STATUS
 狀態

SCALE
 比例
 A3 1: 500

DIMENSION UNIT
 尺寸單位
 METRES

KEY PLAN
 索引圖

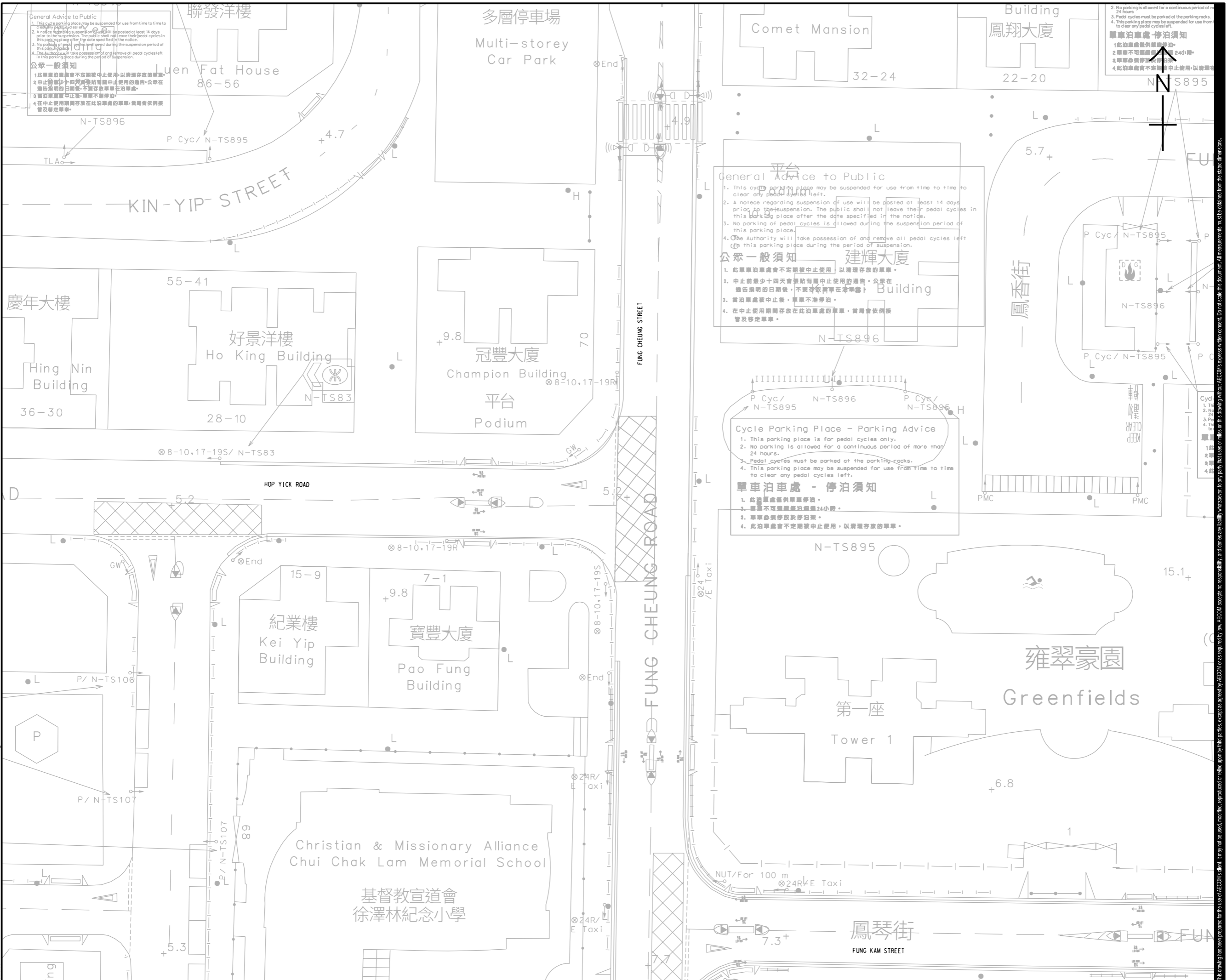
PROJECT NO.
 項目編號

CONTRACT NO.
 合約編號

SHEET TITLE
 圖紙名稱
 EXISTING LAYOUT FOR JUNCTION FUNG CHEUNG ROAD / FUNG YAU STREET NORTH / KIN LOK STREET (J3)

SHEET NUMBER
 圖紙編號
 FIGURE 3.4

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General Advice to Public

- This cycle parking place may be suspended for use from time to time to clear any pedal cycles left.
- A notice regarding suspension of use will be posted at least 14 days prior to the suspension. The public shall not leave their pedal cycles in this parking place after the date specified in the notice.
- No parking of pedal cycles is allowed during the suspension period of this parking place.
- The Authority will take possession of and remove all pedal cycles left in this parking place during the period of suspension.

公眾一般須知

- 此單車泊車處會不定期被中止使用，以清運存放的單車。
- 中止前最少十四天會張貼有關中止使用的通告，公眾在通告指明的日期後，不要存放單車在泊車處。
- 當泊車處被中止後，單車不准停放。
- 在中止使用期間存放在此泊車處的單車，當局會依例搬走及移走單車。

General Advice to Public

- This cycle parking place may be suspended for use from time to time to clear any pedal cycles left.
- A notice regarding suspension of use will be posted at least 14 days prior to the suspension. The public shall not leave their pedal cycles in this parking place after the date specified in the notice.
- No parking of pedal cycles is allowed during the suspension period of this parking place.
- The Authority will take possession of and remove all pedal cycles left in this parking place during the period of suspension.

公眾一般須知

- 此單車泊車處會不定期被中止使用，以清運存放的單車。
- 中止前最少十四天會張貼有關中止使用的通告，公眾在通告指明的日期後，不要存放單車在泊車處。
- 當泊車處被中止後，單車不准停放。
- 在中止使用期間存放在此泊車處的單車，當局會依例搬走及移走單車。

Cycle Parking Place - Parking Advice

- This parking place is for pedal cycles only.
- No parking is allowed for a continuous period of more than 24 hours.
- Pedal cycles must be parked at the parking racks.
- This parking place may be suspended for use from time to time to clear any pedal cycles left.

單車泊車處 - 停泊須知

- 此泊車處僅供單車停泊。
- 單車不可連續停泊超過24小時。
- 單車必須停放於停泊架。
- 此泊車處會不定期被中止使用，以清運存放的單車。

單車泊車處 - 停泊須知

- 此泊車處僅供單車停泊。
- 單車不可連續停泊超過24小時。
- 單車必須停放於停泊架。
- 此泊車處會不定期被中止使用，以清運存放的單車。



PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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SCALE
比例

A3 1: 500

DIMENSION UNIT
尺寸單位

METRES

PROJECT NO.
項目編號

CONTRACT NO.
合約編號

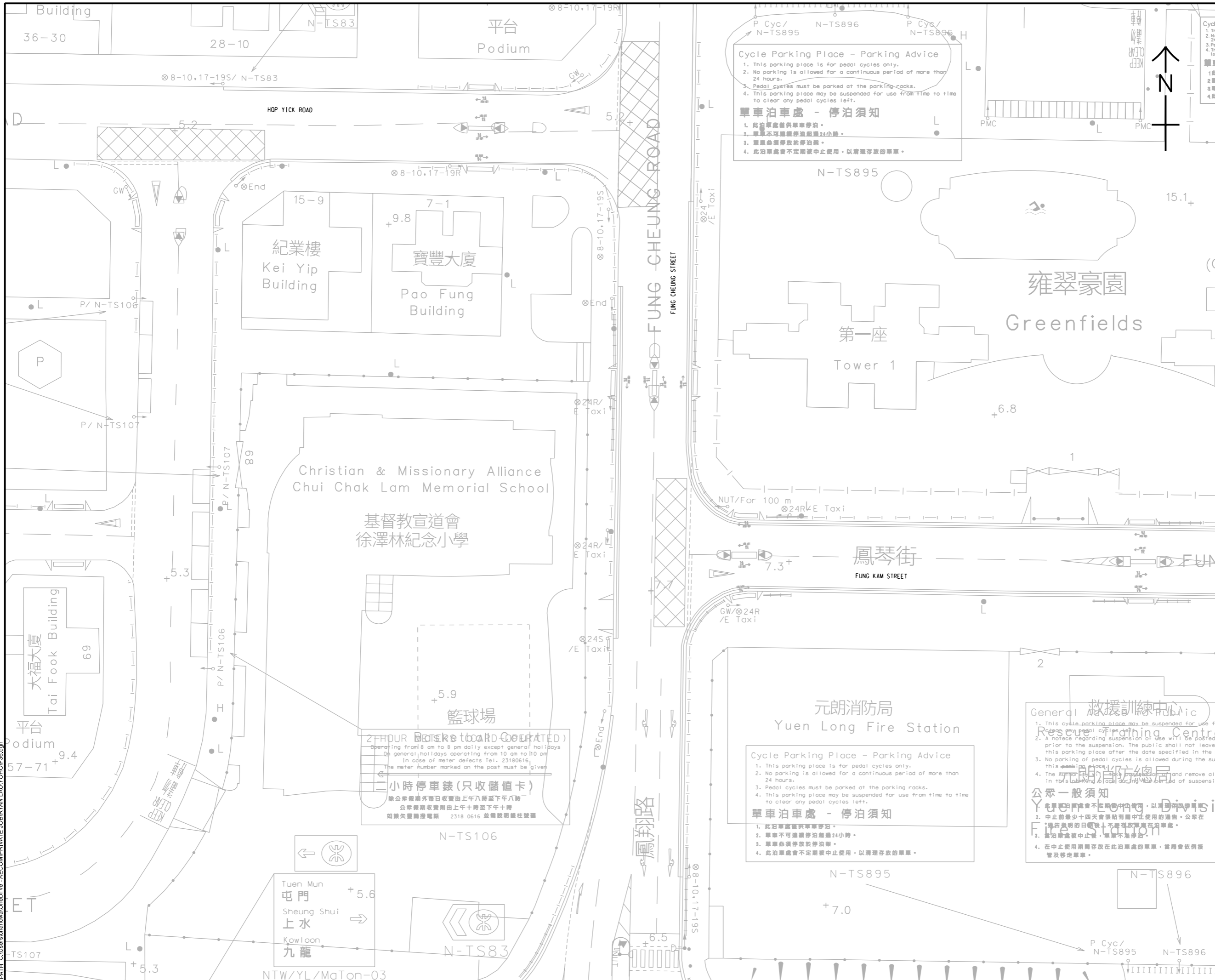
SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION FUNG CHEUNG ROAD / HOP YICK ROAD (J4)

SHEET NUMBER
圖紙編號

FIGURE 3.5

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SCALE

比例

A3 1: 500

DIMENSION UNIT

尺寸單位

METRES

KEY PLAN

索引圖

PROJECT NO.

項目編號

CONTRACT NO.

合約編號

SHEET TITLE

圖紙名稱

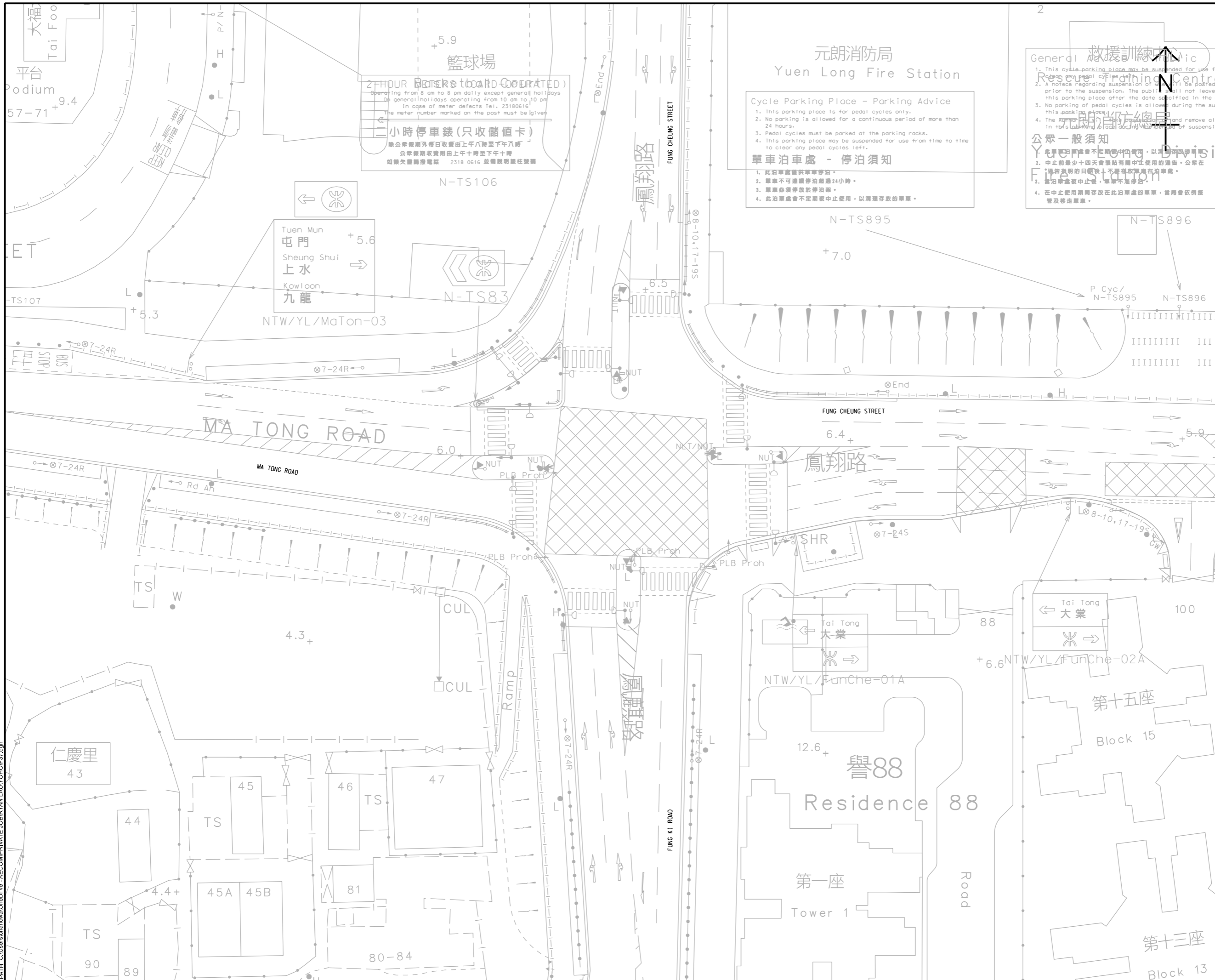
EXISTING LAYOUT FOR JUNCTION FUNG CHEUNG ROAD / FUNG KAM STREET (J5)

SHEET NUMBER

圖紙編號

FIGURE 3.6

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狀況

SCALE
比例

A3 1:500

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

CONTRACT NO.
合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION
FUNG CHEUNG ROAD /
MA TONG ROAD (J6)

SHEET NUMBER
圖紙編號

FIGURE 3.7

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元朗消防局
Yuen Long Fire Station

Cycle Parking Place - Parking Advice

1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous period of more than 24 hours.
3. Pedal cycles must be parked at the parking racks.
4. This parking place may be suspended for use from time to time to clear any pedal cycles left.

單車泊車處 - 停泊須知

1. 此泊車處僅供單車停泊。
2. 單車不可連續停泊超過24小時。
3. 單車必須停放在泊車架。
4. 此泊車處會不定期被中止使用，以清理存放的單車。

救援訓練中心
General Auxiliary Training Centre

公眾一般須知

1. This cycle parking place may be suspended for use from time to time to clear any pedal cycles left.
2. A notice regarding suspension of use will be posted prior to the suspension. The public shall not leave this parking place after the date specified in the notice.
3. No parking of pedal cycles is allowed during the suspension of use.
4. The notice shall be posted and removed at the discretion of the staff of the Centre.

此單車泊車處會不定期被中止使用，以清理存放的單車。有關中止使用泊車處之日期，中心會張貼有關告示。公眾在告示規定的日期後，不得將單車停放在泊車處。

1. 此泊車處會不定期被中止使用，以清理存放的單車。
2. 告示規定的日期後，單車不得停泊。
3. 當泊車處被中止後，單車不得停泊。
4. 在中止使用期間存放在此泊車處的單車，當局會徵例費及移走單車。

2 HOUR PARKING (OPERATED)
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects Tel. 23180616
The meter number marked on the post must be given

2小時停車錶 (只收儲值卡)
除公眾假期外每日收費由上午八時至下午八時
公眾假期收費由上午十時至下午十時
知悉失物請撥電話 2318 0616 查詢詳情請往查詢

Tuen Mun
屯門 +5.6

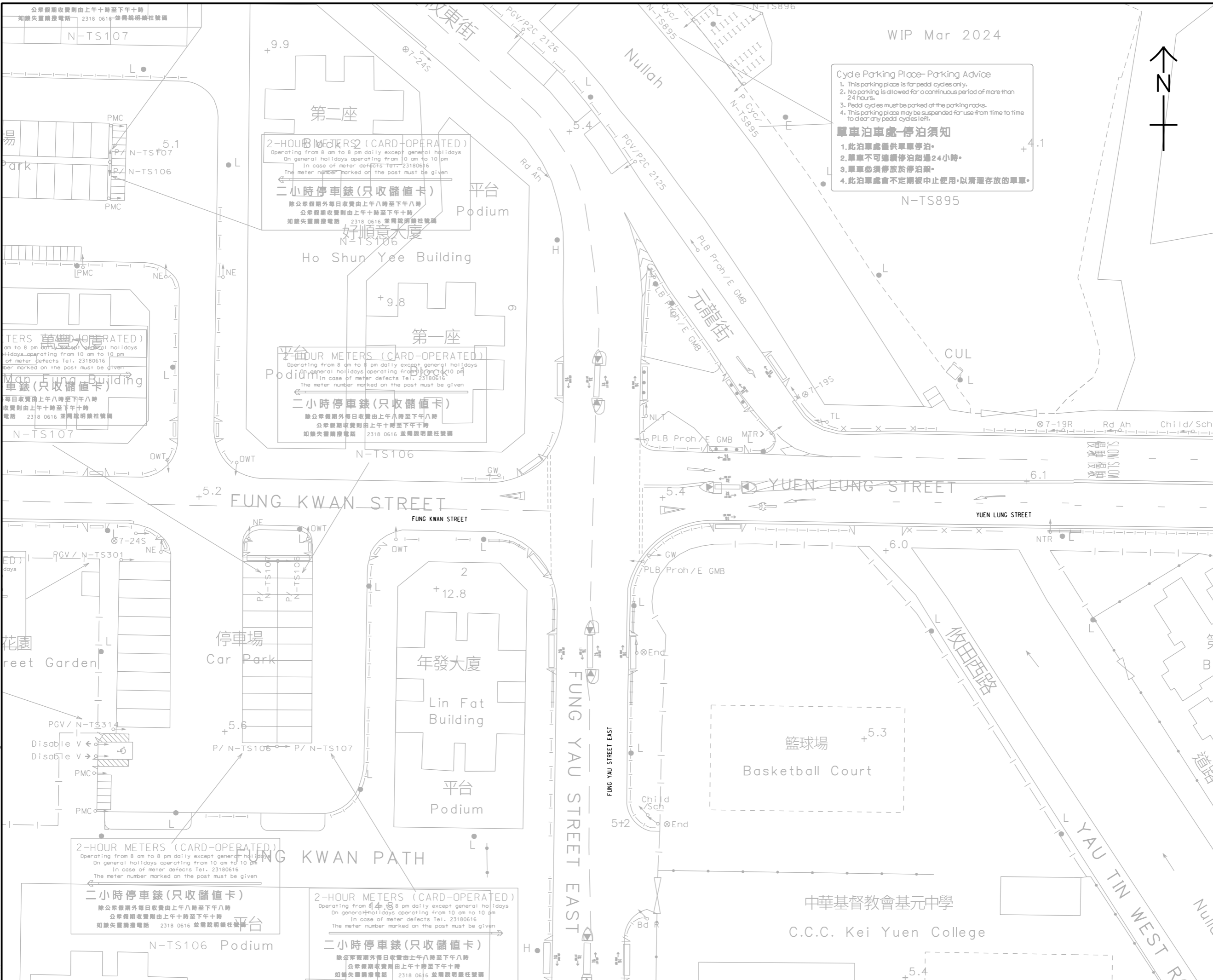
Sheung Shui
上水 →

Kowloon
九龍

Tai Tong
大棠

Tai Tong
大棠

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
24/7/2025
PATH: C:\Users\chanwa\OneDrive - AECOM\PRIVATE\JOB\RYAN LAU\YHOF038.dgn
Plot File by: chanwa



WIP Mar 2024

Cycle Parking Place-Parking Advice

1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous period of more than 24 hours.
3. Pedal cycles must be parked at the parking racks.
4. This parking place may be suspended for use from time to time to clear any pedal cycles left.

單車泊車處-停泊須知

1. 此泊車處僅供單車停泊。
2. 單車不可連續停泊超過24小時。
3. 單車必須停放於停泊架。
4. 此泊車處會不定期被中止使用，以清理存放的單車。



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STATUS
狀態

SCALE
比例

A3 1: 500

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

CONTRACT NO.
合約編號

SHEET TITLE
圖紙名稱

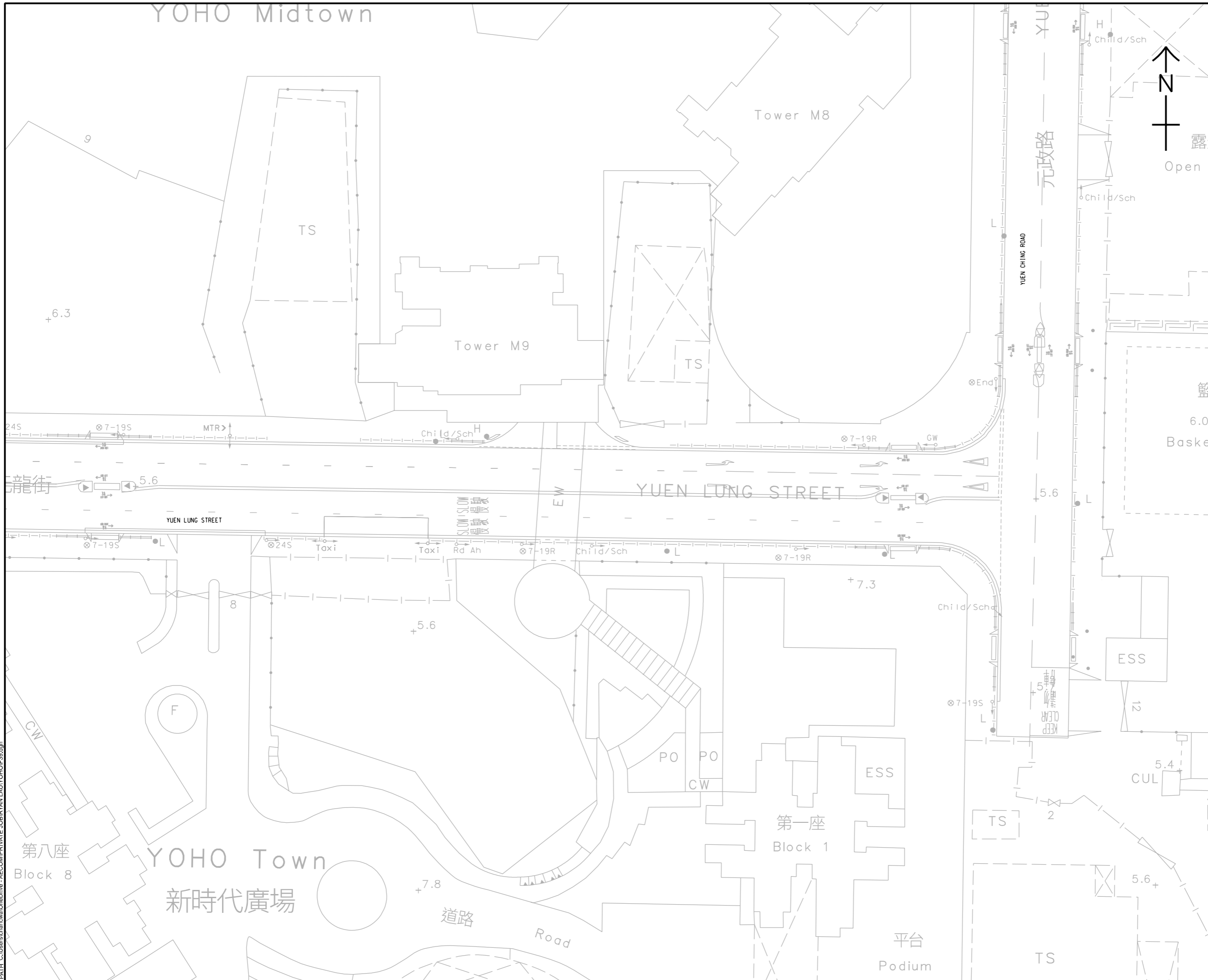
EXISTING LAYOUT FOR JUNCTION
FUNG YAU STREET /
FUNG KWAN STREET /
YUEN LUNG STREET (J7)

SHEET NUMBER
圖紙編號

FIGURE 3.8

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YOHO Midtown



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SCALE DIMENSION UNIT

A3 1: 500 METRES

KEY PLAN

PROJECT NO.

CONTRACT NO.

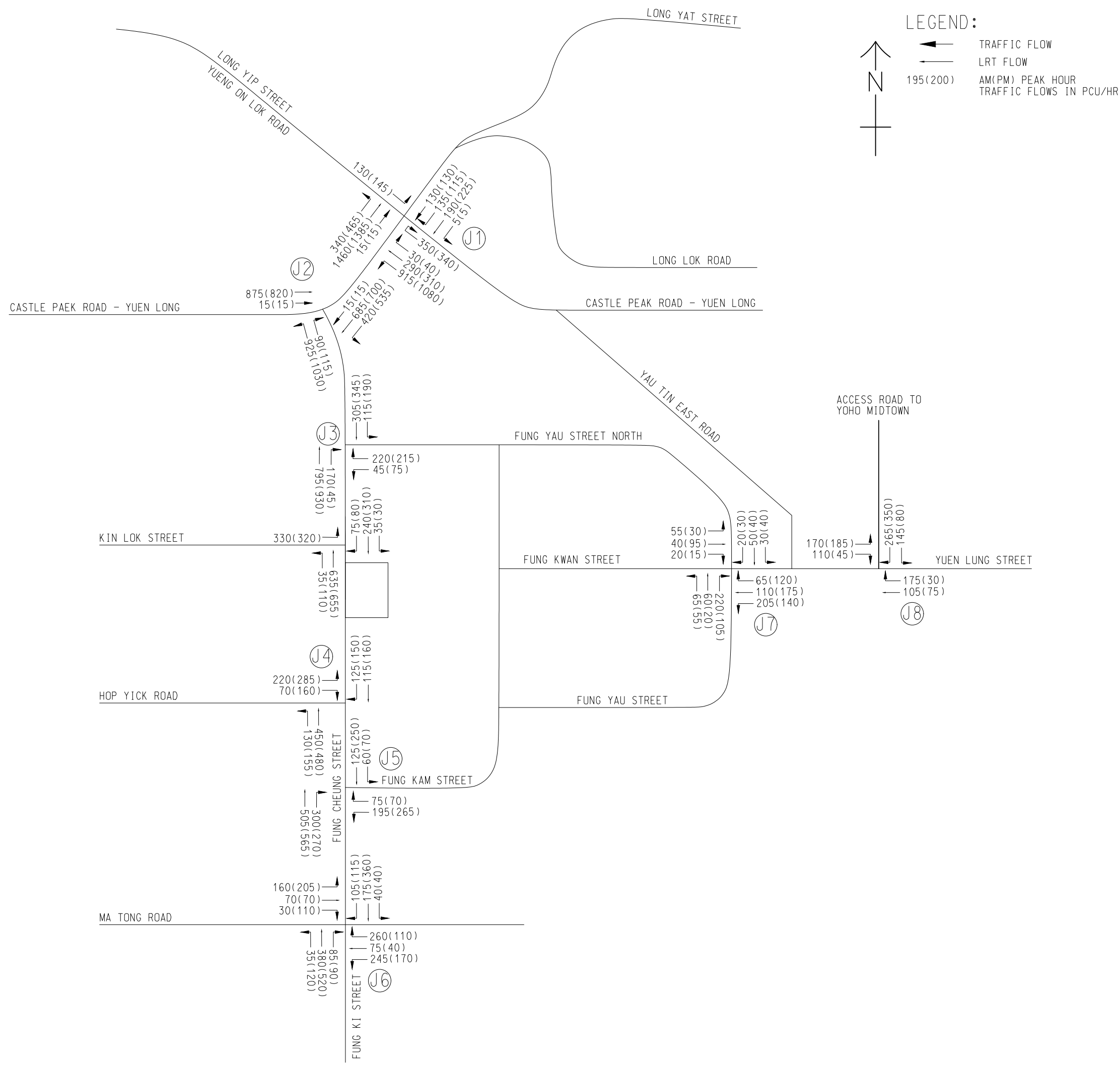
SHEET TITLE

EXISTING LAYOUT FOR JUNCTION YUEN LUNG STREET / ACCESS ROAD TO YOHO MIDTOWN (J8)

SHEET NUMBER

FIGURE 3.9

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STATUS

SCALE

A3 N. T. S.

DIMENSION UNIT

METRES

KEY PLAN

PROJECT NO.

AGREEMENT NO.

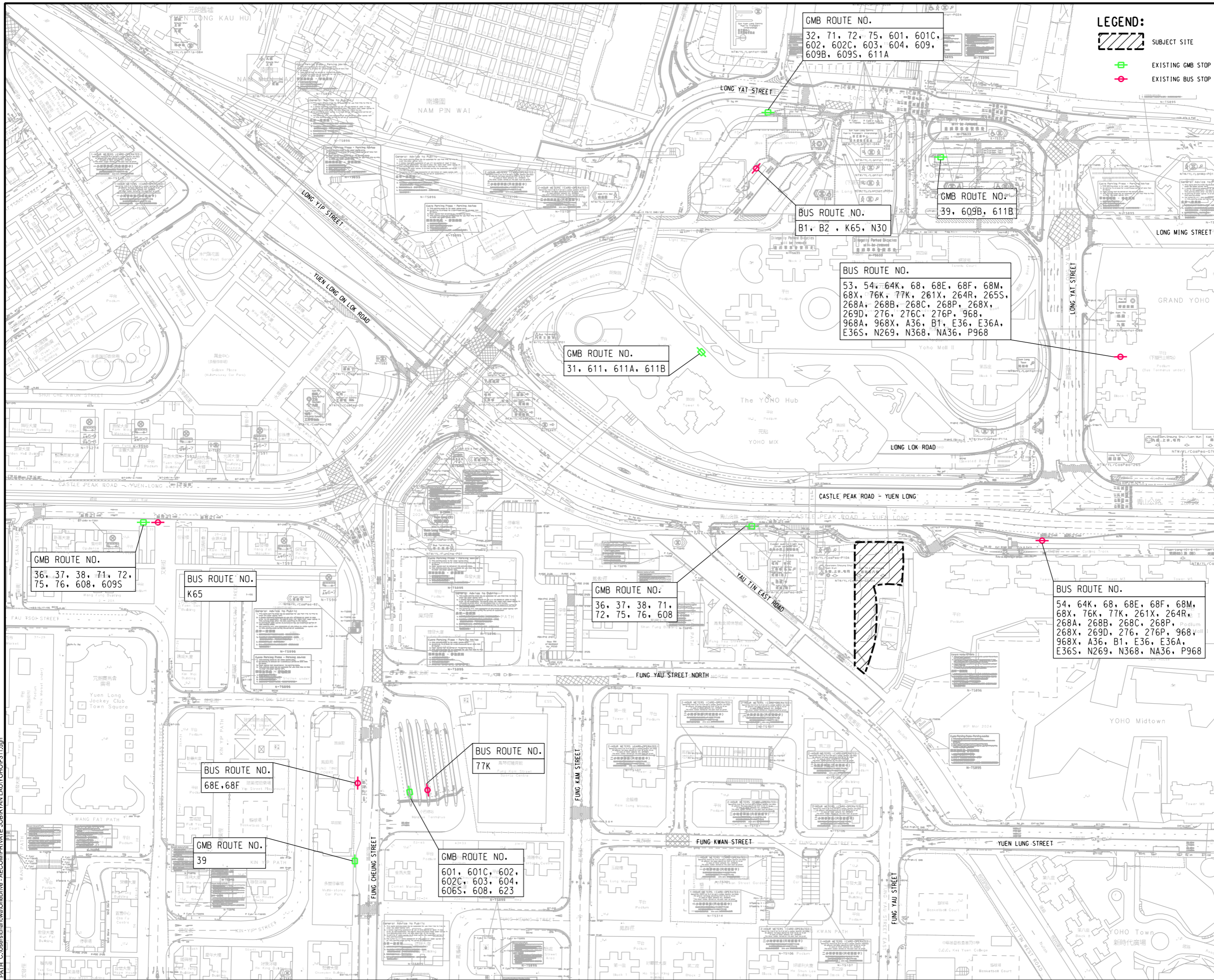
SHEET TITLE

2025 OBSERVED TRAFFIC FLOW

SHEET NUMBER

FIGURE 3.10

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LEGEND:

- SUBJECT SITE
- EXISTING GMB STOP
- EXISTING BUS STOP

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SCALE

A3 1:2000

DIMENSION UNIT

METRES

KEY PLAN

PROJECT NO.

CONTRACT NO.

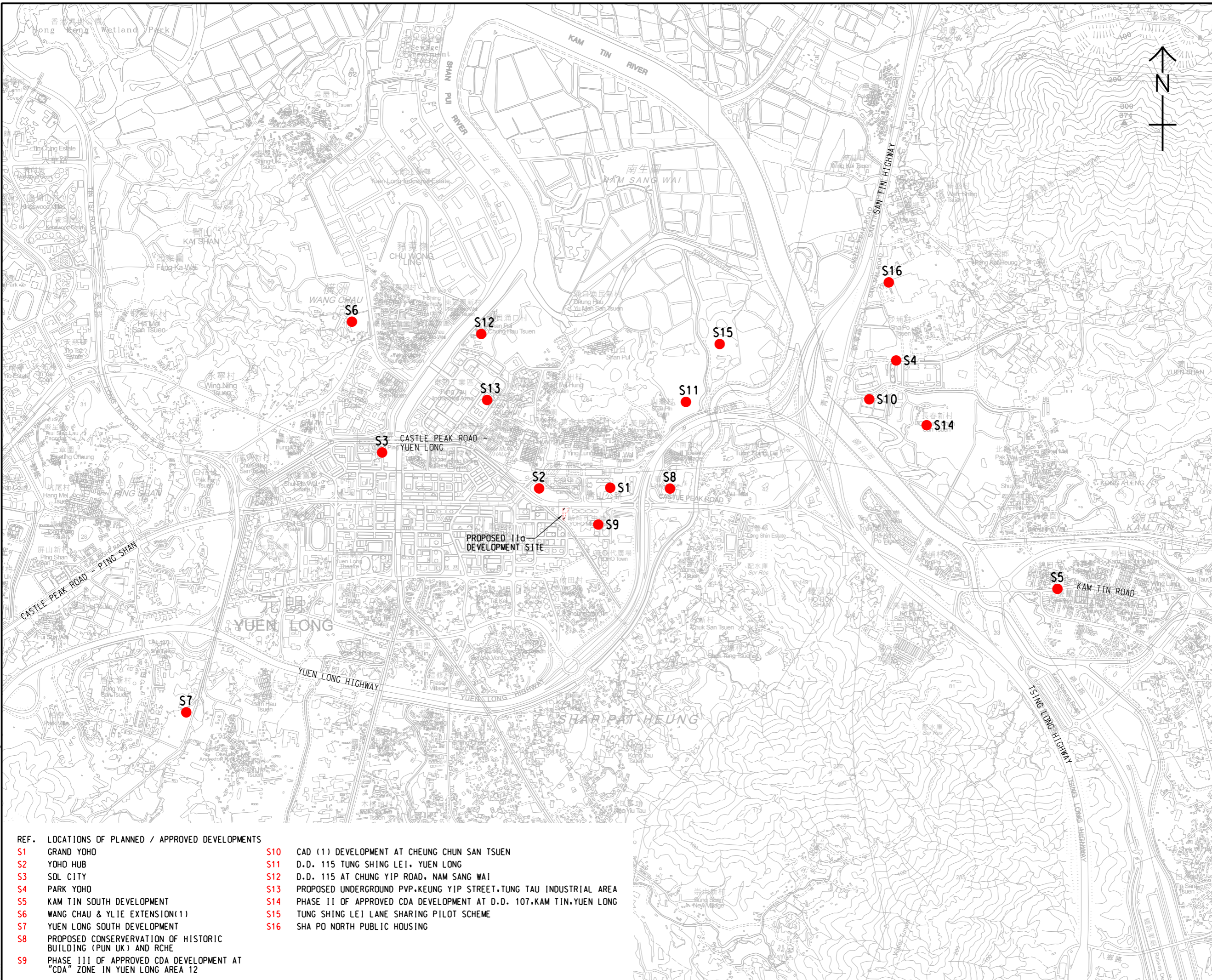
SHEET TITLE

PUBLIC TRANSPORT SERVICES

SHEET NUMBER

FIGURE 3.11

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STATUS

1/1/1

SCALE

A3 1: 20000

DIMENSION UNIT

METRES

KEY PLAN

索引圖

PROJECT NO.

YOHOF41

CONTRACT NO.

02/000000

SHEET TITLE

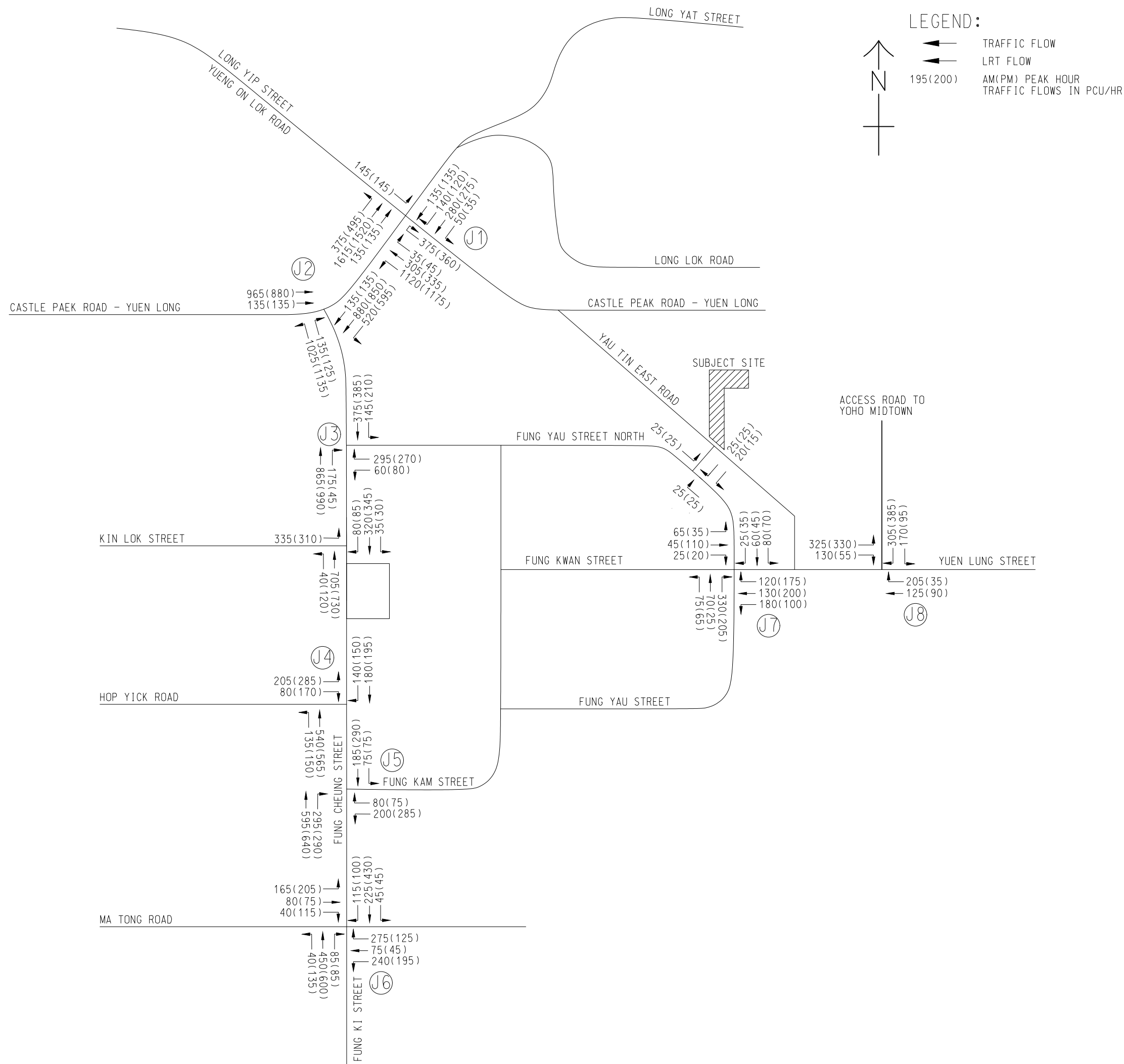
FUTURE POTENTIAL DEVELOPMENTS IN THE VICINITY OF THE APPLICATION SITE

SHEET NUMBER

FIGURE 4.1

REF.	LOCATIONS OF PLANNED / APPROVED DEVELOPMENTS
S1	GRAND YOHO
S2	YOHO HUB
S3	SOL CITY
S4	PARK YOHO
S5	KAM TIN SOUTH DEVELOPMENT
S6	WANG CHAU & YLIE EXTENSION(1)
S7	YUEN LONG SOUTH DEVELOPMENT
S8	PROPOSED CONSERVATION OF HISTORIC BUILDING (PUN UK) AND RCHE
S9	PHASE III OF APPROVED CDA DEVELOPMENT AT "CDA" ZONE IN YUEN LONG AREA 12
S10	CAD (1) DEVELOPMENT AT CHEUNG CHUN SAN TSUEN
S11	D.D. 115 TUNG SHING LEI, YUEN LONG
S12	D.D. 115 AT CHUNG YIP ROAD, NAM SANG WAI
S13	PROPOSED UNDERGROUND PVP, KEUNG YIP STREET, TUNG TAU INDUSTRIAL AREA
S14	PHASE II OF APPROVED CDA DEVELOPMENT AT D.D. 107, KAM TIN, YUEN LONG
S15	TUNG SHING LEI LANE SHARING PILOT SCHEME
S16	SHA PO NORTH PUBLIC HOUSING

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SCALE
A3 N. T. S.

DIMENSION UNIT
METRES

KEY PLAN
±±

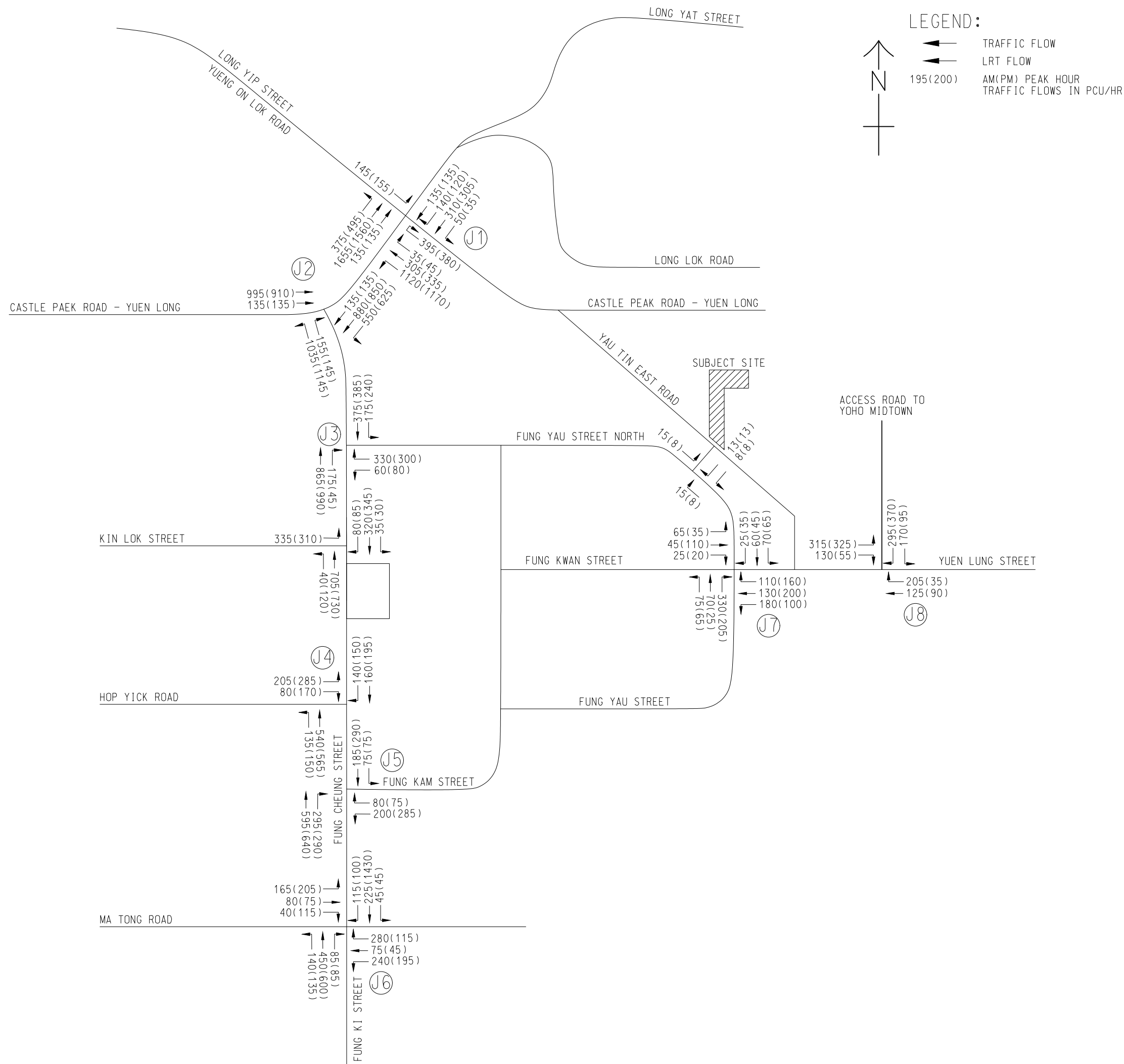
PROJECT NO.
±±

AGREEMENT NO.
±±

SHEET TITLE
2033 REFERENCE TRAFFIC FLOW

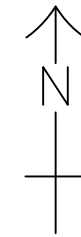
SHEET NUMBER
FIGURE 4.2

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LEGEND:

↑ TRAFFIC FLOW
 ↑ LRT FLOW
 195(200) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR



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PROJECT
 SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

CLIENT
 211

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SUB-CONSULTANTS
 2021000000

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I/R NO.	DATE	DESCRIPTION	CHK BY

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 2021000000

SCALE
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DIMENSION UNIT
 METRES

KEY PLAN
 2021000000

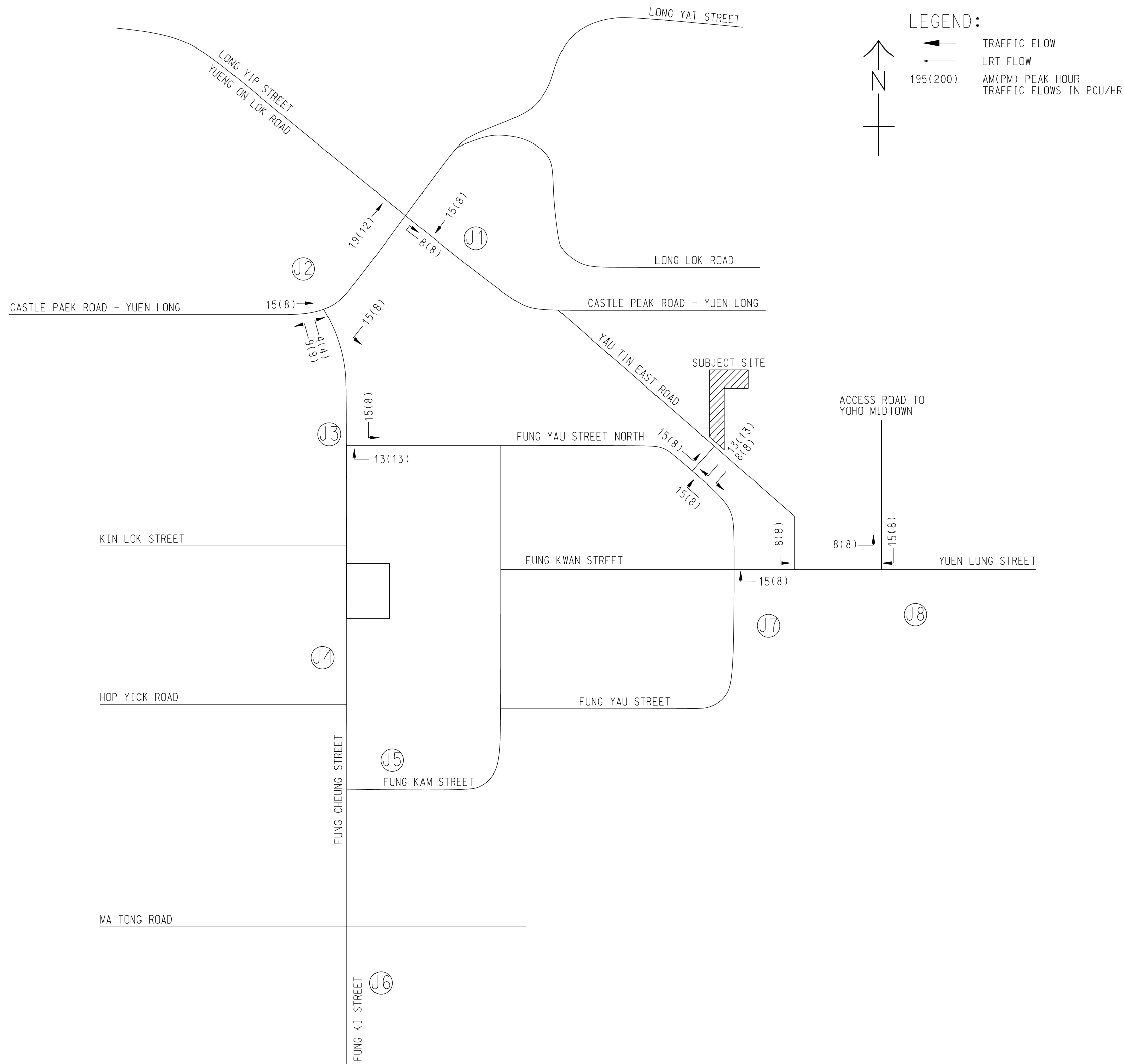
PROJECT NO.
 2021000000

AGREEMENT NO.
 2021000000

SHEET TITLE
 2033 DESIGN TRAFFIC FLOW

SHEET NUMBER
 FIGURE 4.3

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SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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NO.	DATE	DESCRIPTION	CHK.

STATUS

SCALE
A3 N. T. S.

DIMENSION UNIT
METRES

KEY PLAN

PROJECT NO.

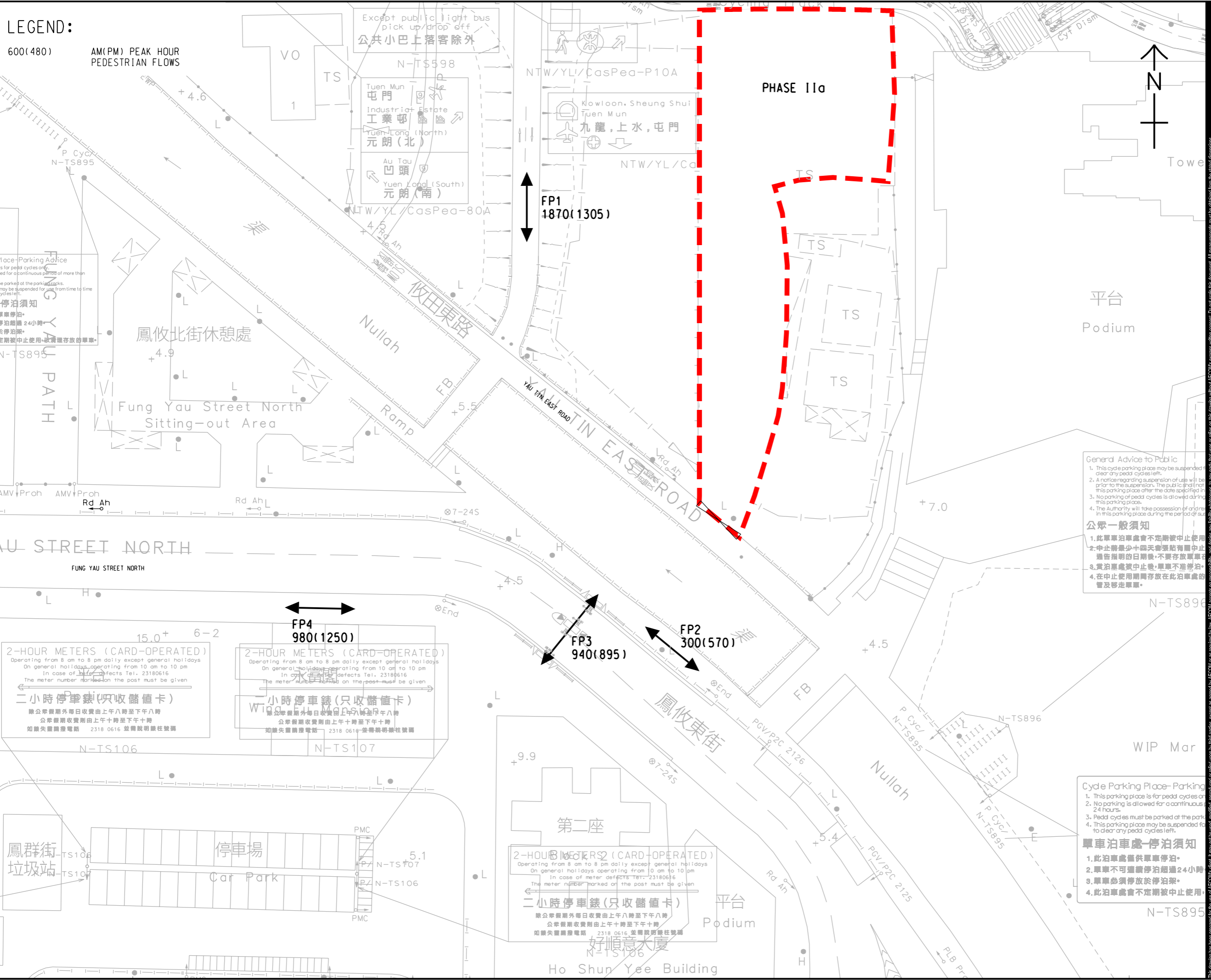
AGREEMENT NO.

SHEET TITLE
2033 DEVELOPMENT TRAFFIC FLOW

SHEET NUMBER
FIGURE 4.4

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ISO A1 594mm x 841mm
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 Checked:
 Designer:
 Project Management Initials:
 19/02/2025
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 Plot File by: chanewa



LEGEND:

600(480) AM(PM) PEAK HOUR PEDESTRIAN FLOWS

Place Parking Advice
 This is for pedal cycles only.
 It may be suspended for more than 24 hours.
 It may be suspended for use from time to time.

停泊須知
 此處只供單車停泊。
 單車停泊時間不得超過24小時。
 此處之單車停泊可能會隨時暫停。
 單車停泊可能會隨時暫停。

2-HOUR METERS (CARD-OPERATED)

Operating from 8 am to 8 pm daily except general holidays
 On general holidays operating from 10 am to 10 pm
 In case of meter defects Tel. 23180616
 The meter number marked on the post must be given

二小時停車錶(只收儲值卡)
 除公眾假期外每日收費由上午八時至下午八時
 公眾假期收費則由上午十時至下午十時
 如錶失靈請撥電話 2318 0616 並備說明錶柱號碼

2-HOUR METERS (CARD-OPERATED)

Operating from 8 am to 8 pm daily except general holidays
 On general holidays operating from 10 am to 10 pm
 In case of meter defects Tel. 23180616
 The meter number marked on the post must be given

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 公眾假期收費則由上午十時至下午十時
 如錶失靈請撥電話 2318 0616 並備說明錶柱號碼

General Advice to Public

1. This cycle parking place may be suspended or clear any pedal cycles left.
2. A notice regarding suspension of use will be prior to the suspension. The public shall not park in this parking place after the date specified in the notice.
3. No parking of pedal cycles is allowed during this parking place.
4. The Authority will take possession of any cycle in this parking place during the period of suspension.

公眾一般須知

1. 此單車泊車處會不定期被中止使用。
2. 中止前最少十四天會張貼有關中止通告指明的日期後，不要存放單車在此泊車處。
3. 當泊車處被中止後，單車不准停泊。
4. 在中止使用期間存放在此泊車處的單車及移走單車。

Cycle Parking Place-Parking

1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous 24 hours.
3. Pedal cycles must be parked at the parking place.
4. This parking place may be suspended for clear any pedal cycles left.

單車泊車處-停泊須知

1. 此泊車處僅供單車停泊。
2. 單車不可連續停泊超過24小時。
3. 單車必須停放在泊車架。
4. 此泊車處會不定期被中止使用。



PROJECT

SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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IR	DATE	DESCRIPTION	CHK.

STATUS

狀態

SCALE

A3 1: 500

DIMENSION UNIT

METRES

KEY PLAN

索引圖

PROJECT NO.

項目編號

CONTRACT NO.

合約編號

SHEET TITLE

2025 OBSERVED PEDESTRIAN FLOW

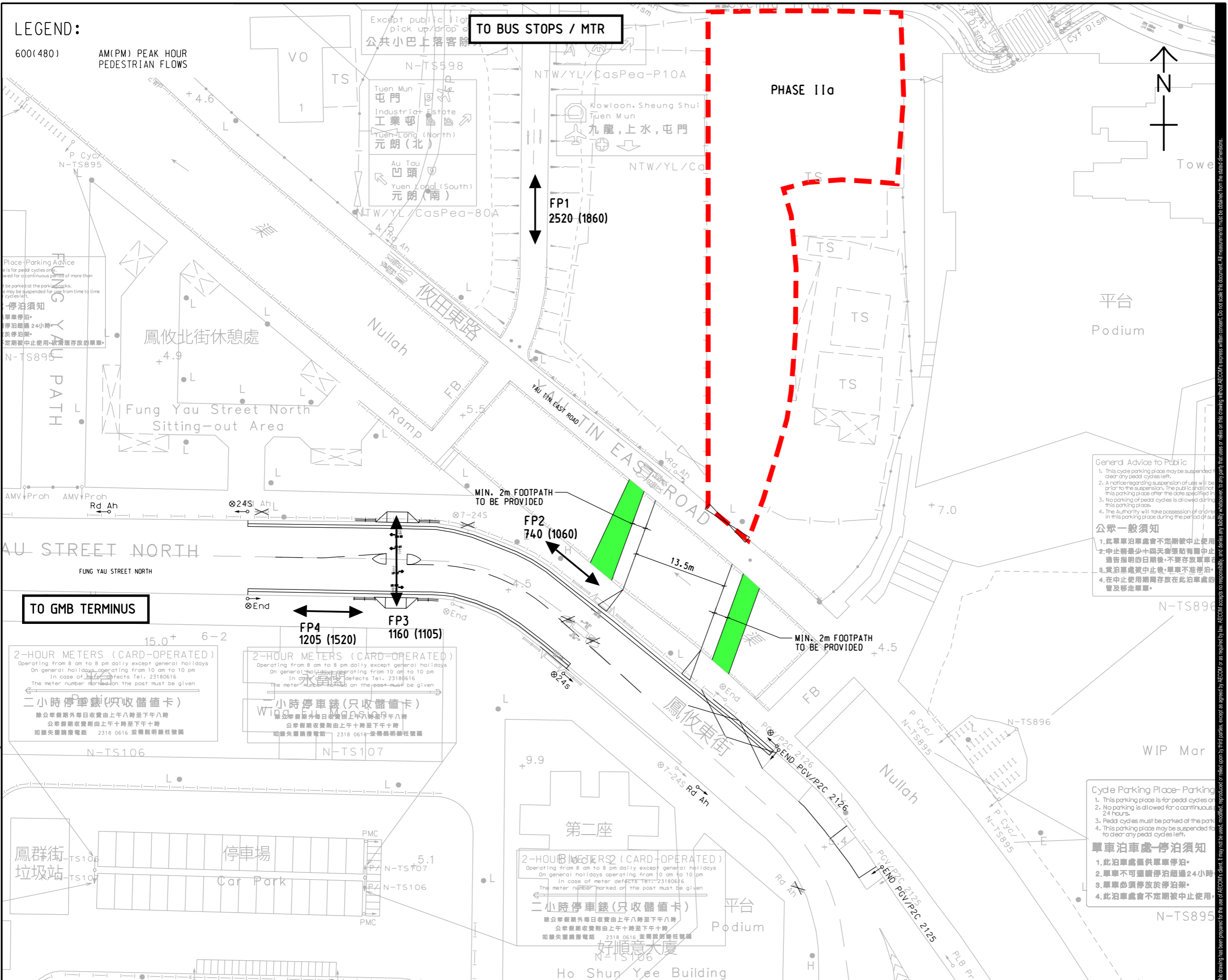
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圖紙編號

FIGURE 5.1

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Checked:
Designer:
Project Management Initials:
19/02/2025
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Plot File by: chanova



LEGEND:

600(480) AM(PM) PEAK HOUR PEDESTRIAN FLOWS

Parking Advice
This is for pedal cycles only.
This area is reserved for a continuous period of more than 24 hours.
Pedal cycles may be suspended for use from time to time.
停泊須知
此處只供單車停泊。
此處為單車停泊區，單車必須在此處停泊。
單車停泊時間不得超過24小時。
單車可隨時暫停使用，以便他人使用。
定期檢查單車，確保單車安全。

2-HOUR METERS (CARD-OPERATED)
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects Tel. 23180616
The meter number marked on the post must be given
二小時停車錶(只收儲值卡)
除公眾假期外每日收費由上午八時至下午八時
公眾假期收費則由上午十時至下午十時
如錶失靈請撥電話 2318 0616 並備說明錶柱號碼

2-HOUR METERS (CARD-OPERATED)
Operating from 8 am to 8 pm daily except general holidays
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如錶失靈請撥電話 2318 0616 並備說明錶柱號碼

General Advice to Public
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2. A notice regarding suspension of use will be prior to the suspension. The public shall not park in this parking place after the date specified in the notice.
3. No parking of pedal cycles is allowed during this parking place.
4. The Authority will take possession of any cycle in this parking place during the period of suspension.

公眾一般須知
1. 此單車泊車處會不定期被中止使用。
2. 中止前最少十四天會張貼有關中止通告指明的日期後，不要存放單車在此。
3. 當泊車處被中止後，單車不准停泊。
4. 在中止使用期間存放在此泊車處的單車及移走單車。

Cycle Parking Place-Parking
1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous period of 24 hours.
3. Pedal cycles must be parked at the parking place.
4. This parking place may be suspended for clear any pedal cycles left.

單車泊車處-停泊須知
1. 此泊車處僅供單車停泊。
2. 單車不可連續停泊超過24小時。
3. 單車必須停放於停泊架。
4. 此泊車處會不定期被中止使用。



PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)

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STATUS

SCALE

A3 1: 500

DIMENSION UNIT

METRES

KEY PLAN

PROJECT NO.

CONTRACT NO.

SHEET TITLE

2033 DESIGN PEDESTRIAN FLOW

SHEET NUMBER

FIGURE 5.2

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Appendix A

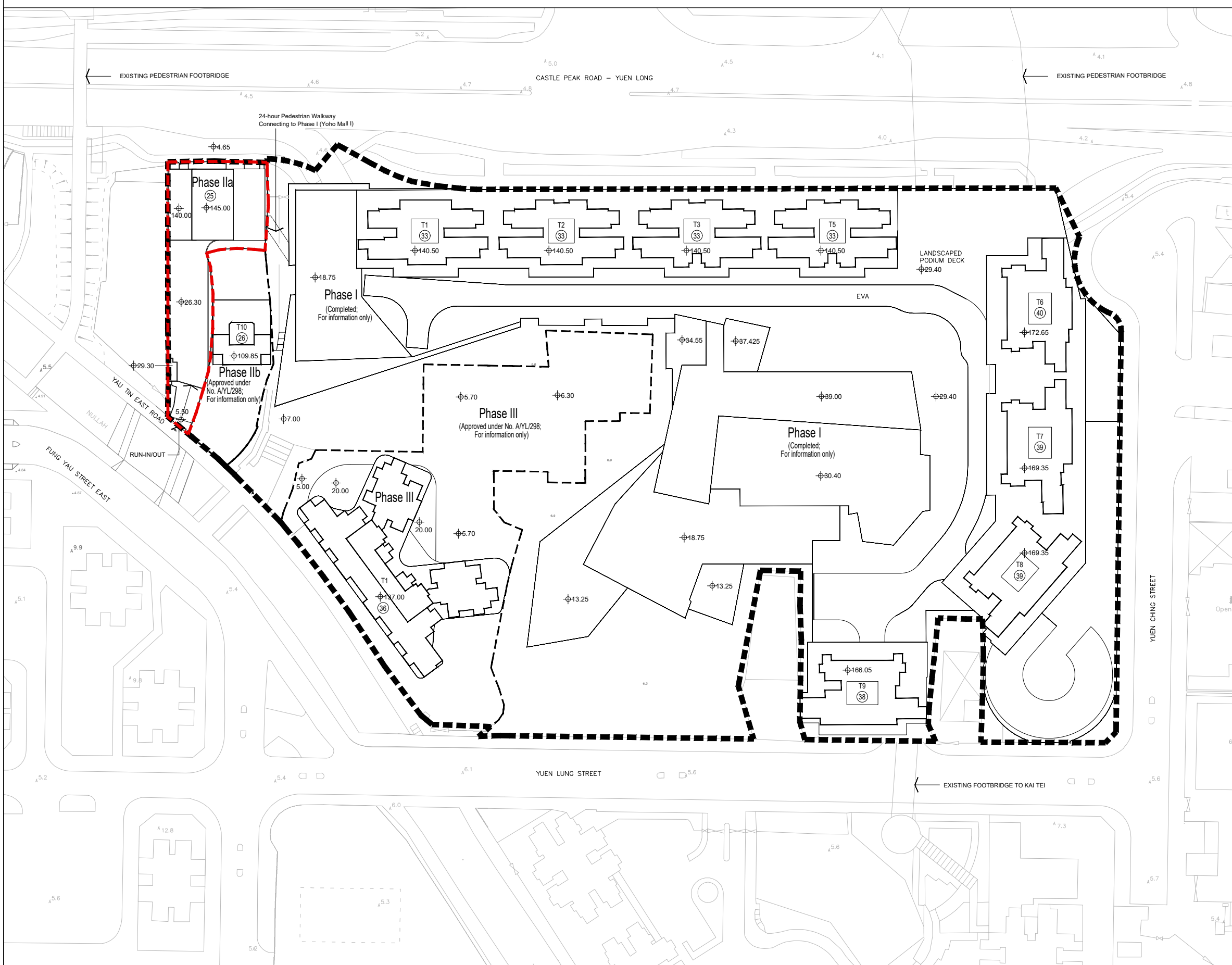
Development Schedule and Layout Plans of the Proposed Development

Section 16 Planning Application for Proposed Commercial Use at Phase IIa Development of an Approved Master Layout Plan (MLP) with Minor Relaxation of Plot Ratio Restriction (Proposed Amendments to the Approved MLP for Comprehensive Residential, Commercial, Social Welfare Facility and Public Vehicle Park Development; with Minor Relaxation of Plot Ratio Restriction Approved at Phase III)

Development Parameters ⁽¹⁾	Phase IIa
Development Site Area	About 1,230m ²
Total Non-domestic GFA for Proposed Commercial Development ⁽²⁾	Not more than 12,207m ²
- Commercial/Office	About 11,607m ²
- Commercial/Retail	About 600m ²
Total Non-domestic Plot Ratio	About 9.93
Maximum Site Coverage	Not exceeding 24m: Not more than 92% Above 24m: Not more than 65%
Maximum Building Height (to the main roof)	Not more than 145mPD
Total No. of Storeys ⁽³⁾	29 storeys
No. of Blocks	1

Remarks:

- (1) Development parameters shown on this indicative development schedule are for Phase IIa development only (i.e. subject matter of the current planning application).
- (2) Including 'Office', 'Eating Place', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.
- (3) Including 23 commercial / office storeys + 2 commercial / retail storeys (including M/F) + 4 storeys for E&M, carpark and entrance lobby; excluding 1 refuge floor and transfer plate.



LEGEND:

- ■ ■ ■ Application Site
(Same as approved Application No. A/YL/298)
- Phase IIa
(Subject matter of current application)
- - - Phasing Boundary
- ⊕ Level in mPD (Main Roof)
- Ⓝ No. of Commercial / Office / Retail / Residential Floors

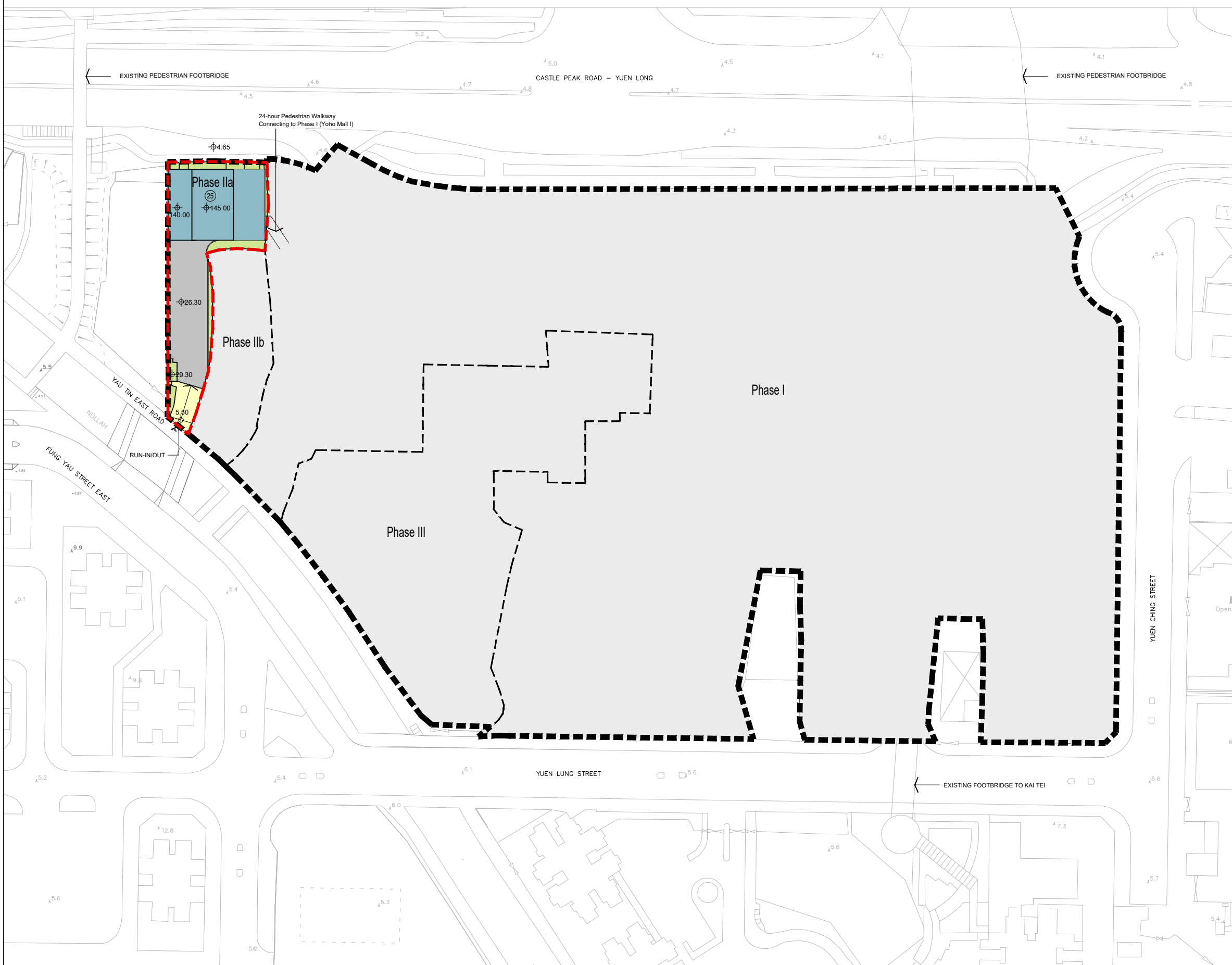
REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Rev.	Date
SK01	FEB 2026
Scale	Figure
NA	01



- LEGEND:**
- ■ ■ ■ Application Site (Same as approved Application No. A/YL/298)
 - - - - Phase IIa (Subject matter of current application)
 - - - - Phasing Boundary
 - ⊕ Level in mPD (Main Roof)
 - Ⓢ No. of Commercial / Office / Retail / Residential Floors

REMARKS:

Phase I: Completed as YOHO Midtown; no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298; no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298; no change proposed under current planning application

SHK SUN HUNG KAI
ARCHITECTS AND ENGINEERS LIMITED
 SUN HUNG KAI CENTRE, WANCHAI, HONGKONG
 TEL. 28278111 FAX. 28272884

Title **INDICATIVE MASTER LAYOUT PLAN**

Rev.	Date
SK01	FEB 2026
Scale	Figure
NA	02



LEGEND:

- Application Site
(Same as approved Application No. A/YL/298)
- Phase IIa
(Subject matter of current application)
- Phasing Boundary
- ⊕ Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Rev.	Date
SK01	FEB 2026
Scale 1:450 @A3	Figure 03

CASTLE PEAK ROAD – YUEN LONG



LEGEND:

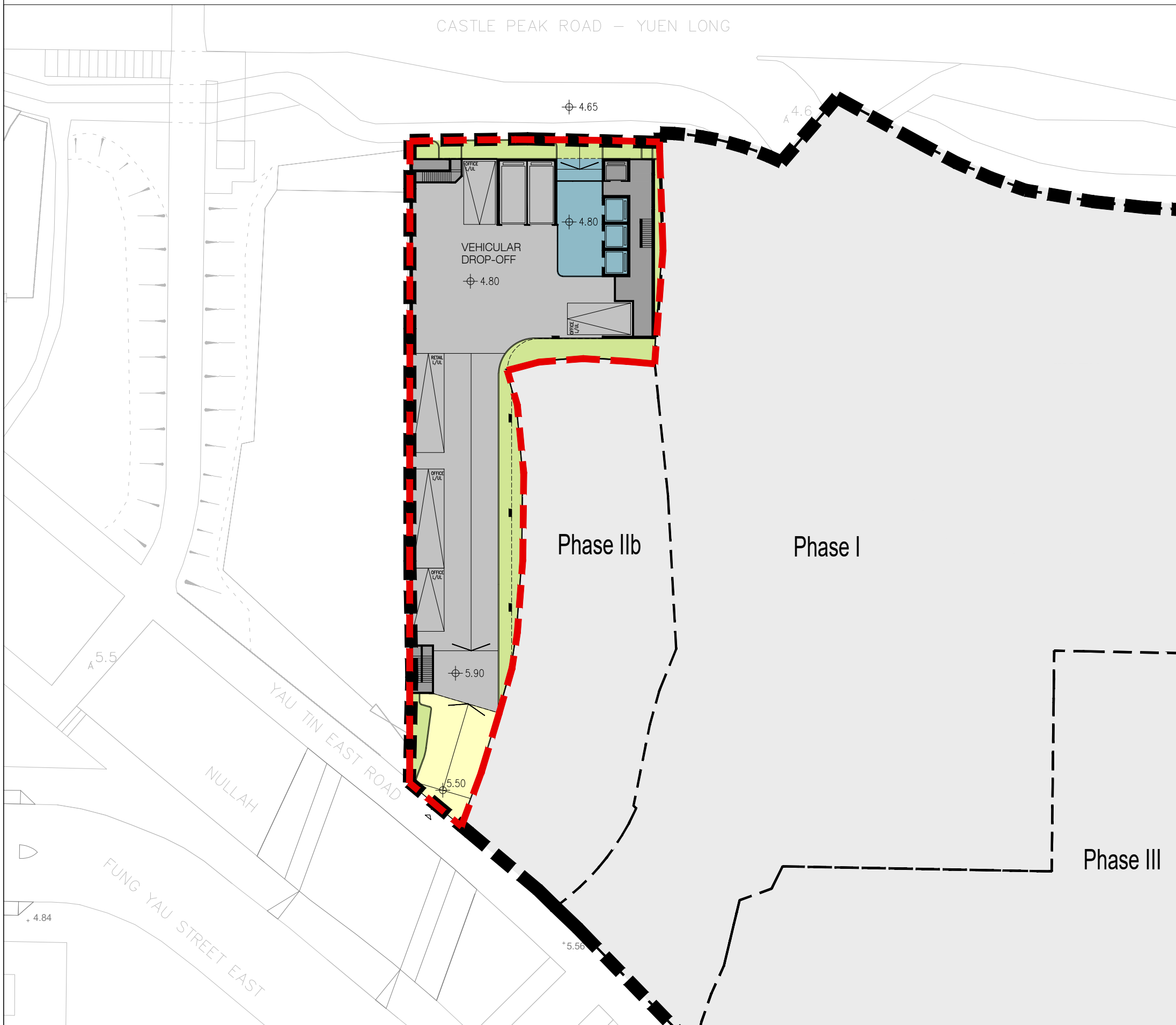
- Application Site
(Same as approved Application No. A/YL/298)
- Phase IIa
(Subject matter of current application)
- Phasing Boundary
- Level in mPD
- Commercial / Office
- Landscape / Uncovered Area
- EVA / Uncovered Driveway / Uncovered L&UL
- Carpark/ Loading & Unloading / Covered Driveway
- Electrical & Mechanical (E&M) / Circulation

REMARKS:

Phase I: Completed as YOHO Midtown;
no change proposed under current planning application

Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application

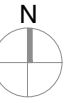
Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application









Title

INDICATIVE GROUND FLOOR LAYOUT PLAN

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	04



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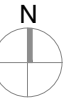
-  Application Site
(Same as approved Application No. A/YL/298)
-  Phase IIa
(Subject matter of current application)
-  Phasing Boundary
-  Level in mPD
-  Commercial / Retail
-  Electrical & Mechanical (E&M) /
Circulation







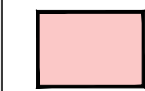
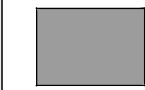
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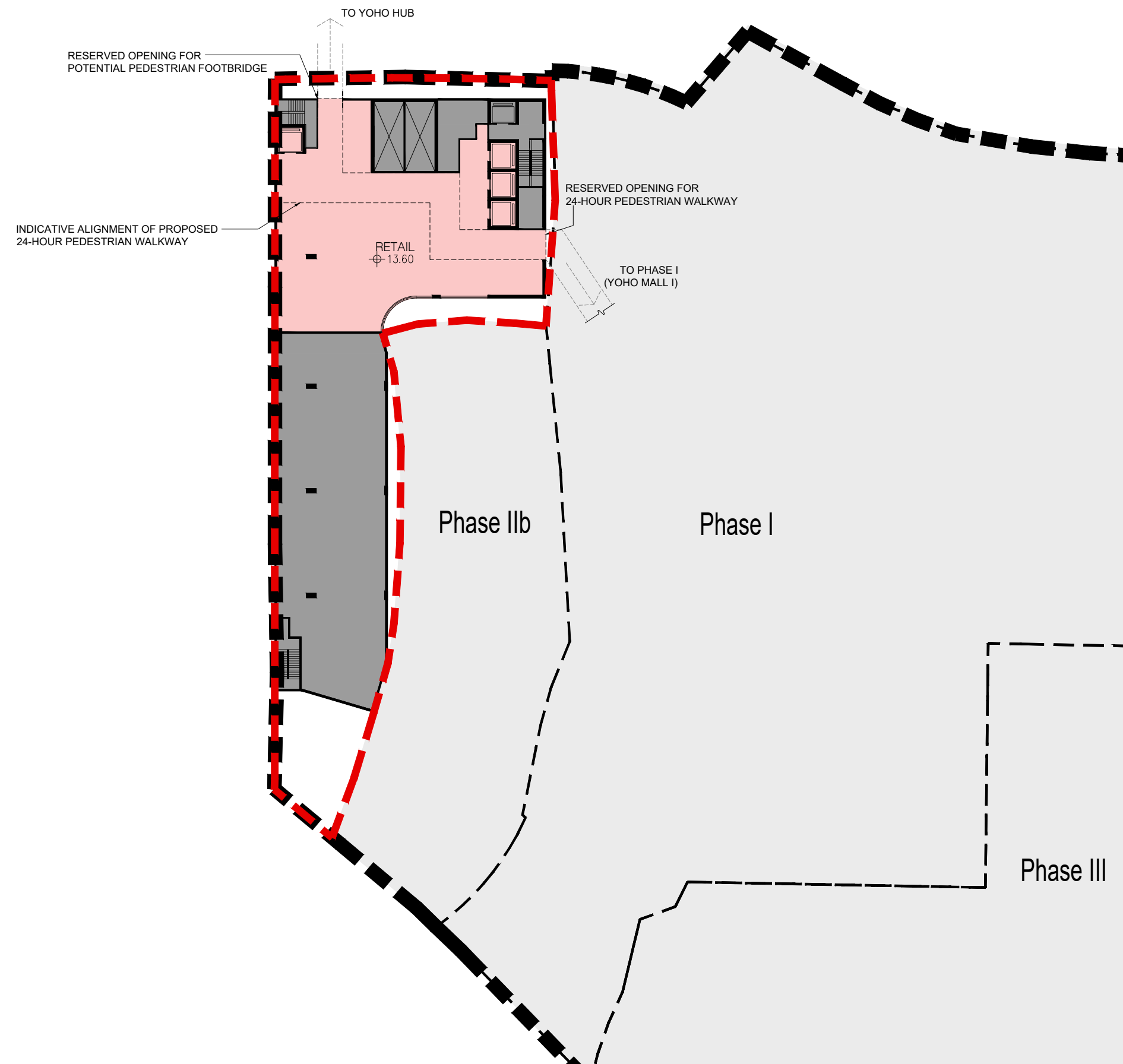
- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	05



LEGEND:

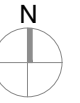
-  Application Site
(Same as approved Application No. A/YL/298)
-  Phase IIa
(Subject matter of current application)
-  Phasing Boundary
-  Level in mPD
-  Commercial / Retail
-  Electrical & Mechanical (E&M) /
Circulation










REMARKS:

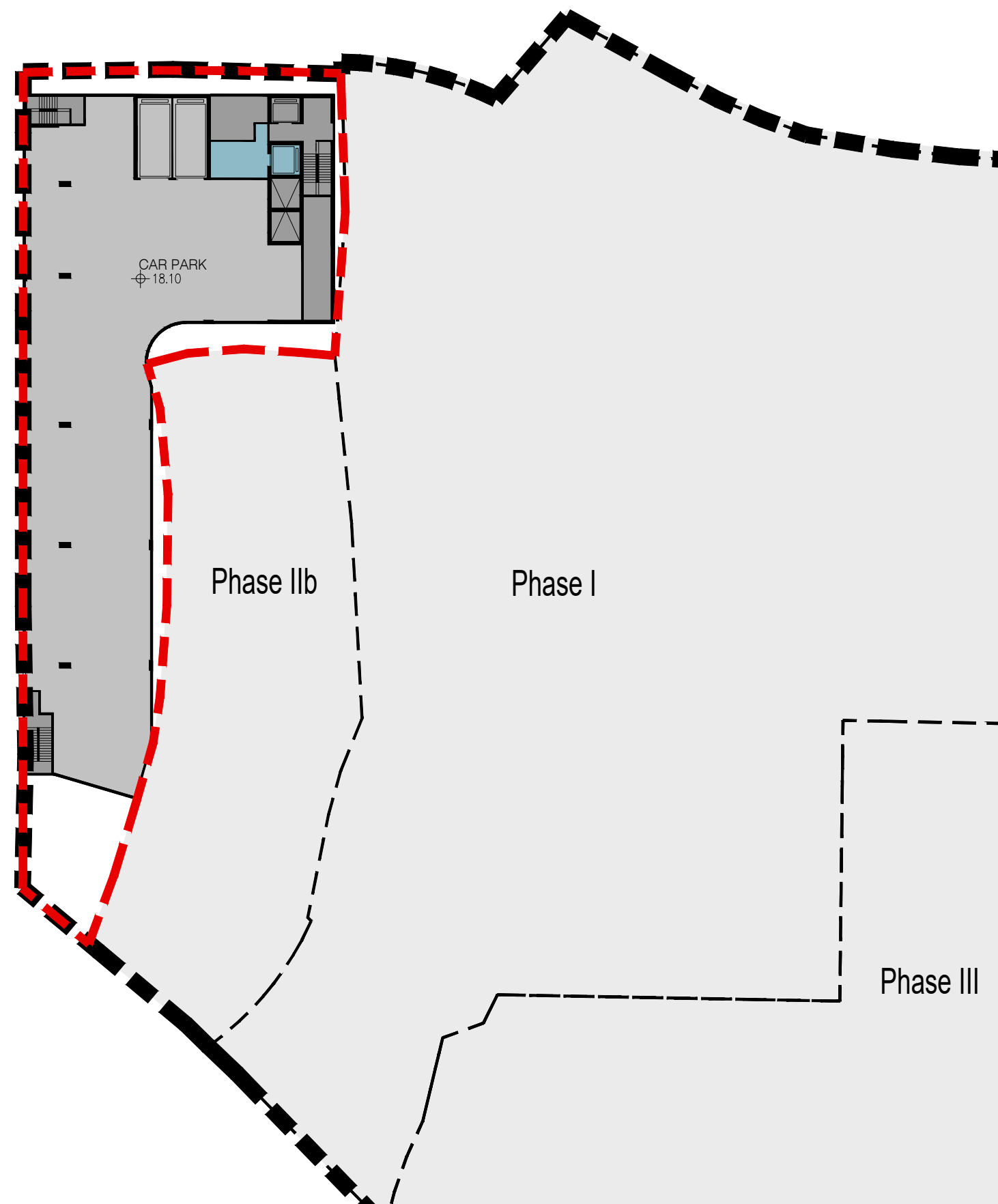
- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	06



LEGEND:

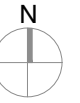
-  Application Site
(Same as approved Application No. A/YL/298)
-  Phase IIa
(Subject matter of current application)
-  Phasing Boundary
-  Level in mPD
-  Commercial / Office
-  Carpark/ Loading & Unloading / Covered Driveway
-  Electrical & Mechanical (E&M) / Circulation










REMARKS:

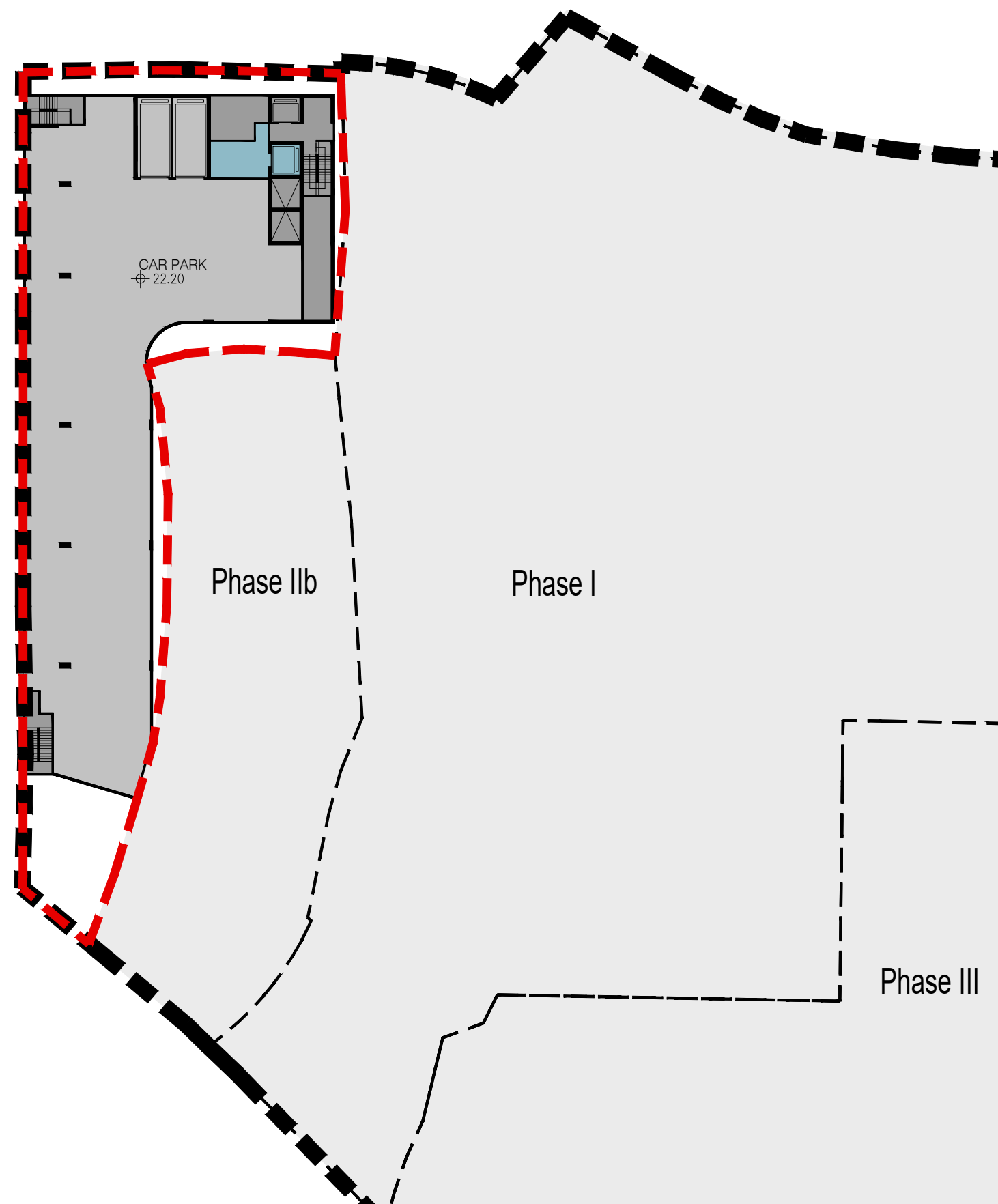
- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	07



LEGEND:

-  Application Site
(Same as approved Application No. A/YL/298)
-  Phase IIa
(Subject matter of current application)
-  Phasing Boundary
-  Level in mPD
-  Commercial / Office
-  Carpark/ Loading & Unloading / Covered Driveway
-  Electrical & Mechanical (E&M) / Circulation










REMARKS:

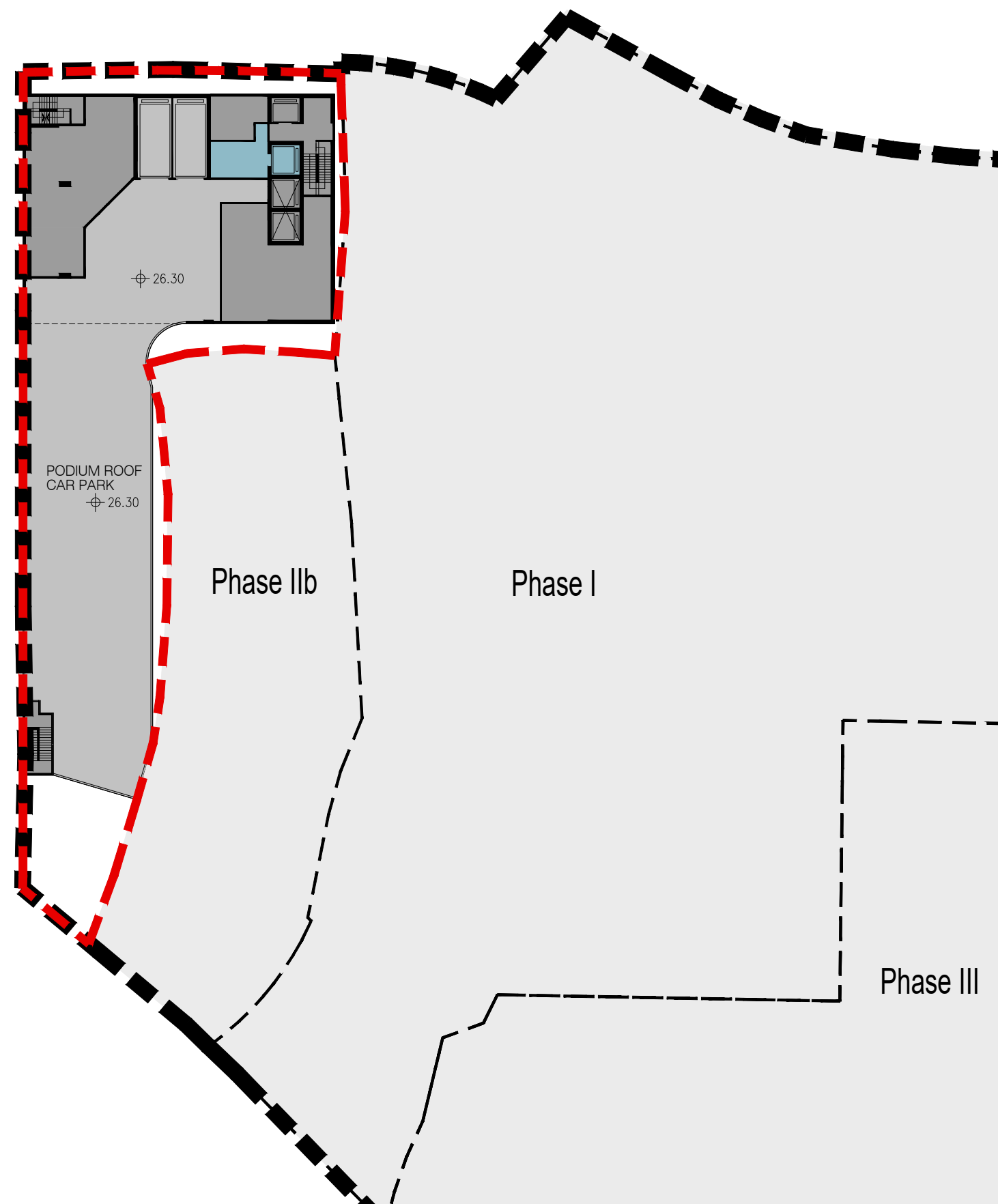
- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Rev.	Date
SK01	FEB 2026
Scale 1:450 @A3	Figure 08



LEGEND:

-  Application Site
(Same as approved Application No. A/YL/298)
-  Phase IIa
(Subject matter of current application)
-  Phasing Boundary
-  Level in mPD
-  Commercial / Office
-  Carpark/ Loading & Unloading / Covered Driveway
-  Electrical & Mechanical (E&M) / Circulation










REMARKS:

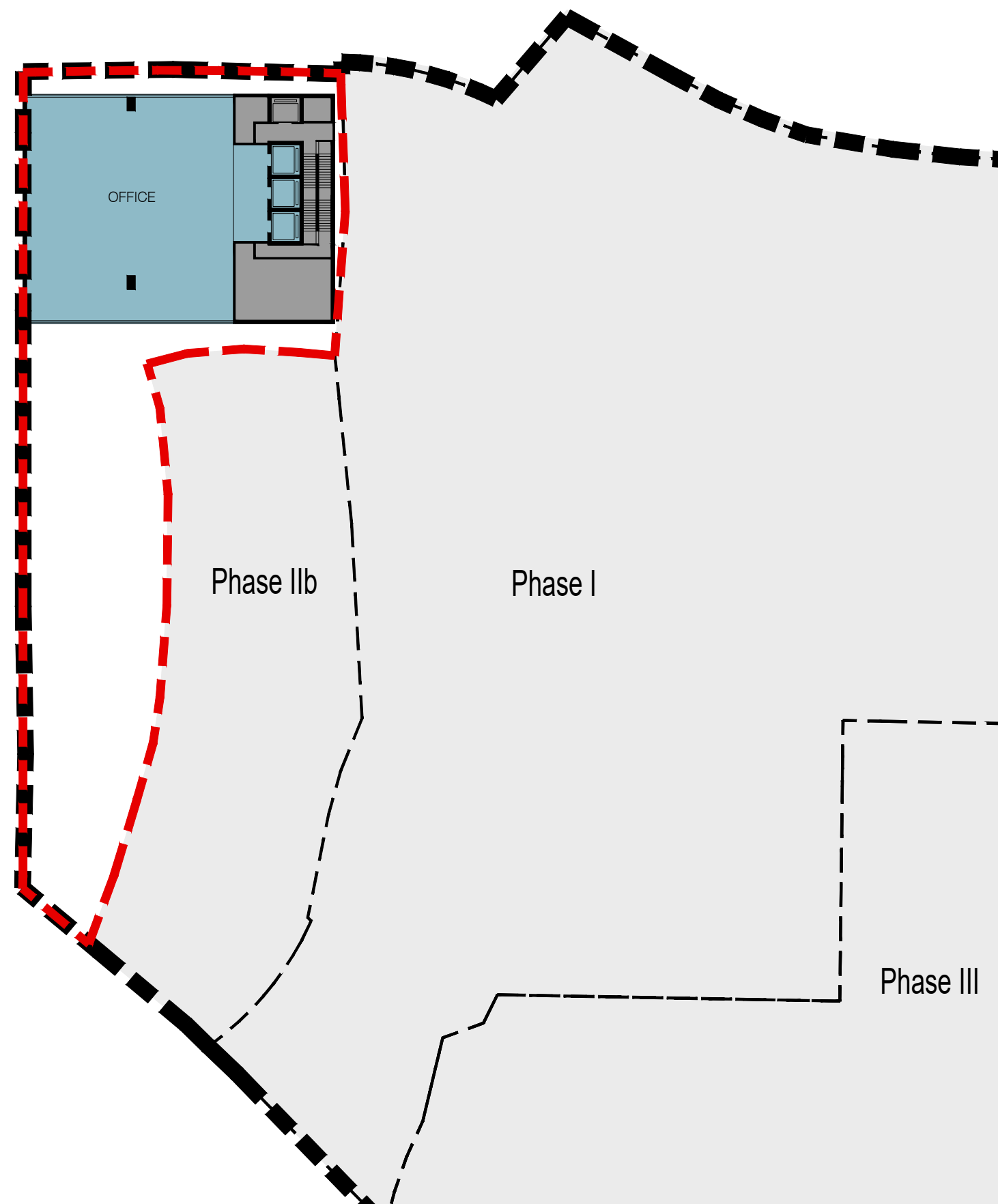
- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	09



LEGEND:

-  Application Site
(Same as approved Application No. A/YL/298)
-  Phase IIa
(Subject matter of current application)
-  Phasing Boundary
-  Level in mPD
-  Commercial / Office
-  Carpark/ Loading & Unloading / Covered Driveway
-  Electrical & Mechanical (E&M) / Circulation

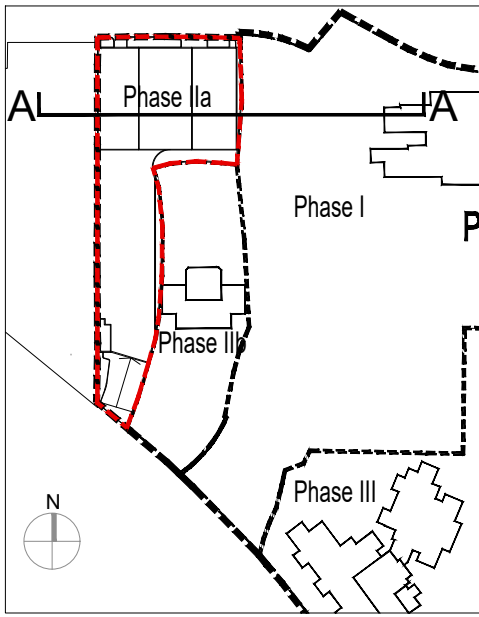


REMARKS:

- Phase I: Completed as YOHO Midtown;
no change proposed under current planning application
- Phase IIb: Approved residential development under Approved Application No. A/YL/298;
no change proposed under current planning application
- Phase III: Approved subsidized sale flats under Approved Application No. A/YL/298;
no change proposed under current planning application

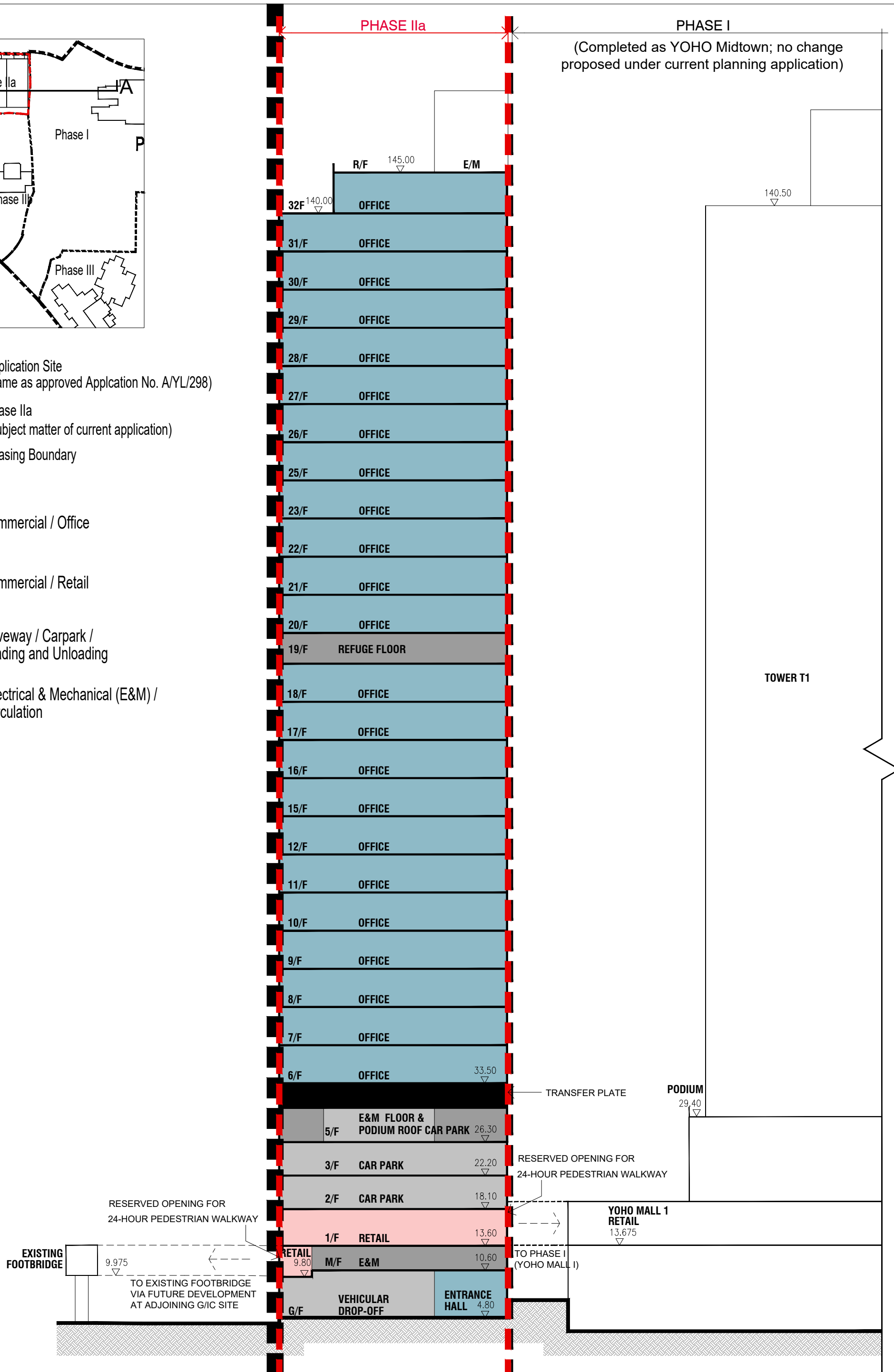
Rev.	Date
SK01	FEB 2026
Scale	Figure
1:450 @A3	10

KEY PLAN:

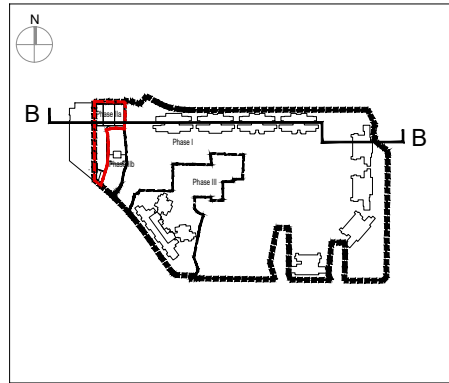


LEGEND:

- Application Site
(Same as approved Application No. A/YL/298)
- Phase Ia
(Subject matter of current application)
- Phasing Boundary
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark /
Loading and Unloading
- Electrical & Mechanical (E&M) /
Circulation

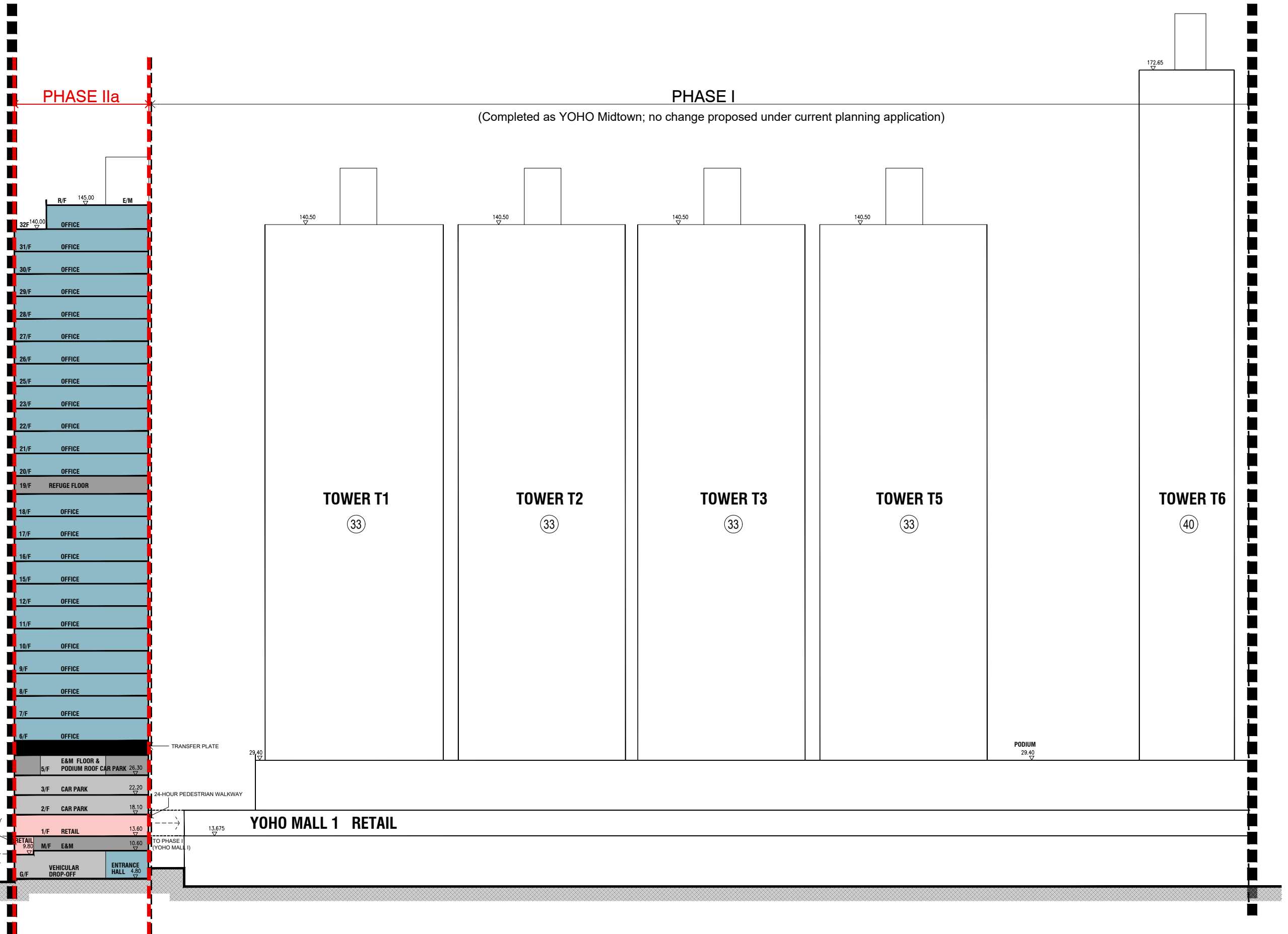


KEY PLAN:



LEGEND:

- Application Site
(Same as approved Application No. A/YL/298)
- Phase IIa
(Subject matter of current application)
- Phasing Boundary
- 36 No. of Commercial / Office / Retail / Residential Floors
- Commercial / Office
- Commercial / Retail
- Driveway / Carpark /
Loading and Unloading
- Electrical & Mechanical (E&M) /
Circulation



Rev.	Date
SK01	FEB 2026
Scale NA	Figure 12

Appendix B

Prior Approval from Transport Department on the Proposed Vehicular Access

Yeung, David

From: Chi Wai IP <chiwaiip@td.gov.hk>
Sent: Thursday, May 30, 2024 5:28 PM
To: Yeung, David
Cc: Wong, David Tai Fai; Chui, Thomas; wilsonkhman@td.gov.hk; Ajyum Distinction
CHAN/PLAND
Subject: RE: Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen
Long - 3rd Amendment Submission

Importance: High

This Message Is From an External Sender

This message came from outside your organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Report Suspicious](#)

Dear David,

Please note that **we have no objection in principle** from traffic engineering viewpoints to the design of the vehicular access (i.e. run-in/out type) at Yau Tin East Road for the subject development. We shall further offer our comments on the design of traffic aids separately.

Regards,
Louis IP
E/YLS, TE(NTW), TD
Tel: 2399 2565

From: "Yeung, David" <David.Yeung@aecom.com>
To: Chi Wai IP <chiwaiip@td.gov.hk>
Cc: "Wong, David Tai Fai" <davidtaifai.wong@aecom.com>, "Chui, Thomas" <thomas.chui@aecom.com>, "wilsonkhman@td.gov.hk" <wilsonkhman@td.gov.hk>
Date: 2024/05/29 下午 10:51
Subject: RE: Proposed Land Exchange for Hotel Development in Yau Tin East Road, Yuen Long - 3rd Amendment Submission

Dear Louis,

To facilitate the formal submission of approval condition (g) and (h) for the captioned project, it would be much grateful if you could offer your blessing on the attached RtoC together with the supplement drawings prior to the GBP submission.

Should you have any queries or require further information, please feel free to call me.

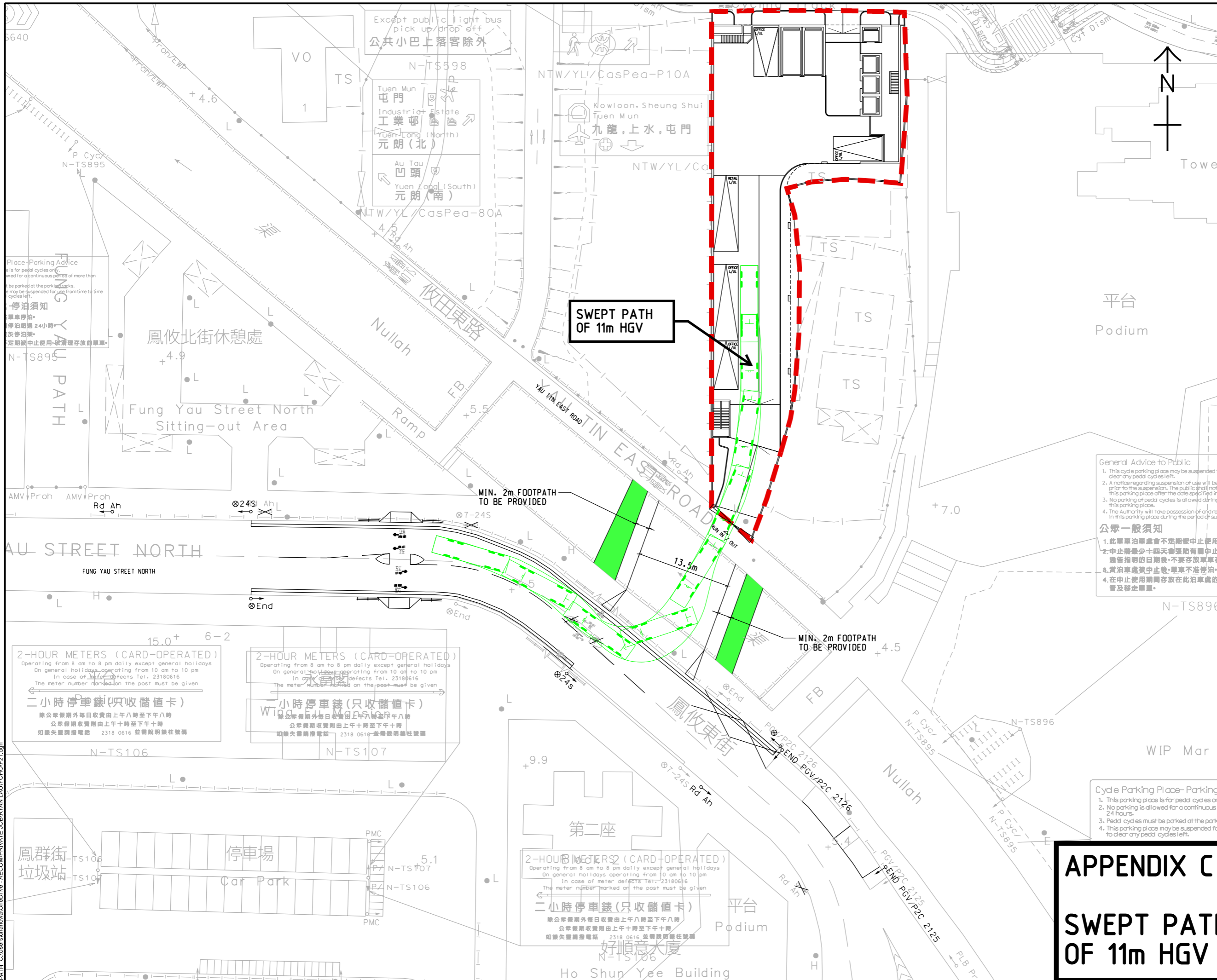
Thank you for your kind assistance.

Regards,

Appendix C

Swept Path Analysis of the Vehicular Access

ISO A1 594mm x 841mm
 Approved:
 Checked:
 Designer:
 Project Management Initials:
 21/02/2025
 PATH C:\Users\chanova\OneDrive - AECOM\PRIVATE\JOB\RYAN LAU\YCH01F21.dgn
 File by: chanova



PROJECT
 SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)
CLIENT

CONSULTANT
 AECOM Asia Company Ltd.
 www.aecom.com

SUB-CONSULTANTS

ISSUE/REVISION

IR	DATE	DESCRIPTION	CHK.

STATUS

SCALE
 A3 1:500
DIMENSION UNIT
 METRES

KEY PLAN

General Advice to Public

- This cycle parking place may be suspended if clear any peddle cycles left.
- A notice regarding suspension of use will be prior to the suspension. The public shall not this parking place after the date specified in this notice.
- No parking of peddle cycles is allowed during this parking place.
- The Authority will take possession of cycle in this parking place during the period of suspension.

公眾一般須知

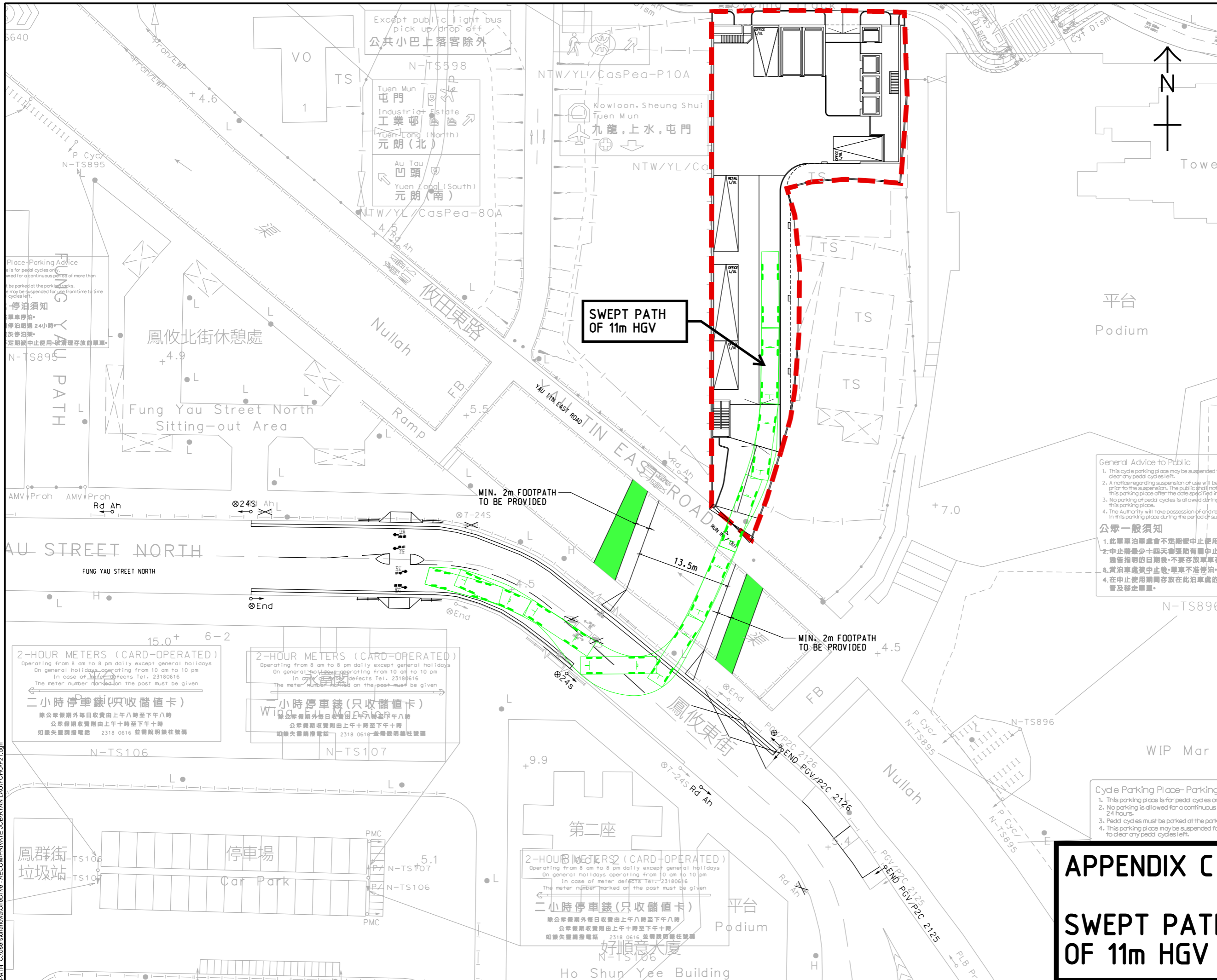
- 此單車泊車處會不定期被中止使用。
- 中止前最少十四天會張貼有關中止通告指明的日期後，不要存放單車在此泊車處。
- 當泊車處被中止後，單車不准停泊。
- 在中止使用期間存放在此泊車處的單車及移走單車。

Cycle Parking Place-Parking

- This parking place is for peddle cycles only.
- No parking is allowed for a continuous 24 hours.
- Peddle cycles must be parked at the parking place.
- This parking place may be suspended for clear any peddle cycles left.

APPENDIX C
SWEPT PATH ANALYSIS OF 11m HGV (INGRESS)

ISO A1 594mm x 841mm
 Approved:
 Checked:
 Designer:
 Project Management Initials:
 21/02/2025
 PATH C:\Users\chanova\OneDrive - AECOM\PRIVATE\JOB\RYAN LAU\YH\01\F21.dgn
 File by: chanova



PROJECT
 SECTION 16 PLANNING APPLICATION FOR PROPOSED COMMERCIAL USE AT PHASE IIA DEVELOPMENT OF AN APPROVED MASTER LAYOUT PLAN (MLP) WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION (PROPOSED AMENDMENTS TO THE APPROVED MLP FOR COMPREHENSIVE RESIDENTIAL, COMMERCIAL, SOCIAL WELFARE FACILITY AND PUBLIC VEHICLE PARK DEVELOPMENT; WITH MINOR RELAXATION OF PLOT RATIO RESTRICTION APPROVED AT PHASE III)
CLIENT

CONSULTANT
 AECOM Asia Company Ltd.
 www.aecom.com

SUB-CONSULTANTS

ISSUE/REVISION

IR	DATE	DESCRIPTION	CHK.

STATUS

SCALE
 A3 1:500
DIMENSION UNIT
 METRES

KEY PLAN

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公眾一般須知

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- 中止前最少十四天會張貼有關中止通告預期的日期後，不要存放單車在此泊車處。
- 當泊車處被中止後，單車不准停泊。
- 在中止使用期間存放在此泊車處的單車及移走單車。

Cycle Parking Place-Parking

- This parking place is for peddle cycles only.
- No parking is allowed for a continuous 24 hours.
- Peddle cycles must be parked at the parking place.
- This parking place may be suspended for clear any peddle cycles left.

APPENDIX C
SWEPT PATH ANALYSIS OF 11m HGV (EGRESS)

Appendix D

Junction Capacity Calculation Sheets

2025 Observed Flows

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J4 - Fung Cheung Road / Hop Yick Road

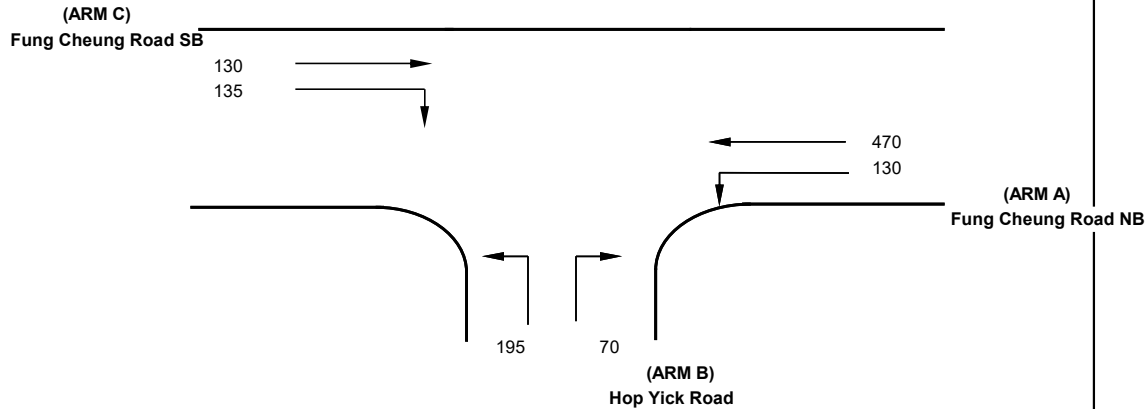
2025 AM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	130 (pcu/hr)
q a-c	=	470 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.07 (metres)
Vr c-b	=	100 (metres)
q c-a	=	130 (pcu/hr)
q c-b	=	135 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	100 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	70 (pcu/hr)
q b-c	=	195 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.983879
E	=	1.014308
F	=	1.020769
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	420
Q b-c	=	623
Q c-b	=	607
Q b-ac	=	553

CRITICAL DFC = 0.48

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.17
DFC b-c	=	0.31
DFC c-b	=	0.22
DFC b-ac	=	0.48

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J5 - Fung Cheung Road / Fung Kam Street

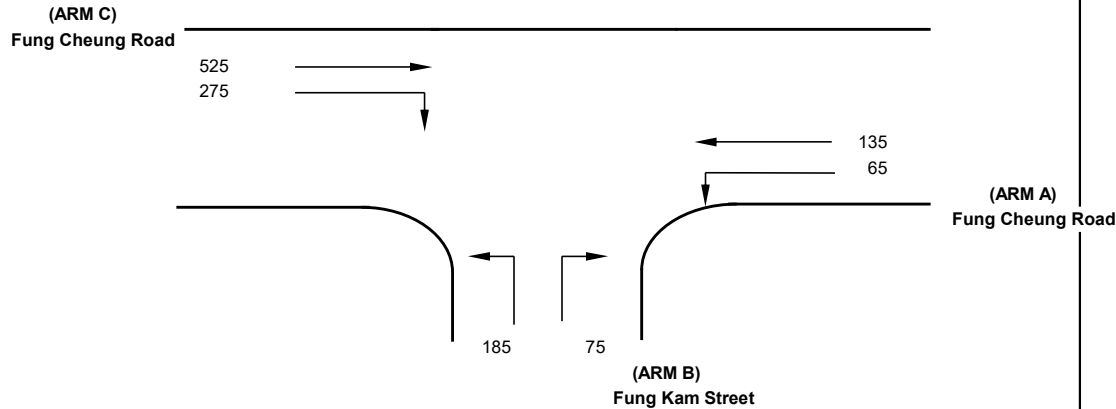
2025 AM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J5

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	65 (pcu/hr)
q a-c	=	135 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1 (metres)
Vr c-b	=	100 (metres)
q c-a	=	525 (pcu/hr)
q c-b	=	275 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5 (metres)
W b-c	=	2.5 (metres)
VI b-a	=	60 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	75 (pcu/hr)
q b-c	=	185 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	336
Q b-c	=	617
Q c-b	=	583
Q b-ac	=	497

CRITICAL DFC = 0.52

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.22
DFC b-c	=	0.30
DFC c-b	=	0.47
DFC b-ac	=	0.52

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown

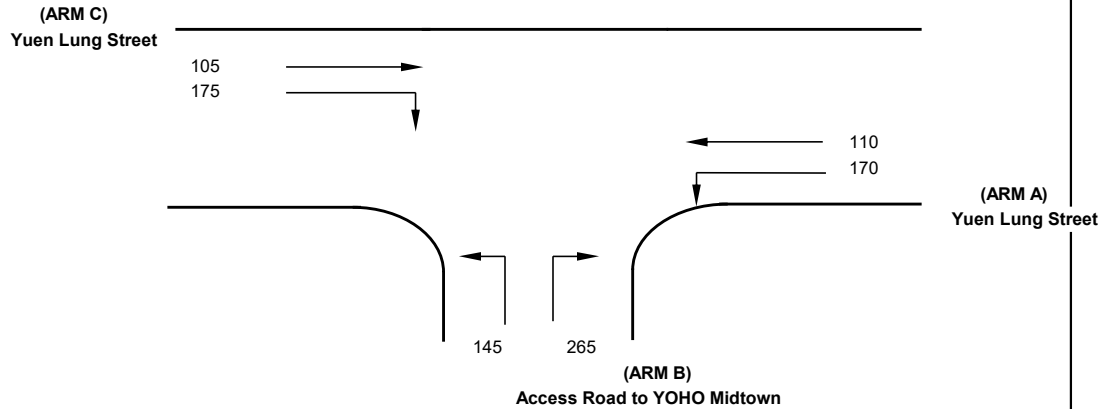
2025 AM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
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- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5 (metres)
W cr	=	0 (metres)
q a-b	=	170 (pcu/hr)
q a-c	=	110 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5 (metres)
Vr c-b	=	100 (metres)
q c-a	=	105 (pcu/hr)
q c-b	=	175 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	80 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	265 (pcu/hr)
q b-c	=	145 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	516
Q b-c	=	721
Q c-b	=	669
Q b-ac	=	574

CRITICAL DFC = 0.71

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.51
DFC b-c	=	0.20
DFC c-b	=	0.26
DFC b-ac	=	0.71

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J4 - Fung Cheung Road / Hop Yick Road

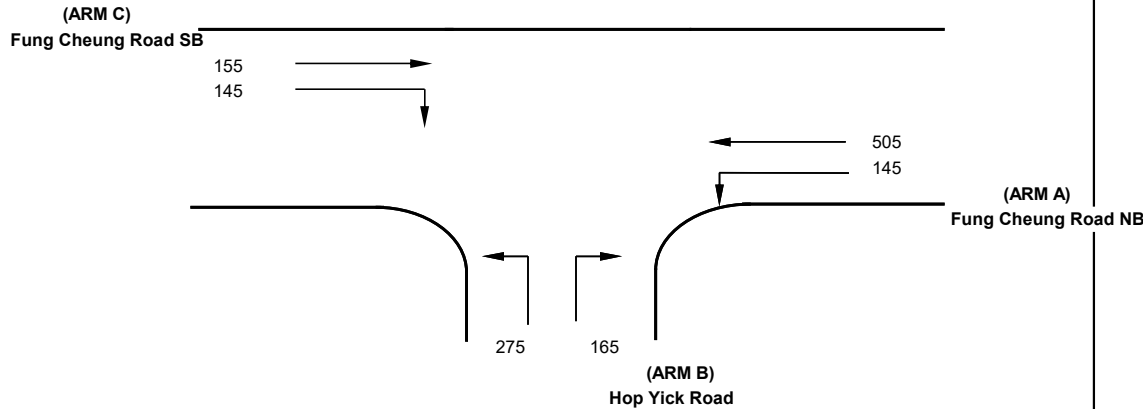
2025 PM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	145 (pcu/hr)
q a-c	=	505 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.07 (metres)
Vr c-b	=	100 (metres)
q c-a	=	155 (pcu/hr)
q c-b	=	145 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	100 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	165 (pcu/hr)
q b-c	=	275 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.983879
E	=	1.014308
F	=	1.020769
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	403
Q b-c	=	612
Q c-b	=	594
Q b-ac	=	512

CRITICAL DFC = 0.86

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.41
DFC b-c	=	0.45
DFC c-b	=	0.24
DFC b-ac	=	0.86

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J5 - Fung Cheung Road / Fung Kam Street

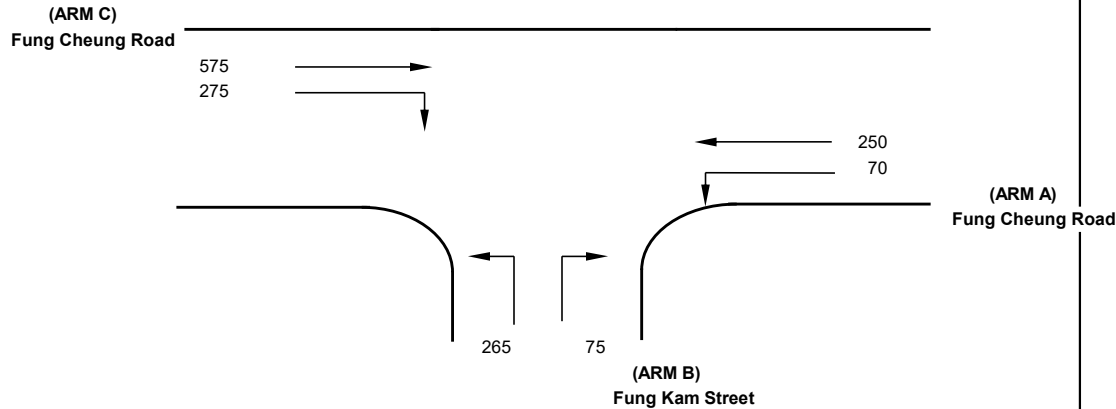
2025 PM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J5

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	21.2 (metres)
W cr	=	(metres)
q a-b	=	70 (pcu/hr)
q a-c	=	250 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1 (metres)
Vr c-b	=	100 (metres)
q c-a	=	575 (pcu/hr)
q c-b	=	275 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5 (metres)
W b-c	=	2.5 (metres)
VI b-a	=	60 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	75 (pcu/hr)
q b-c	=	265 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.268600

THE CAPACITY OF MOVEMENT :

Q b-a	=	436
Q b-c	=	629
Q c-b	=	599
Q b-ac	=	573

CRITICAL DFC = 0.59

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.17
DFC b-c	=	0.42
DFC c-b	=	0.46
DFC b-ac	=	0.59

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown

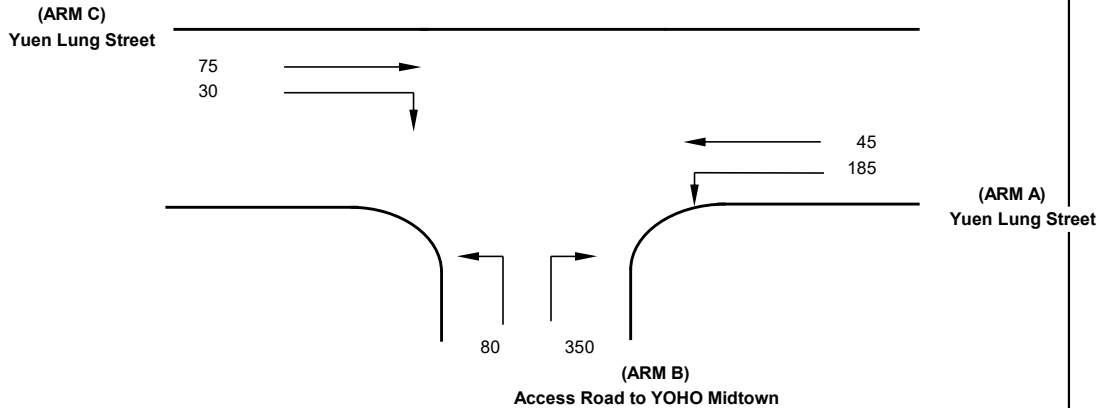
2025 PM Peak Observed Flows

Designed By :

Checked By :

Job No. :

Date : Jun 25



NOTES : (GEOMETRIC INPUT DATA)

J8

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- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5 (metres)
W cr	=	0 (metres)
q a-b	=	185 (pcu/hr)
q a-c	=	45 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5 (metres)
Vr c-b	=	100 (metres)
q c-a	=	75 (pcu/hr)
q c-b	=	30 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	80 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	350 (pcu/hr)
q b-c	=	80 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

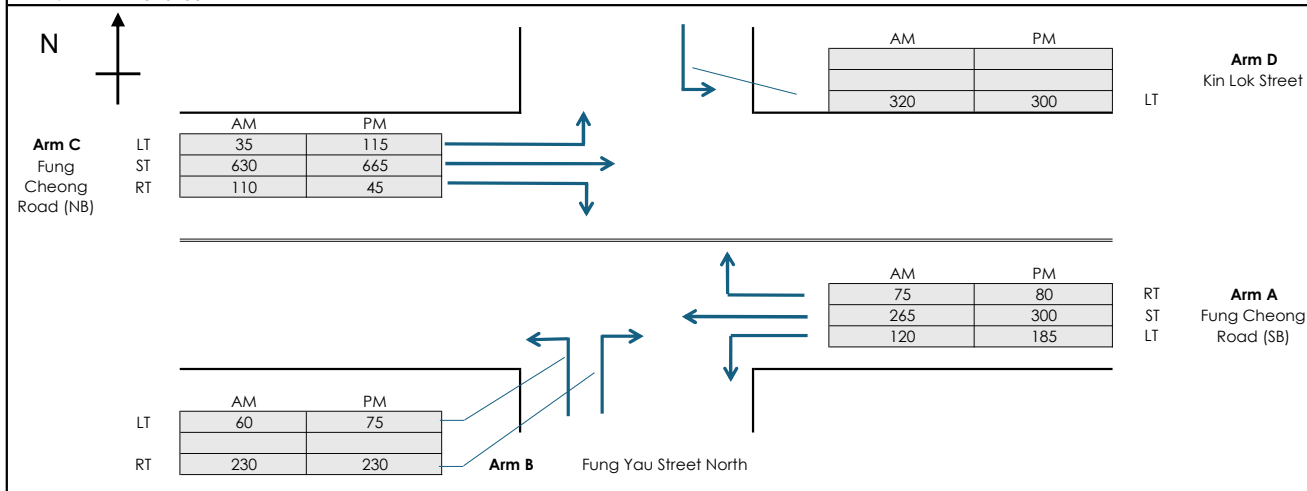
Q b-a	=	570
Q b-c	=	732
Q c-b	=	678
Q b-ac	=	594

CRITICAL DFC = 0.72

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.61
DFC b-c	=	0.11
DFC c-b	=	0.04
DFC b-ac	=	0.72

Job Title:		Junction: Junction J3 - Fung Cheung Rd / Fung Yau St N / Kin Lok St		Designed by:	
Scenario: Observed Flows		Design Year: 2025		Checked by:	
Arm A: Fung Cheung Road (SB)		Job No.:		Date: Sep 2025	
Arm B: Fung Yau Street North					
Arm C: Fung Cheung Road (NB)					
Arm D: Kin Lok Street					



GEOMETRY	
Major Road Width (m)	W 10.50
Central Reserve Width (m)	Wcr 0.00

PARAMETER	Arm B				Arm D				
Lane widths (m)	w(b-a)	4.50	Blockage of major road		w(d-c)	4.00	Blockage of major road		
	w(b-c)	4.50	RT (c-b block c-a)?	Y	w(d-a)	4.00	RT (a-d block a-c)?	Y	
	w(c-b)	4.50	Combined stream on minor arm B?	Y	w(a-d)	4.00	Combined stream on minor arm D?	Y	
Visibility Distances (m)	Vr(b-a)	80	Calculated	D 1.072	Visibility Distances (m)	Vr(d-c)		Calculated	D 0.877
	VI(b-a)	200	Parameters	E 1.041		VI(d-c)	70	Parameters	E 0.968
	Vr(b-c)	80		F 1.022		Vr(d-a)	50		F 0.968
	Vr(c-b)	60		Y 0.638		Vr(a-d)	50		Y 0.638
Straight ahead movement using left lane?	Y				Y				

ANALYSIS	AM Peak			PM Peak			
TRAFFIC FLOWS (pcu/hr)	q(a-b)	120	185	TRAFFIC FLOWS (pcu/hr)	q(c-d)	35	115
	q(a-c)	265	300		q(c-a)	630	665
	q(a-d)	75	80		q(c-b)	110	45
	q(c-a)	630	665		q(a-c)	265	300
	q(c-b)	110	45		q(a-d)	75	80
	q(c-d)	35	115		q(a-b)	120	185
	q(d-a)	320	300		q(b-c)	60	75
	q(d-b)	0	0		q(b-d)	0	0
	q(d-c)	0	0		q(b-a)	230	230
	q(b-a)	230	230		q(d-c)	0	0
q(b-d)	0	0	q(d-b)	0	0		
q(b-c)	60	75	q(d-a)	320	300		
Left turn proportion	F 0.21	0.25	Left turn proportion	F 1.00	1.00		

CAPACITIES (pcu/hr)	AM Peak			PM Peak		
Q(b-ad)	392	391	Q(d-bc)	322	310	
Q(b-accd)	431	437	Q(d-abc)	576	561	
Q(c-b)	644	619	Q(a-d)	536	531	
Q(c-a)	1493	1669	Q(a-c)	1548	1529	

DFC's	AM Peak			PM Peak		
c-b	0.17	0.07	a-d	0.14	0.15	
c-a	0.42	0.40	a-c	0.17	0.20	
b-accd	0.67	0.70	d-accd	0.56	0.53	

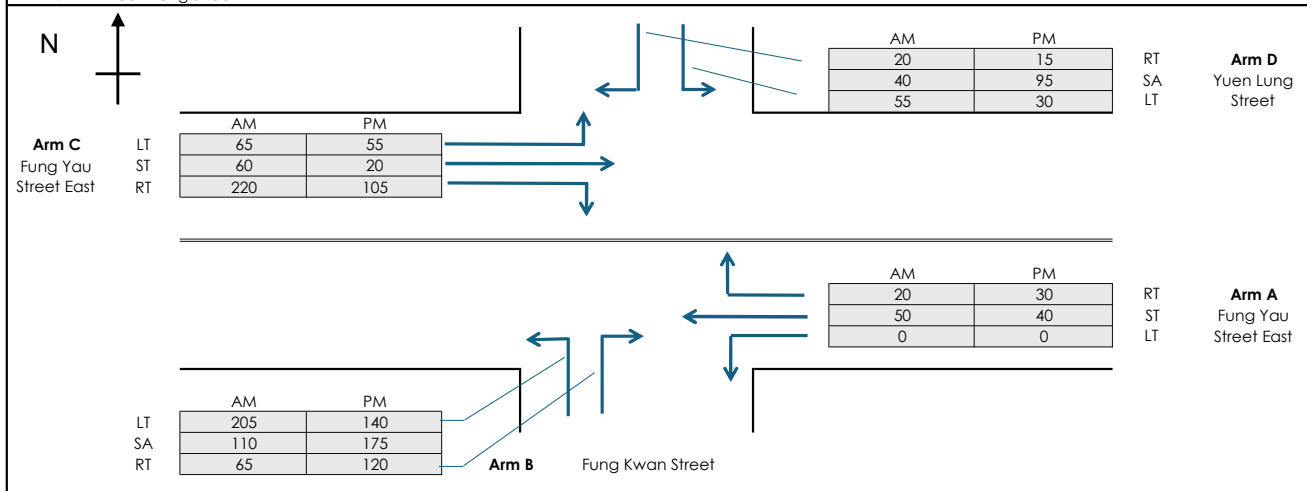
DFC	0.67	0.70	0.56	0.53
------------	-------------	-------------	-------------	-------------

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1 + 0.094(w(b-a) - 3.65)) / (1 + 0.0009(Vr(b-a) - 120)) / (1 + 0.0006(VI(b-a) - 150))$
 $E = (1 + 0.094(w(b-c) - 3.65)) / (1 + 0.0009(Vr(b-c) - 120))$
 $F = (1 + 0.094(w(c-b) - 3.65)) / (1 + 0.0009(Vr(c-b) - 120))$
 $Y = 1 - 0.0345W$
 F = proportion of minor traffic turning left
 $Q(b-ad) = Q(b-a) * Q(b-d) / [0.5 * Q(b-a) + 0.5 * Q(b-d)]$ Capacity of combined streams
 $Q(b-accd) = Q(b-c) * Q(b-ad) / [(1-F) * Q(b-c) + F * Q(b-ad)]$ Capacity of combined streams

AM Peak	DFC	0.67
PM Peak	DFC	0.70

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

Job Title:		Junction: Junction J7 - Fung Yau Street / Fung Kwan Street / Yuen Lung Street		Designed by:	
Scenario: Observed Flows		Design Year: 2025		Checked by:	
Arm A: Fung Yau Street East		Job No.:		Date: Sep 2025	
Arm B: Fung Kwan Street					
Arm C: Fung Yau Street East					
Arm D: Yuen Lung Street					



PARAMETER		Arm B		Arm D	
Major Road Width (m)	W	11.00			
Central Reserve Width (m)	Wcr	0.00			

PARAMETER		Arm B		Arm D			
Lane widths (m)	w(b-a)	4.00	Blockage of major road	w(d-c)	4.00	Blockage of major road	
	w(b-c)	4.00	RT (c-b block c-a)?	w(d-a)	4.00	RT (a-d block a-c)?	
	w(c-b)	4.00	Combined stream on minor arm B?	w(a-d)	4.00	Combined stream on minor arm D?	
Visibility Distances (m)	Vr(b-a)	50	Calculated	D	0.910	Calculated	
	VI(b-a)	50	Parameters	E	0.968	Parameters	
	Vr(b-c)	50	F	0.968	Vr(d-a)	50	F
	Vr(c-b)	50	Y	0.621	Vr(a-d)	50	Y
Straight ahead movement using left lane?		Y		Straight ahead movement using left lane?		Y	

ANALYSIS		AM Peak		PM Peak		AM Peak		PM Peak	
TRAFFIC FLOWS (pcu/hr)	q(a-b)	0	0	q(c-d)	65	55	q(c-a)	60	20
	q(a-c)	50	40	q(c-b)	220	105	q(a-c)	50	40
	q(a-d)	20	30	q(a-d)	20	30	q(a-b)	0	0
	q(c-a)	60	20	q(a-b)	0	0	q(b-c)	205	140
	q(c-b)	220	105	q(b-c)	205	140	q(b-d)	110	175
	q(c-d)	65	55	q(b-d)	110	175	q(b-a)	120	120
	q(d-a)	55	30	q(d-a)	20	15	q(d-c)	20	15
	q(d-b)	40	95	q(b-a)	120	120	q(d-b)	40	95
	q(d-c)	20	15	q(b-c)	205	140	q(d-a)	55	30
	q(b-a)	65	120	q(b-d)	110	175	Left turn proportion	F	0.48
q(b-c)	110	175	q(d-a)	20	15				
q(b-d)	205	140	q(d-b)	40	95				
Left turn proportion	F	0.54	0.32	q(d-c)	20	15			

CAPACITIES (pcu/hr)		AM Peak		PM Peak		AM Peak		PM Peak	
CAPACITIES (pcu/hr)	Q(b-ad)	469	505	Q(d-bc)	453	485	Q(d-abc)	546	520
	Q(b-accd)	574	557	Q(d-abc)	546	520	Q(a-d)	625	672
	Q(c-b)	704	703	Q(a-d)	625	672	Q(a-c)	1742	1720
	Q(c-a)	1237	1531	Q(a-c)	1742	1720			
DFC's	c-b	0.31	0.15	DFC's	a-d	0.03	0.04		
	c-a	0.05	0.01		a-c	0.03	0.02		
	b-accd	0.66	0.78		d-accd	0.21	0.27		
DFC		0.66	0.78			0.21	0.27		

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1 + 0.094(w(b-a) - 3.65)) (1 + 0.0009(Vr(b-a) - 120)) (1 + 0.0006(VI(b-a) - 150))$
 $E = (1 + 0.094(w(b-c) - 3.65)) (1 + 0.0009(Vr(b-c) - 120))$
 $F = (1 + 0.094(w(c-b) - 3.65)) (1 + 0.0009(Vr(c-b) - 120))$
 $Y = 1 - 0.0345W$
 F = proportion of minor traffic turning left
 $Q(b-ad) = Q(b-a) * Q(b-d) / [0.5 * Q(b-a) + 0.5 * Q(b-d)]$ Capacity of combined streams
 $Q(b-accd) = Q(b-c) * Q(b-ad) / [(1-F) * Q(b-c) + F * Q(b-ad)]$ Capacity of combined streams

AM Peak	DFC	0.66
PM Peak	DFC	0.78

2033 Reference Flows

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J4 - Fung Cheung Road / Hop Yick Road

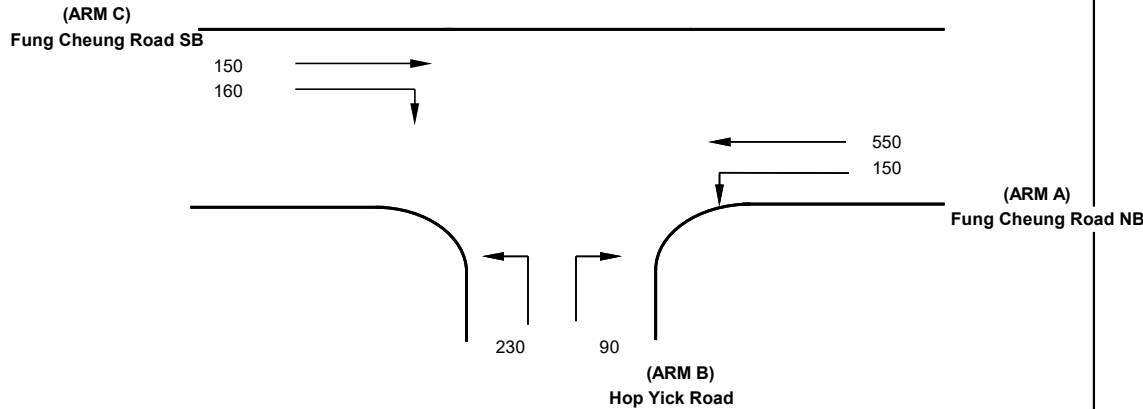
2033 AM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	150 (pcu/hr)
q a-c	=	550 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1 (metres)
Vr c-b	=	100 (metres)
q c-a	=	150 (pcu/hr)
q c-b	=	160 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5 (metres)
W b-c	=	2.5 (metres)
VI b-a	=	100 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	90 (pcu/hr)
q b-c	=	230 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.849570
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	334
Q b-c	=	519
Q c-b	=	478
Q b-ac	=	449

CRITICAL DFC = 0.71

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.27
DFC b-c	=	0.44
DFC c-b	=	0.34
DFC b-ac	=	0.71

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J5 - Fung Cheung Road / Fung Kam Street

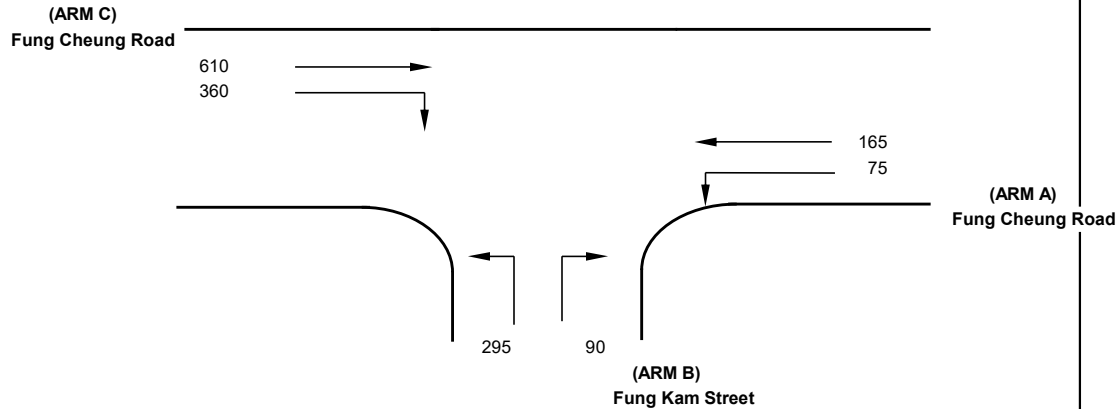
2033 AM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J5

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	75 (pcu/hr)
q a-c	=	165 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1 (metres)
Vr c-b	=	100 (metres)
q c-a	=	610 (pcu/hr)
q c-b	=	360 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5 (metres)
W b-c	=	2.5 (metres)
VI b-a	=	60 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	90 (pcu/hr)
q b-c	=	295 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	292
Q b-c	=	610
Q c-b	=	574
Q b-ac	=	486

CRITICAL DFC = 0.79

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.31
DFC b-c	=	0.48
DFC c-b	=	0.63
DFC b-ac	=	0.79

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown

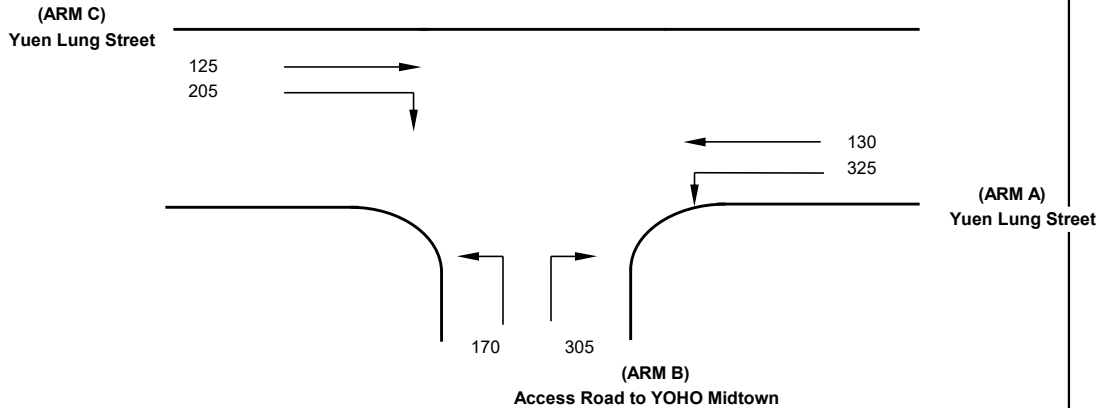
2033 AM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5 (metres)
W cr	=	0 (metres)
q a-b	=	325 (pcu/hr)
q a-c	=	130 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5 (metres)
Vr c-b	=	100 (metres)
q c-a	=	125 (pcu/hr)
q c-b	=	205 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	80 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	305 (pcu/hr)
q b-c	=	170 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	490
Q b-c	=	705
Q c-b	=	636
Q b-ac	=	550

CRITICAL DFC = 0.86

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.62
DFC b-c	=	0.24
DFC c-b	=	0.32
DFC b-ac	=	0.86

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J4 - Fung Cheung Road / Hop Yick Road

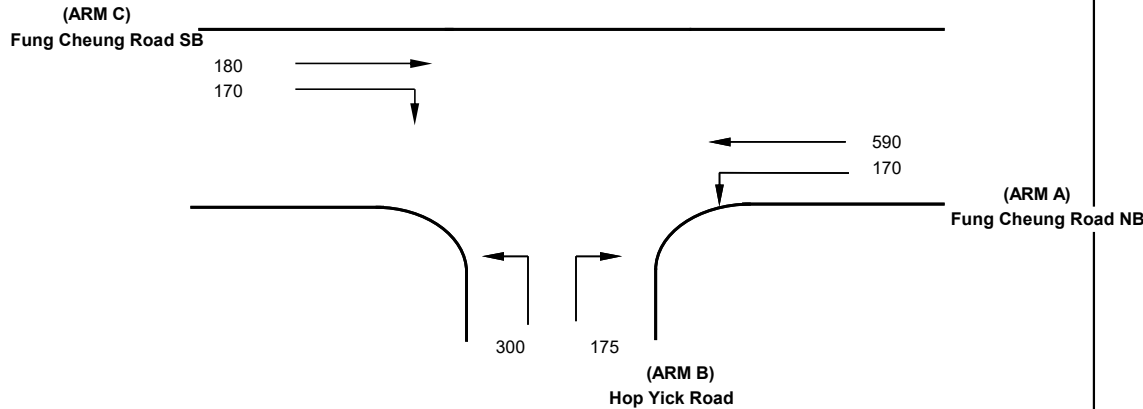
2033 PM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	170 (pcu/hr)
q a-c	=	590 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.07 (metres)
Vr c-b	=	100 (metres)
q c-a	=	180 (pcu/hr)
q c-b	=	170 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	100 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	175 (pcu/hr)
q b-c	=	300 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.983879
E	=	1.014308
F	=	1.020769
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	367
Q b-c	=	588
Q c-b	=	566
Q b-ac	=	481

CRITICAL DFC = 0.99

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.48
DFC b-c	=	0.51
DFC c-b	=	0.30
DFC b-ac	=	0.99

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J5 - Fung Cheung Road / Fung Kam Street

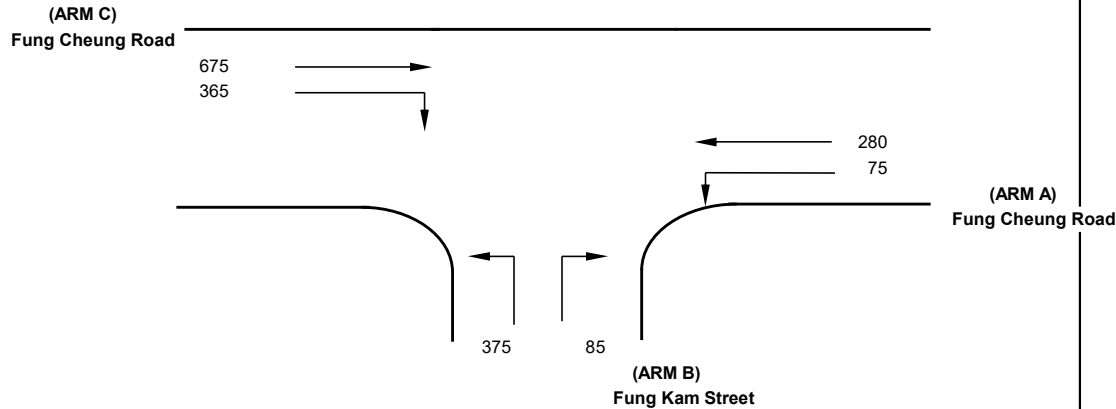
2033 PM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J5

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	75 (pcu/hr)
q a-c	=	280 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1 (metres)
Vr c-b	=	100 (metres)
q c-a	=	675 (pcu/hr)
q c-b	=	365 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5 (metres)
W b-c	=	2.5 (metres)
VI b-a	=	60 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	85 (pcu/hr)
q b-c	=	375 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	258
Q b-c	=	584
Q c-b	=	550
Q b-ac	=	474

CRITICAL DFC = 0.97

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.33
DFC b-c	=	0.64
DFC c-b	=	0.66
DFC b-ac	=	0.97

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown

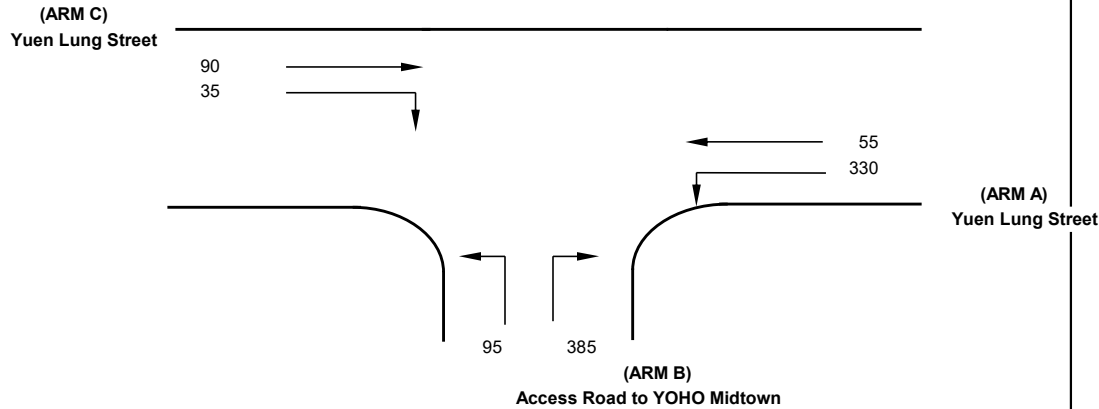
2033 PM Peak Reference Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5 (metres)
W cr	=	0 (metres)
q a-b	=	330 (pcu/hr)
q a-c	=	55 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5 (metres)
Vr c-b	=	100 (metres)
q c-a	=	90 (pcu/hr)
q c-b	=	35 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	80 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	385 (pcu/hr)
q b-c	=	95 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	554
Q b-c	=	719
Q c-b	=	649
Q b-ac	=	580

CRITICAL DFC = 0.83

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.69
DFC b-c	=	0.13
DFC c-b	=	0.05
DFC b-ac	=	0.83

2033 Design Flows

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J4 - Fung Cheung Road / Hop Yick Road

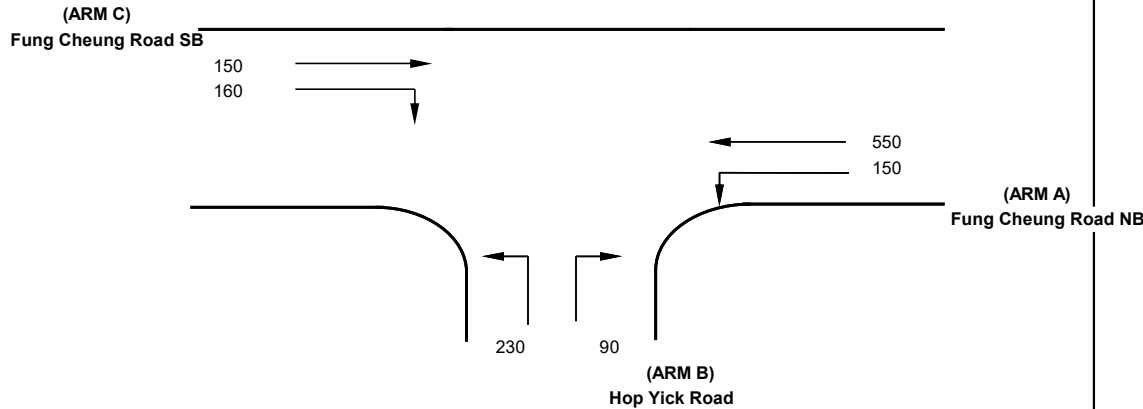
2033 AM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	150 (pcu/hr)
q a-c	=	550 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1 (metres)
Vr c-b	=	100 (metres)
q c-a	=	150 (pcu/hr)
q c-b	=	160 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5 (metres)
W b-c	=	2.5 (metres)
VI b-a	=	100 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	90 (pcu/hr)
q b-c	=	230 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.849570
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	334
Q b-c	=	519
Q c-b	=	478
Q b-ac	=	449

CRITICAL DFC = 0.71

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.27
DFC b-c	=	0.44
DFC c-b	=	0.34
DFC b-ac	=	0.71

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J5 - Fung Cheung Road / Fung Kam Street

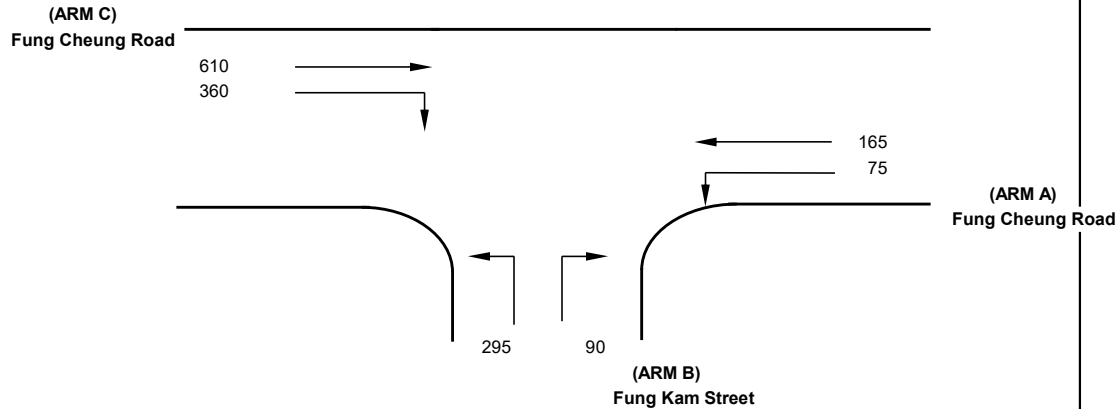
2033 AM Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J5

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	75 (pcu/hr)
q a-c	=	165 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1 (metres)
Vr c-b	=	100 (metres)
q c-a	=	610 (pcu/hr)
q c-b	=	360 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5 (metres)
W b-c	=	2.5 (metres)
VI b-a	=	60 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	90 (pcu/hr)
q b-c	=	295 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	292
Q b-c	=	610
Q c-b	=	574
Q b-ac	=	486

CRITICAL DFC = 0.79

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.31
DFC b-c	=	0.48
DFC c-b	=	0.63
DFC b-ac	=	0.79

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J8 - Fung Kwan Street / Access Road to YOHO Midtown

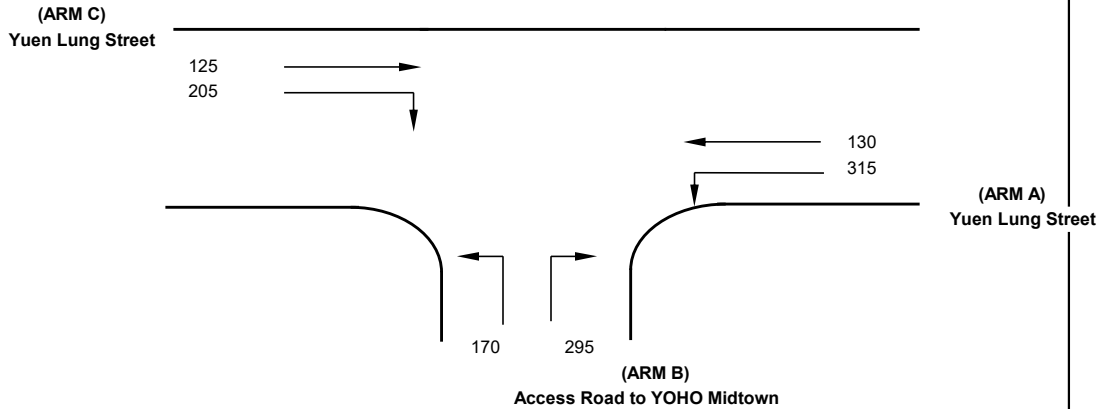
2033 AM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5 (metres)
W cr	=	0 (metres)
q a-b	=	315 (pcu/hr)
q a-c	=	130 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5 (metres)
Vr c-b	=	100 (metres)
q c-a	=	125 (pcu/hr)
q c-b	=	205 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	80 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	295 (pcu/hr)
q b-c	=	170 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

Q b-a	=	491
Q b-c	=	705
Q c-b	=	637
Q b-ac	=	552

CRITICAL DFC = 0.84

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.60
DFC b-c	=	0.24
DFC c-b	=	0.32
DFC b-ac	=	0.84

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J4 - Fung Cheung Road / Hop Yick Road

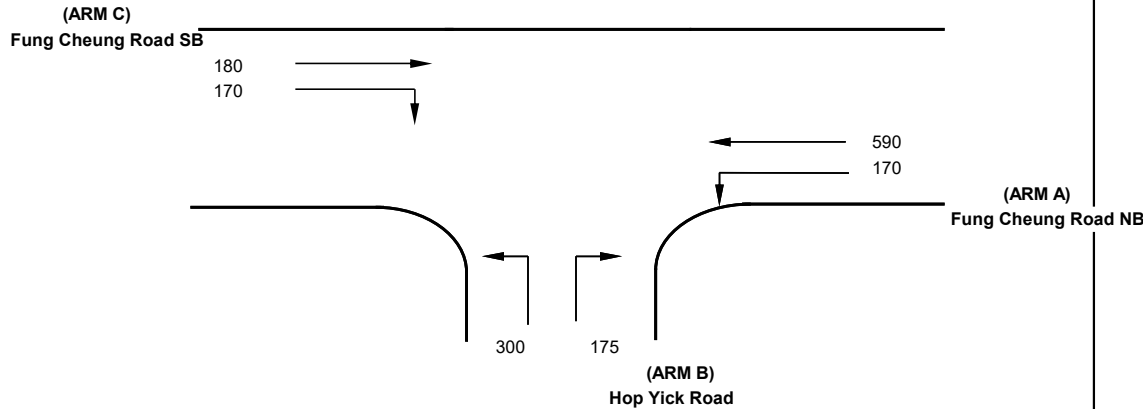
2033 PM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	170 (pcu/hr)
q a-c	=	590 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	4.07 (metres)
Vr c-b	=	100 (metres)
q c-a	=	180 (pcu/hr)
q c-b	=	170 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	100 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	175 (pcu/hr)
q b-c	=	300 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.983879
E	=	1.014308
F	=	1.020769
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	367
Q b-c	=	588
Q c-b	=	566
Q b-ac	=	481

CRITICAL DFC = 0.99

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.48
DFC b-c	=	0.51
DFC c-b	=	0.30
DFC b-ac	=	0.99

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J5 - Fung Cheung Road / Fung Kam Street

2033 PM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J5

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	(metres)
q a-b	=	75 (pcu/hr)
q a-c	=	280 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	2.1 (metres)
Vr c-b	=	100 (metres)
q c-a	=	675 (pcu/hr)
q c-b	=	365 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	2.5 (metres)
W b-c	=	2.5 (metres)
VI b-a	=	60 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	85 (pcu/hr)
q b-c	=	375 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.828550
E	=	0.875846
F	=	0.838923
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	258
Q b-c	=	584
Q c-b	=	550
Q b-ac	=	474

CRITICAL DFC = 0.97

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.33
DFC b-c	=	0.64
DFC c-b	=	0.66
DFC b-ac	=	0.97

PRIORITY JUNCTION CAPACITY CALCULATION

Junction J8 - Yuen Lung Street / Access Road to YOHO Midtown

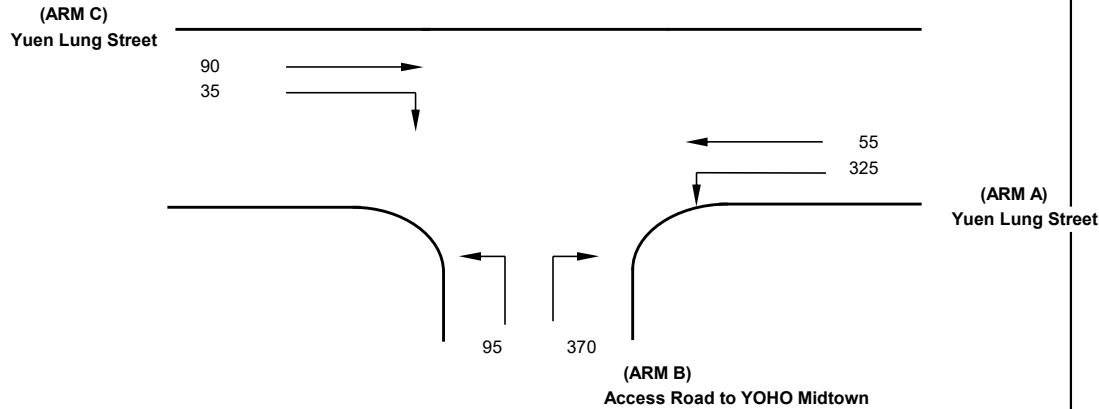
2033 PM Peak Design Flows

Designed By :

Checked By :

Job No. :

Date : Nov 25



NOTES : (GEOMETRIC INPUT DATA)

J8

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.07)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.07)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.07)
- VI b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibility to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	13.5 (metres)
W cr	=	0 (metres)
q a-b	=	325 (pcu/hr)
q a-c	=	55 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5 (metres)
Vr c-b	=	100 (metres)
q c-a	=	90 (pcu/hr)
q c-b	=	35 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
VI b-a	=	80 (metres)
Vr b-a	=	100 (metres)
Vr b-c	=	100 (metres)
q b-a	=	370 (pcu/hr)
q b-c	=	95 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.971707
E	=	1.014308
F	=	0.968154
Y	=	0.534250

THE CAPACITY OF MOVEMENT :

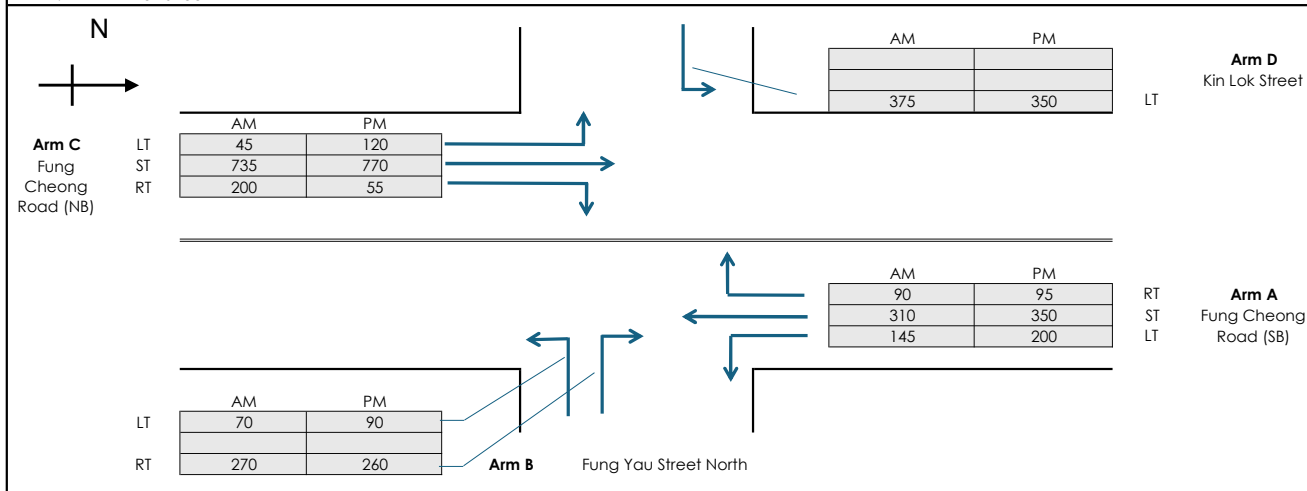
Q b-a	=	554
Q b-c	=	719
Q c-b	=	650
Q b-ac	=	582

CRITICAL DFC = 0.80

COMPARISON OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.67
DFC b-c	=	0.13
DFC c-b	=	0.05
DFC b-ac	=	0.80

Job Title:		Junction: Junction J3 - Fung Cheung Rd / Fung Yau St N / Kin Lok St		Designed by:	
Scenario: Design Flows		Design Year: 2033		Checked by:	
Arm A: Fung Cheung Road (SB)		Job No.:		Date: Nov 2025	
Arm B: Fung Yau Street North					
Arm C: Fung Cheung Road (NB)					
Arm D: Kin Lok Street					



PARAMETER		Arm B		Arm D	
Major Road Width (m)	W	10.50			
Central Reserve Width (m)	Wcr	0.00			

Lane widths (m)	w(b-a)	4.50	Blockage of major road	Lane widths (m)	w(d-c)	4.00	Blockage of major road
	w(b-c)	4.50	RT (c-b block c-a)?		w(d-a)	4.00	RT (a-d block a-c)?
	w(c-b)	4.50	Combined stream on minor arm B?		w(a-d)	4.00	Combined stream on minor arm D?
Visibility Distances (m)	Vr(b-a)	80	Calculated	Visibility Distances (m)	Vr(d-c)	70	Calculated
	VI(b-a)	200	Parameters		VI(d-c)	70	Parameters
	Vr(b-c)	80	F		Vr(d-a)	50	F
	Vr(c-b)	60	Y		Vr(a-d)	50	Y
Straight ahead movement using left lane?		Y		Straight ahead movement using left lane?		Y	

ANALYSIS		AM Peak		PM Peak		AM Peak		PM Peak	
TRAFFIC FLOWS (pcu/hr)	q(a-b)	145	200	q(c-d)	45	120	q(c-a)	735	770
	q(a-c)	310	350	q(c-b)	200	55	q(a-c)	310	350
	q(a-d)	90	95	q(a-b)	145	200	q(a-d)	90	95
	q(c-a)	735	770	q(d-a)	375	350	q(a-b)	70	90
	q(c-b)	200	55	q(d-b)	0	0	q(b-d)	0	0
	q(c-d)	45	120	q(d-c)	0	0	q(b-a)	260	260
	q(d-a)	375	350	q(b-a)	270	260	q(d-c)	0	0
	q(d-b)	0	0	q(b-d)	0	0	q(d-b)	0	0
	q(d-c)	0	0	q(a-b)	70	90	q(d-a)	375	350
	q(b-a)	270	260	q(b-c)	70	90	q(d-a)	375	350
Left turn proportion	F	0.21	0.26	Left turn proportion	F	1.00	1.00	1.00	

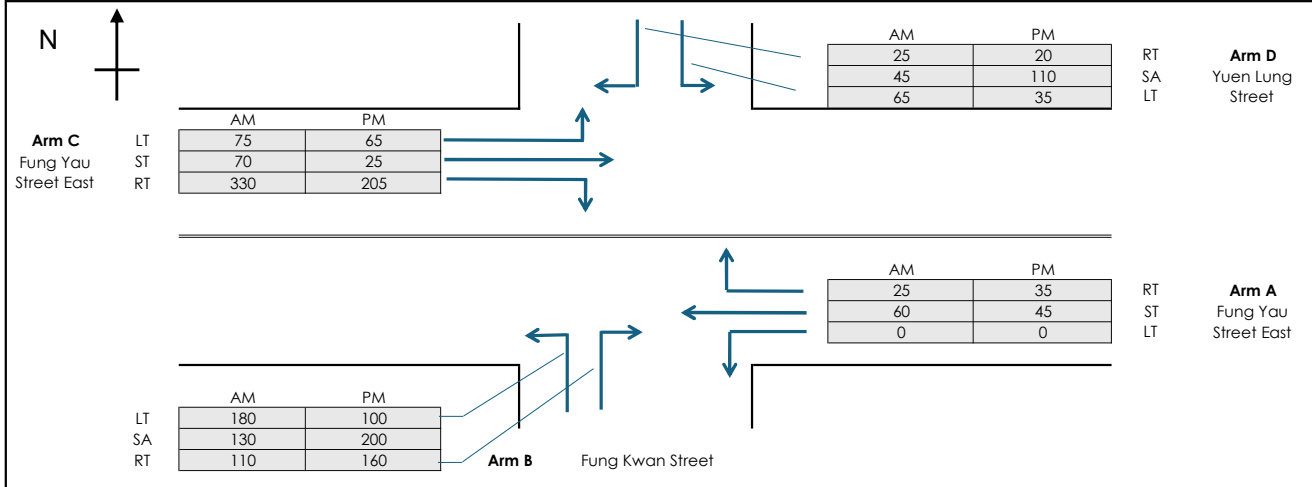
CAPACITIES (pcu/hr)	Q(b-ad)	316	345	Q(d-bc)	266	271
	Q(b-accd)	356	395	Q(d-abc)	552	537
	Q(c-b)	623	598	Q(a-d)	482	503
	Q(c-a)	1222	1635	Q(a-c)	1464	1460
DFC's	c-b	0.32	0.09	a-d	0.19	0.19
	c-a	0.60	0.47	a-c	0.21	0.24
	b-accd	0.96	0.89	d-accd	0.68	0.65
DFC		0.96	0.89		0.68	0.65

Where VI and Vr are visibility distances to the left or right of the respective streams	AM Peak	DFC	0.96
D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))	PM Peak	DFC	0.89

$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$
 $F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$
 $Y = 1-0.0345W$
 F = proportion of minor traffic turning left
 $Q(b-ad) = Q(b-a)*Q(b-d)/[0.5*Q(b-a)+0.5*Q(b-d)]$ Capacity of combined streams
 $Q(b-accd) = Q(b-c)*Q(b-ad)/[(1-F)*Q(b-c)+F*Q(b-ad)]$ Capacity of combined streams

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

Job Title:		Junction: Junction J7 - Fung Yau Street / Fung Kwan Street / Yuen Lung Street		Designed by:	
Scenario: Design Flows		Design Year: 2033		Checked by:	
Arm A: Fung Yau Street East		Job No.:		Date: Nov 2025	
Arm B: Fung Kwan Street					
Arm C: Fung Yau Street East					
Arm D: Yuen Lung Street					



GEOMETRY			
Major Road Width (m)	W	11.00	
Central Reserve Width (m)	Wcr	0.00	

PARAMETER	Arm B				Arm D							
Lane widths (m)	w(b-a)	4.00	Blockage of major road RT (c-b block c-a)?		Y	w(d-c)	4.00	Blockage of major road RT (a-d block a-c)?		Y		
	w(b-c)	4.00	Combined stream on minor arm B?		Y	w(d-a)	4.00	Combined stream on minor arm D?		Y		
	w(c-b)	4.00	Calculated		D	0.910	w(a-d)	4.00	Calculated		D	0.910
Visibility Distances (m)	Vr(b-a)	50	Parameters		E	0.968	Vr(d-c)	50	Parameters		E	0.968
	VI(b-a)	50	Parameters		F	0.968	VI(d-c)	50	Parameters		F	0.968
	Vr(b-c)	50	Parameters		Y	0.621	Vr(d-a)	50	Parameters		Y	0.621
	Vr(c-b)	50	Parameters		Y	0.621	Vr(a-d)	50	Parameters		Y	0.621
Straight ahead movement using left lane?		Y					Straight ahead movement using left lane?		Y			

ANALYSIS	AM Peak			PM Peak			AM Peak			PM Peak			
TRAFFIC FLOWS (pcu/hr)	q(a-b)	0	0	q(c-d)	75	65	q(c-d)	75	65	q(c-a)	60	45	
	q(a-c)	60	45	q(c-b)	330	205	q(c-b)	330	205	q(a-c)	60	45	
	q(a-d)	25	35	q(a-b)	0	0	q(a-d)	25	35	q(a-b)	0	0	
	q(c-a)	70	25	q(b-c)	180	100	q(c-a)	70	25	q(b-c)	180	100	
	q(c-b)	330	205	q(b-d)	130	200	q(c-b)	330	205	q(b-d)	130	200	
	q(c-d)	75	65	q(b-a)	160	160	q(c-d)	75	65	q(b-a)	160	160	
	q(d-a)	65	35	q(d-c)	25	20	q(d-a)	65	35	q(d-c)	25	20	
	q(d-b)	45	110	q(b-a)	110	160	q(d-b)	45	110	q(b-a)	110	160	
	q(d-c)	25	20	q(b-d)	130	200	q(d-c)	25	20	q(b-d)	130	200	
	q(b-a)	110	160	q(b-c)	180	100	q(b-a)	110	160	q(b-c)	180	100	
q(b-d)	130	200	q(d-a)	65	35	q(b-d)	130	200	q(d-a)	65	35		
q(b-c)	180	100	Left turn proportion	F	0.43	0.22	q(b-c)	180	100	Left turn proportion	F	0.48	0.21

CAPACITIES (pcu/hr)	Q(b-ad)	429	470	Q(d-bc)	423	459
	Q(b-accd)	517	508	Q(d-abc)	523	497
	Q(c-b)	700	700	Q(a-d)	586	637
	Q(c-a)	952	1273	Q(a-c)	1723	1701
DFC's	c-b	0.47	0.29	a-d	0.04	0.05
	c-a	0.07	0.02	a-c	0.03	0.03
	b-accd	0.81	0.91	d-accd	0.26	0.33
DFC	0.81	0.91	0.26	0.33		

Where VI and Vr are visibility distances to the left or right of the respective streams
 $D = (1 + 0.094(w(b-a) - 3.65)) (1 + 0.0009(Vr(b-a) - 120)) (1 + 0.0006(VI(b-a) - 150))$
 $E = (1 + 0.094(w(b-c) - 3.65)) (1 + 0.0009(Vr(b-c) - 120))$
 $F = (1 + 0.094(w(c-b) - 3.65)) (1 + 0.0009(Vr(c-b) - 120))$
 $Y = 1 - 0.0345W$
 F = proportion of minor traffic turning left
 $Q(b-ad) = Q(b-a) * Q(b-d) / [0.5 * Q(b-a) + 0.5 * Q(b-d)]$ Capacity of combined streams
 $Q(b-accd) = Q(b-c) * Q(b-ad) / [(1-F) * Q(b-c) + F * Q(b-ad)]$ Capacity of combined streams

AM Peak	DFC	0.81
PM Peak	DFC	0.91